

EAA MILE HIGH CHAPTER



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NEWSLETTER
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THIS MONTH: This month's meeting will be held on Saturday, March 11, 1989 at 7:30 P.M. in the Club Room of the Denver Air Center, which is at the junction of the two main roads leading into Jefferson County Airport. The program will be a videotape and slide show by Herrill Davenport of the Old Rhinebeck Antique Aircraft Museum. It should be a very enjoyable and fun presentation.

LAST MONTH: With 65 members and guests in attendance, the meeting of February 11, 1989 was called to order at 7:40 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the January meeting were approved as published in the Newsletter.

Guests: Guests present were Randy Ivey of Arvada, Jim D. of Erie, Bob Butley of Englewood, and Scott ? of Idaho Springs.

Treasurer's Report: There was none given.

Old Business: Kirby said that Chapter 43 still had 1989 EAA calendars to sell for \$5.00 each. Also, Treasurer Cathy Sheeon was collecting the 1989 dues of \$10.00.

New Business: Herrill Davenport proudly showed a copy of the February, 1989 issue of Sport Aviation, which had a picture of his 1966 Nuzget on the cover. There was a fairly extensive article on the airplane written by Herrill and Daphne, and a number of pictures were also included in the magazine. One of the highlights of being the cover airplane was that exactly twenty years before Brad Davenport made the cover kneeling by the Nuzget! Everyone gave Herrill a very nice round of applause for his accomplishment that many people around the world will read about. Along the same lines, Kirby held up a copy of the August, 1988 issue of Sport Aviation, which contained an article about Ron Denight's Special. Ron had never mentioned the article at a Chapter 43 meeting, so Kirby felt it was about time that someone did. Unfortunately, Ron was not at the meeting to receive everyone's congratulations on the article. Bill Amos announced that he and Bud Aumann were planning to talk to Congressman Joel Hefley about the new TCA proposal on the morning of Friday, February 17, 1989. He said a knowledgeable volunteer or two would be welcome to go along, and to talk to him during the break for more information. Kirby asked if anyone was planning to go to the Cactus Fly-In in Casa Grande, Arizona in March. Several people were thinking about trying to make it. Phil Henninger let everyone know that he was back in town after a couple of years of working in different parts of the world. He was looking forward to finishing his KR-1. Cathy Sheeon reported on a Rocky Mountain Regional Sport Aviation Committee meeting she went to. She said the Regional Fly-In will not

New Business cont: be held at Greeley this year, but instead will be at the Loveland-Ft. Collins Airport. There will not be a temporary control tower this year, which everyone at the Chapter 43 meeting applauded in hearing. The date will change, also, to try to get away from the cold and rainy September weather. This year the Fly-In will be July 14-16. Cathy also said that a real commitment needs to be made from all of the EAA Chapters for volunteers to help make the Fly-In a success. Bill Landers talked about an article in a recent Flying magazine that dealt with the subject of what to do if the FAA accuses you of a violation. Bill said the article suggested that any contact with the FAA should be made through an aviation attorney. Bob Lee related a recent personal experience on this subject that went against the advice of the article. He inadvertently landed a single engine Cessna with the gear up last summer after having been distracted, and the FAA wanted to talk to him about it. He elected to schedule an informal hearing without the benefit of an attorney, and found things to be quite pleasant under the circumstances. He was satisfied with the way everything turned out.

Gene's Corner: Gene Horsman warned everyone about a new tower just east of Frederick. He said it is at least as tall as the Erie tower. Despite growing sales in 1988, the U.S. general aviation industry faces continued battles in 1989 to reform product liability laws, assure airport access, and increase acceptance by the public. Edward W. Stimpson, President of the General Aviation Manufacturers Association, said last week that 1,143 aircraft were delivered in 1988, representing the first time since 1978 that sales had not decreased. "We hope the downward spiral has ended," Stimpson said. But problems remain. General aviation manufacturers regard their fight for product liability reform as a top priority, according to GAMA. They plan to "aggressively pursue tort reform" in the 101st Congress. But there is no promise of legislative action this year.

Progress Reports: David Weise said that he has been working on the control surfaces of his Sonerai lately. Bill Amos has been finishing some of the final items on his RV-4 project. He is confident that it will fly this spring or summer.

