

# EAA MILE HIGH CHAPTER



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CATHY SHEBON  
469-6456

NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 12, ISSUE 10, OCTOBER, 1989

THIS MONTH: This month's meeting will be held on Saturday, October 14, 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 main part of the business meeting will be the annual election of officers and volunteers. All of the positions have someone interested in filling them. However, all officer and volunteer positions are up for re-election, so any member is free to volunteer or nominate from the floor if the candidate has given advance permission to be nominated. The program will be a number of short aviation-related videotapes on different subjects.

LAST MONTH: With 55 members and guests in attendance, the meeting of September 9, 1989 was called to order at 7:45 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the August meeting were approved as published in the Newsletter.

Guests: Guests present were Jim Sevanick of Phoenix, Arizona, Tom & Chris Bullington of Boulder, Dwight Cresap of Niwot, and Richard Ball of Boulder -- who was a guest of Gale Abels.

Treasurer's Report: There was none given.

Old Business: Kirby informed everyone who might not have realized it that the weekend of the September Chapter 43 meeting would normally have been the weekend of the Rocky Mountain Regional Fly-In. The weather was cold and rainy enough that John Fakan made a fire for us to enjoy. Kirby said we did well to move the Fly-In to July this year. Daphne Davenport reported that Bernard's Restaurant had closed. We had voted to hold our annual Christmas Banquet there. She quickly did some checking around and found the Plum Tree in Lafayette available on our regular meeting night (Saturday, Dec. 9, 1989). They have plenty of room for us, and a buffet dinner is \$11.00. Kirby asked those present to vote on whether to hold our Christmas Banquet at the Plum Tree this year. Everyone voted yes. Many thanks to Daphne for taking care of this matter!

New Business: Bill Landers brought in some copies of a newsletter and type club directory which was published in Kitplanes Magazine. Anyone interested was invited to take one. Bill also brought in a copy of Jane WWII Fighting Aircraft for everyone to look at. He found the book for only \$23.00. Bruce Elmquist asked if anyone was interested in building a Lancair and whether someone had sent away for an information packet and videotape. He asked that anyone considering the design to please get in touch with him. Don Mobley said that he had flown Glen Counts' Piper Aztec to him in California. Don was very impressed with the friendliness and helpfulness of the FBO in Rio Vista, California. Herrill Davenport

New Business cont: talked a little about a trip he took with his Dad and another person to Alaska in a Cessna 210. Everyone had a great time, and he said the scenery was magnificent. Herrill also read a very nice letter he had received from a fifteen year old stomach cancer patient in Scotland who had seen a picture of Herrill's Nugget and wanted more pictures of it. He also asked about getting some American military shoulder patches and plastic models of American airplanes. Herrill asked that if anyone in Chapter 43 had any spare patches or models to contact him so they could be sent to the person in Scotland. Brad Davenport talked about a number of aviation issues that may affect many of us in the near future. The articles that he got the information from are in this Newsletter.

Gene's Corner: Gene Horsman told everyone about a trip that three people took in a 1948 Luscombe Sedan. Their goal was to take off and land at general aviation airports in the 48 contiguous states in less than 48 flying hours -- meaning gear off the ground. They had help from favorable tailwinds most of the way, and completed the trip with 3 hours and 24 minutes to spare! The Scaled Composites Pond Racer is awaiting delivery of its engines. It will be powered with Nissan's GTP Series auto racing engines. The radiators are mounted aft of the forward swept wing in a boom pod. The exhaust ducts for cooling air are on top of each boom. The aircraft has a central rudder and fin with butterflies on the tips of the stabilizer at the booms.

Progress Reports: Bill Amos said he had gotten his RV-4 back from being painted, and was very happy with the way it turned out. He had some pictures of it and fly-ins he had been to recently for everyone to look at. Gene Horsman talked about some cracks that were discovered in the tailcone of his 1940 Luscombe 8-A during a recent annual inspection. Several metal pieces were replaced in the area to insure that everything