A&P: The business portion of the meeting adjourned for coffee at 8:20 P.M. After the break, Ed Cole began his program for the evening. He first talked about a ride he got in a P-51 Mustang for his birthday. It was an incredible experience for him, which he will always remember. He said his stomach hurt for three or four days after the flight. Ed was very concerned about yet another attempt to close the Boulder Airport. He asked that all of us be aware of future developments in this matter, and work to defeat the new proposal. Ed then narrated the slides he and his wife Sherry took of their flying trip to Alaska in the summer of 1988. The scenery was spectacular, and everyone was envious of them. Ed has since sold his share of the Cessna 140 that he flew to Alaska and purchased a Cessna 170. He plans to fly it to Alaska this year.



PHOTO COURTESY OF E.B. JEPPESEN

CHARTING HIS OWN COURSE

The quiet hero of aeronautical history

By Richard Johnson

IT was 1929 and 22-year-old pilot Elrey Borge Jeppesen — known then to his friends as “The Kid” — was sitting in a cantina in the jungle village of Minatitlan, Mexico. He kept an eye on some angry Mexicans at a nearby table. Two had pulled knives and stuck them violently into their table top.

With The Kid was Sidney Bonnick, 42, an English aerial photographer assigned to assemble a pictorial survey for Royal Dutch Shell Oil Co. Bonnick was considered the best in the business and took a fatherly attitude toward his pilot, Jeppesen, who looked about 16.

“I’ll teach you the ways of the world,” Bonnick had told the younger man as they walked into the cantina.

Jeppesen didn’t drink. He wanted steady nerves when flying a Liberty DH — “an old boxcar-type biplane,” as he recalls — over uncharted Mexican jungles and mountains while Bonnick snapped photographs. And so he refused all alcoholic beverages. Bonnick, however, was another story. He drank enough for two.

And carried away by spirits and enthusiasm, Bonnick suddenly had climbed up on their table, shouting in fractured Spanish his great appreciation of Mexico, ending with “Viva, viva, viva!”

Evidently he was misunderstood by his Mexican listeners, who had become increasingly angry. At last a knife whizzed past Bonnick and Jeppesen and stuck in the wall behind them.

“That’s when I pulled Bonnick out a

window,” says Jeppesen, a native of Louisiana who has been a Coloradan since 1941. “I shoved him into a car Royal Dutch Shell had provided for us, and we got out of there.” He laughs at the memory.

SAVING people seems to have been a natural part of Jeppesen’s 82-year history. Six years after he rescued Bonnick, he was piloting a United Airlines Boeing 247 over Illinois at dawn when he spotted a burning barn and sheds. The flames threatened a nearby farmhouse, which Jeppesen circled at low altitude until he roused the sleeping occupants and saw them run outside.

For that, he received from famed radio newscaster Walter Winchell a heroism award — a bouquet of orchids, which Jeppesen gave to UAL stewardess Nadine Liscomb. On Sept. 24, 1934, she became his wife in ceremonies in Dunlap, Iowa.

There isn’t any doubt that Jeppesen — now called “Jepp” by his friends — has indirectly saved many thousands of lives. In fact, the next time you are on an airplane that takes off or lands safely, you may want to thank God first — and then Jeppesen. For five decades, pilots throughout the world have been sending letters to Jeppesen, expressing grateful appreciation of his maps and airfield charts, which helped them make safe landings.

Indeed, “Jeppesen” or “Jepp” has become a generic term internationally for a manual of airfield charts that contain vital information, including all relevant elevations, for safe takeoffs and landings. A pilot in Botswana or Nepal

Above, Elrey Jeppesen sits in the pilot’s seat of a 1930 Boeing Trimotor, his favorite airplane.

may say to another, “Can I borrow your Jepp for a minute?”

Horst Bergmann, a Jeppesen friend since 1963, remembers the time he was traveling in the cockpit of a plane flying over India. He asked the young pilot, “Have you ever heard of Lindbergh?” The pilot said, “No.”

“Have you ever heard of Jeppesen?” Bergmann then asked.

“Certainly,” said the pilot, “I have it right here.” And reaching under his seat, he pulled out the Jeppesen Airway Manual, which universally since 1934 has been considered the pilot’s most important tool.

Jeppesen, who turned 82 on Jan. 28, lives with Nadine in Cherry Hills Village. He is a modest multimillionaire who accidentally became rich by starting the industry of aviation cartography.

“I didn’t begin drawing airfield charts to make money,” says Jeppesen. “I did it to preserve myself for old age and to help fellow pilots.”

What many in aviation consider to be the world’s finest high-tech facility for producing and updating aviation charts and maps is in a three-floor, 140,000-square-foot building in Englewood’s Inverness Industrial Park. It is the home of Jeppesen Sanderson, a Times-Mirror company.

Jeppesen’s friend Bergmann, the company’s president, says Jeppesen Sanderson has 280,000 international subscriptions for manuals, which are updat-



THE DENVER POST / BERRY CLEVELAND

ed continually. The firm, employing about 650 in Englewood and Germany, has produced more than 7 billion charts and maps and has an \$80 million gross annual income.

Not bad for a business that grew out of a little black notebook Jeppesen bought nearly 60 years ago in Cheyenne, Wyo.

In that little loose-leaf, leather-bound book, Jeppesen — beginning in the summer of 1930 — drew sketches of all the airfields he used — or might use — as one of the West's early mail plane pilots. He made his first notations in the little book while flying between Portland, Ore., and Pasco, Wash., for Varney Airlines. Soon other pilots were asking for copies.

"I was about 23 when I got a job as a mail pilot with Boeing Air Transport," Jeppesen recalls. "One of the routes I flew was between Salt Lake City and Cheyenne. It was rough flying over the mountains, and there weren't any aviation maps or charts in those days. Sometimes you'd set down on a field in the dark, and nobody would be around. You'd dump gasoline into your tank out of 5-gallon cans outside the hangar, and then you'd take off again."

Flying single-engine open-cockpit Boeing B-40 biplanes, Jeppesen and fellow pilots nearly froze in winter weather. He wore two flying suits, double boots, heavy gloves and a winter helmet with goggles. "I'd be so cold after four or five hours that I could hardly crawl out of the cockpit when I landed," he remembers.

He and others carried Rand McNally road maps, and in bad weather they often followed the Union Pacific railroad

tracks — called "hugging the UP" — to keep themselves oriented. Many times they tried to find emergency fields where they could put down and wait for storms to pass.

Four of 18 pilots flying in and out of Cheyenne were killed during the winter of 1931-32. "That's when I wised up," says Jeppesen. He realized that he, and every other pilot, needed charts of all airfields.

With his little black book, altimeters and climbing gear, he drove from Cheyenne to Salt Lake City, scaling mountain peaks and smokestacks and noting their height. He learned that the elevation of Black Mountain, the high point just east of Salt Lake City, wasn't noted on any map.

Jeppesen climbed the mountain with three altimeters strapped to his back, then took the readings to University of Utah scientists, who helped him figure out the peak's elevation. On a sketch of the mountain in his little black book, Jeppesen noted the elevation and added 500 feet for good measure. Years later, when the mountain's elevation was determined exactly, Jeppesen learned he was only 200 feet off, and with his added 500 feet, he had a 300-foot margin of safety.

The information Jeppesen compiled was in such demand by other pilots that he began printing copies in 1934 and selling the books — called the Airway Manual — for \$10 each. A captain for United Airlines, Jeppesen did his cartography in the basement of his Salt Lake City home when he wasn't flying. Nadine helped, and they hired university students as draftsmen.

On one occasion, an elderly woman

Jeppesen wears his original flight jacket, some 40 years old, and holds his goggles and leather flight helmet from his collection in his home.

who lived nearby alerted the FBI that strange young men were going in and out of the Jeppesen home at all hours. The agency checked and was satisfied, but it was called again by the neighbor after she saw the students spill some guns out of a box onto the Jeppesen lawn.

"Just a prank played on Grandma," Jeppesen had to explain to the FBI.

By 1940, some of the nation's commercial airlines were buying Jeppesen Airway Manuals for their pilots.

Jeppesen was transferred by United Airlines from Salt Lake City to Denver in 1941, and after he and Nadine were settled in a home at 622 Grape St., they opened Jeppesen & Co. in a small office on Colfax Avenue, employing a draftsman and a secretary they had brought from Salt Lake City. They wanted to chart all of North America and Alaska.

"We gathered information by telephoning and by writing to farmers, county commissioners, mayors, sheriffs and anybody else who would help," explains Jeppesen. "And we hired photographers and surveyors. Our charts had everything from water towers to Nellie's barn."

Among other things, the charts showed the location and elevation of the airport and the elevations of natural or man-made obstructions; they showed

Richard Johnson is a Denver Post staff writer.

The next time you are on an airplane that takes off or lands safely, you may want to thank God first — and then Jeppesen.



Above, Jeppesen and his wife, Nadine, sort photos and other mementos in the basement of their Cherry Hills Village home. At right, Nadine Jeppesen in her United Airlines flight attendant's uniform in 1935.

runway lengths, beacon lights, the radio range (a four-legged radio beacon by which pilots determined if they were on course), and the "pull-up" advisory — information on how far a pilot could go before he had to pull up if he couldn't land.

The federal government had begun producing letdown procedures in written form in about 1938, but with the onset of World War II, the Navy adopted "Jeppcharts" — as they were known — as standard flying manuals.

The Navy later contracted with Jeppesen to map and chart the Aleutian Islands — a major contribution to the war effort, which he made from his office.

Jeppesen wasn't in the military service but for a while flew B-24 cargo planes from the states to Australia under a contract the Air Force had with United Airlines. "We had to wear Air Force uniforms, but we were civilians and didn't carry any identification," recalls Jeppesen. "I remember worrying that if we went down and were captured by Japanese troops, we probably would be shot as spies."

After the war, the Navy continued buying Jeppcharts, as did the newly created Air Force. His company provided information on most of North America and Alaska, and the commercial airlines were among his customers.

By 1954, the volume of his business was so large that, as a United Airlines captain and a cartographer, he virtually was working at two full-time jobs. "My doctor," he recalls, "told me I had to quit one or the other or I'd be a cardiac case."

He was 47. He had no retirement benefits plan. And so he resigned from United Airlines to preside full time over his cartography company. Within three years, he opened a branch in Frankfurt, West Germany, where the U.S. Army was his customer. In Colorado, as the 1960s began, he had 200 employees and a



PHOTO COURTESY OF E.B. JEPPESEN

new building on East 40th Avenue north of Stapleton International Airport.

By the time he sold his company to Times Mirror in 1961, it was doing more than \$5 million in business each year. (Times Mirror bought Sanderson Films in 1968 and merged the two firms in 1974.)

For five years after the sale of his business to Times Mirror, Jeppesen stayed on as president. He continued to serve on the board until two years ago, and he still is a consultant to the company.

ALTHOUGH suffering from the early stages of Parkinson's disease, Jeppesen is active and, when the weather permits, plays golf — a game he loves. "I'm shaky," he says with typical good humor, "but the funny thing is that the shakes have improved my putting."

He adds that the time he spends playing golf has kept him from organizing the hundreds of mementos that would fill a "Jeppesen museum." In his basement are old aviator helmets and jackets, maps, photographs and documents — among them his first international pi-

lot's license, issued in 1928 by the International Aeronautical Federation and signed by Orville Wright.

Jeppesen was born in Lake Arthur, La., the son of Danish immigrants. His father was an architect and cabinet maker. In 1908, when the boy was 1, the family moved to a farming community near Hood River, Ore. "We had to get out of those swamps," Jeppesen recalls his mother saying. Elmer, one of his two older brothers, had died of diphtheria in Lake Arthur.

An excellent student, Jeppesen nevertheless dropped out of high school in Portland, where the family settled in 1917. Classroom studies were no match for the lure of flying, and Jeppesen became a teenage pilot after training at Bell Air Service in Vancouver, Wash.

With \$500, much of it earned on a newspaper delivery route, Jeppesen bought a Curtiss JN-4, called the "Jenny." He was 19.

"I was working as a mechanic and plane washer at Vancouver," he recalls, "and one day was flying around in my Jenny. When I landed, the airport manager asked me if I wanted to make some money taking up passengers. I said, 'My God, I just learned to fly. I'll make another landing, and if I do OK, you can put in one passenger.'"

Thus began his career as a professional pilot. He found that he could make \$10 by taking a passenger on a six-minute flight.

He began barnstorming throughout Oregon and Washington, "hooking up" once with a carnival. Sometimes he had to make forced landings and one time rolled into a farmhouse's back yard where a woman was scrubbing clothes on a washboard.

"She was as polite as could be," remembers Jeppesen. "If that happened today, you'd probably get sued."

After selling his Jenny, Jeppesen became an instructor and wing walker with Tex Rankin's Flying Circus near Portland. "I was a very timid wing walker," he confesses.

But he proved to have a knack for flying and in an Eaglerock barnstormed to Dallas, Texas, where he was hired by Fairchild Aerial Surveys to fly Bonnick around Mexico.

"It was fun," he says, "and I got paid \$400 a month — a lot of money in those days. We charted the coastline and flew inland from Minatitlan, mapping unknown territory all the way to Merida and British Honduras."

After a year and a half in Mexico, he returned to Portland and flew first for Varney Airlines and later for Boeing Air Transport, which ultimately merged with Varney to become United Airlines.

He flew out of Oakland, Calif., and Reno, Nev., and Omaha, Neb., and Salt Lake City, Denver, Cheyenne and Chicago. He flew Boeing trimotors and DC-3s.

By the time he left United, he had clocked 10,000 hours in DC-3s.

Jeppesen stopped piloting planes for fun and business about 20 years ago. But he relives the old days when he gets together with other veteran pilots, some of whom have mounted a campaign to have Denver's proposed new airport named after him.

"That's a joke, but it's nice to know people are thinking about you," he says.

It isn't a joke to Aurora resident Ralph Latimer, president of the Colorado Chapter of Silver Wings, an organization of pilots who soloed 25 or more years ago. "Letters have gone to the mayor and governor and to other officials," says Latimer. "We think we have

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"Have you ever heard of Lindbergh?" The pilot said, "No."
 "Have you ever heard of Jeppesen?"
 "Certainly," said the pilot, "I have it right here."

JEPPESEN

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a good start, and we would appreciate support from the public." (Latimer can be telephoned at 757-3735.)

Other old pilots share Latimer's enthusiasm. "Lord," says Jack Leffler, "Jepp's work has saved a lot of lives. People who didn't use his charts ran into mountains."

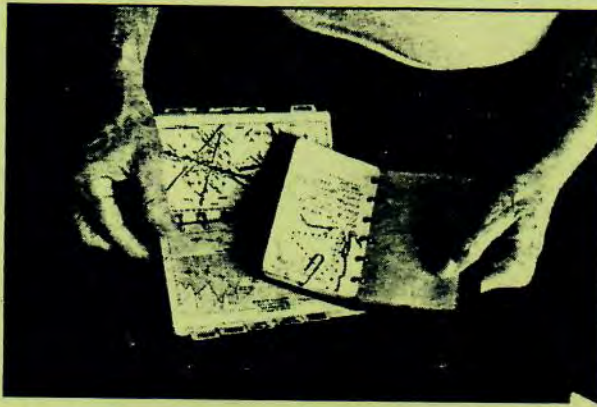
Leffler, who lives in Seattle and founded the Museum of Flight there, says the museum traces the history of flight from "Leonardo da Vinci to E.B. Jeppesen."

Says Joseph Hutchinson, a retired pilot who lives in Evergreen: "I think Jepp's rating in aviation history is awfully high. He started an industry that is terribly important."

Jeppesen has been given dozens of awards, including the National Business Aircraft Association's Meritorious Service Award, which puts him in the same company with Charles Lindbergh, Igor Sikorsky and Jimmy Doolittle — some of the others who have received it.

Jeppesen and Nadine live quietly, occasionally enjoying the company of friends and of their two married sons and five grandchildren.

"Sometimes," says Jeppesen, "I stand in my living room, watching the sun set over the Rockies, and I dream a little. I



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"My favorite plane was the old Boeing trimotor, because it shook and rattled so much you thought you were really doing something to fly it."

Above, Jeppesen compares one of his original hand-notated notebooks (the smaller book) and a copy of the printed chartbook that his work evolved into. His books are used by pilots everywhere.

think of flying the night mail. When you were doing that, you got an Indian feel for the weather.

"My favorite plane was the old Boeing trimotor, because it shook and rattled so much you thought you were really doing something to fly it.

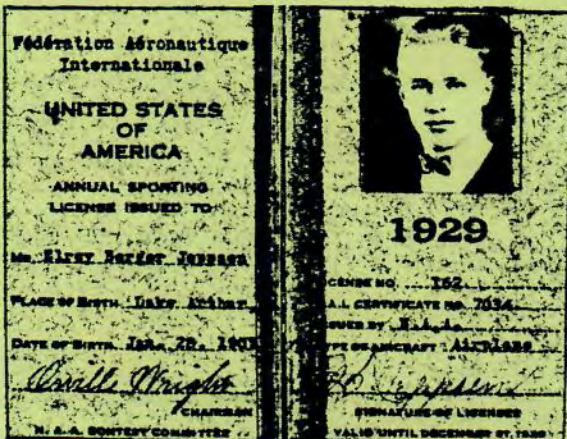
"I can stand at my picture window and still feel what it was like to fly through Secret Pass out of Elko, Nev., or across Donner Summit in California, or through Immigration Canyon out of Salt Lake City."

With a trembling hand, he smooths his white hair. "Oh, God," he says, "I loved it. We all did."

At left, young Jeppesen, wearing his flight helmet and goggles, circa 1930. Below, Jeppesen's first flight license, issued by the Fédération Aéronautique Internationale, was signed by Chairman Orville Wright. Much of the information on the license, including Jeppesen's name and birthdate, is incorrect.



PHOTO COURTESY OF E.B. JEPPESEN



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THE JEFFCO AIRPORT

FREQUENT FLYER

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"SIGNS" Of The Times



Artist's conception of the new entrance road signage and landscaping for Jeffco Airport. Phase I of the signage improvements will begin this spring.

1989 will definitely be a year of positive change for Jeffco Airport. One of the many improvements slated for the entire facility includes a total revamping of our signage. We have recently completed a study with Bill Wenk & Associates and a committee of airport tenants to improve signage for better identification and guidance through the Jeffco facility.

This Spring, we will begin to implement Phase I of the program with new signs along the entrance roads into the airport, new street and highway signage, and new landscaping concepts that will set the standard for future designs, as well as help guide traffic through the airport's business centers. Phase II will begin later in the year and include continued landscape upgrading and improved business identification. Ampersand Studios has been retained as the graphic designers for the project.

Proposals Now Being Accepted For Fixed Base Operator (FBO)

Jeffco Airport has put out Requests For Proposals for a Fixed Base Operator (FBO) to lease the current Jeffco Air building and ramp areas. The current lease expires in June 1989, and the airport is looking for a tenant who will meet the high standards set by Jeffco Airport. The new FBO must be willing to build and finance a new terminal just west of the current hangar, as well as build a new hangar. "We want a First Class FBO facility, one that is of high quality and will include passenger seating/lounge area, pilot flight planning areas, conference rooms, exercise facilities and a restaurant with aircraft catering," said Dave Gordon, Airport Manager.

An informational meeting will be held March 20, 1989 to discuss the criteria. A tour of the current Jeffco Air facility will also be conducted at that time. Proposals must be submitted by March 31, 1989. For more information please contact Bob Lohne at 466-2314.

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The Manager's Message...

1989 "The Year of the Customer"

Throughout 1989, the Jeffco Airport Authority and staff have set some very realistic and attainable goals. None of them are more important than the emphasis we place on continued service and assistance to our customers. We learned a lot from the surveys we conducted last year and in response, we have already started to make some improvements. In 1989, we will see a new coin-operated wash rack, a pay telephone booth in the T-hangar area has been added, and electrical power inside the Port-a-Port and T-hangars is being planned for summer. I am sure everyone agrees the Flying Deli Delight and the Guest House hotel are nice additions to the airport. Still other plans are being made to make Jeffco your airport of choice. If you ever have any questions or comments about our facilities or amenities, please contact me directly, or any one of our staff members. We are always happy to help.

Dave Gordon
Airport Manager

Touch and Go

We encourage all of you, especially those of you involved with the flying schools, to use Jeffco Airport for your touch and goes. The FAA ranks airports by the number of operations it has in a given year and a touch and go counts as two operations. The amount of traffic affects the pay status of our tower personnel and can have an overall effect on airport funding. Traffic increased 12% over the last year and we need to keep that number going up up up. Please help.

Off to a Flying Start

Within Jeffco Airport there are four flying schools, each one different and all of them unique.

AirWest

Bill Brand heads up AirWest, a branch of Wings of Denver Flying Club Inc. AirWest is a full service flying club with 22 aircraft and 275 members. Their primary business is flight training, but they have recently expanded to a capacity where they can handle just about anything to do with general aviation.

"We're a full service club complete with FAA approved training programs, pilot supplies, anything you need for flying - we can handle it all," said Brand. "Our attitude is what makes us different. We're professional people in a casual environment but we strive to be the safest." Call 466-1718 for more information.

Mile High Flight Training

Mile High Flight Training, Inc. is another school that concentrates on quality as opposed to quantity. Paul Dickson, who manages the center, said his instructors are not in the business to build up flight time. "We spend more time with the student than the FAA requires," said Dickson. "If the student needs more time or additional instruction, we're going to help."

Mile High Flight Training, Inc. began its operation about a year and a half ago. Their training program is extensive, with state-of-the-art videotape ground school simulators that are "as close as you can get to real flying." Call 465-3665 for more information.

Hoffman Pilot Center

Jeffco Airport also houses the only flight school that teaches flight instructor refresher clinics three times a year to some 200 pilots in the Denver area. "Our emphasis is on thorough, complete training for people who plan to work in the industry," says Harry LaForge, manager of the Hoffman Pilot Center. "We're in this for the long-term, and our plan is for a higher standard of excellence." Hoffman Pilot Center has been FAA approved since 1971 and teaches both airplane and helicopter programs. The company was started by Ken Hoffman who in the mid-1960's wrote the A.O.P.A. mountain flying course. For more information call 469-3333.

Denver Air Center

Along with offering complete FAA approved flight training from private to ATP, Denver Air Center offers their members use of the finest, most luxurious club facility in the region.

"Denver Air Center is unique in that as a full service FBO we have complete control of our training operation from ramp service to maintenance. Our instructors are full time professionals ready whenever you are", said John Hurd, Denver Air Center's chief pilot.

"We want to be more than a flight training center. We want to make flying a fun family experience", said Hurd.

For more information call 466-2336.

Airshow Scheduled For Summer

"High on Colorado"

The largest air show in the Denver area is scheduled for August 18 through 20th at Jeffco Airport.

This three day event titled, "High on Colorado" will feature a daily air show, a night time concert and fireworks display. The airport has committed to three air shows over the next three years and has the potential of becoming one of the largest annual events in Colorado. The air show will boast Colorado products and companies and will require volunteer efforts from the local community, charity and civic groups in order to make it successful.

We will keep you up-to-date and informed as the details are finalized. If you would like to help make the air show a success, please contact the Airport Manager's office at 466-2314.

New Construction Underway

The FAA has granted Jeffco Airport \$2.75 million in construction funds to be used for expansion and improvements to the airport. A 12,000 square foot maintenance building to house snow plows, fire equipment, etc. is currently under construction. The building is scheduled to be completed in May. The funds have also been used to construct a Safety Area off the east end of runway 29R and purchase a 31-acre clear zone for 29R. The remaining funds will be used to overlay runway 2/20 and provide new runway and taxi-way lights for the same runway. All the upgrades will be completed in 1989.

Instrument Landing System Now Improved

Improvements have been made to the Instrument Landing System by the FAA at Jeffco Airport. Previously, the rough terrain was causing problems with the system, but the ground was smoothed out from the Safety Area project which improved the glide slope signal. In addition, the FAA has upgraded the status of the ILS so we have a higher priority in getting technicians out to fix any problems.

The Guest House

Your Home Away From Home

One of the newest additions to Jeffco Airport is the Guest House hotel. The hotel features 16 rooms, each equipped with either a king or double bed, microwave oven, refrigerator, television and fireplace. Each room is tastefully decorated using soft, pleasant colors. The Guest House also offers two-room suites and a honeymoon suite which include a private jacuzzi and living room.

"The hotel is geared for the comfort of the corporate traveler," said Shirley Lindow, Resident Manager, "We also serve a Continental Breakfast each morning to taylor to our business clients."

However, the hotel is open to the public and offers competitive rates. Rates are \$80 per night for a room, \$100 for a suite or the honeymoon suite and \$120 for a two-room suite with jacuzzi and living room. Corporate rates are 20% off listed rates. Another jacuzzi, located off the main lounge area, is available to guests.

In addition to the guest rooms, the Guest House also has a conference room available to the public with enough seating for 45 people. Catering is available to meet your needs.

For more information or reservations contact Ken or Shirley Lindow, Resident Managers, at 469-3900.

Refresher Flying Courses Offered

The Companion Flyer/Pinch Hitter course will be held at the Guest House on May 6, 1989. The course is designed for the non-pilot who flies in small planes in the right seat. The course will help the companion flier enjoy flying more, aid the pilot, and prepare them for emergencies. This course is offered by Colorado 99's who are also flight instructors.

A Wings Program will be held at 10:00 a.m. on May 6, at the Denver Air Center, Hangar 3. This program is designed for yearly review of your flying skills and also help reduce your insurance. The program will consist of a lecture and a three-hour review with an instructor in your plane. The guest speaker will be Rick Jesuroga, Aviation Meteorologist with NOAA. His topic will be "Weather From The Cockpit"

For more information on both courses, please call Joyce Hilchie of the 99's at 443-0153.

Flying Deli Delight Now Open

The Flying Deli Delight is a family owned and operated business located at the Jeffco Air Hangar and is open every day of the week. They offer daily specials, hot and cold sandwiches, soups, desserts, and beverages. Hours are: Monday-Friday 9:00 am - 3:00 pm and 9:00 am - 2:00 pm on weekends. Let's keep them on the airport by giving them our support.

Tower News

1988 was a good year for traffic count at Jeffco Airport. Unofficially, traffic was up from 136,013 operations in 1987 to 152,251 in 1988. We lost two controllers in January as Mike Turner transferred to Pueblo tower and Mike Cumrine transferred to Casper, WY tower. Good luck - we'll miss you guys. New controller trainees are Ed King and Kevin Gallagher who arrived in November from Salt Lake Center, and Rich Martinez, who arrived from Ogden, UT tower in January. Welcome aboard!

Freedom Avionics Open for Business

Gene Shriver and Bob Caswell have combined their 70 years of experience to form Freedom Avionics Company, providing sales, service and installation of airplane radio equipment. The company is located in the Denver Air Center Hangar, Hangar 3, 469-5633. Please help our our newest airport business.

Bill Bolton Wins!

Bill Bolton was the lucky \$50.00 winner for filling out and returning the high-pressure aircraft wash questionnaire mailed with the November newsletter. Congratulations! The wash rack will be installed this summer. We'll keep you posted.

Just The Facts . . .

The building which previously housed Aero Associates is now vacant. Coldwell Banker is currently looking for a tenant or buyer. Call Joe Dunn at 628-1706 for more information.

For your convenience the airport has added a FAX machine. Should you ever need to FAX us anything, the number is 466-8030.

Corporate Hangars have recently been built, sold and are currently at full occupancy. Another five hangars, 60 x 70 feet each, are going to be built this summer for corporate use. Hangars are available for purchase on 30 year lease terms. Contact Dave Gordon at 466-2314 if you are interested.

New business standards for aircraft maintenance, propeller overhaul and avionic shops have been approved, making it easier for new businesses to start up on Jeffco. Call 466-2314 for details.

An Airplane Wash is scheduled on the airport May 6, 1989, to benefit the 99's scholarship fund and the National Intercollegiate Flying Association (NIFA) fund. For more information contact Joyce Hilchie at 443-0153.

For your convenience we have installed an additional pay telephone. This one is located in the T-hangar area. It's located on the end of T-hangar building 1300 running parallel to the corporate taxi-way. Look for the phone signs.

A mail drop has been installed on the main entrance door to Terminal Building B-7 to use when the office is closed.



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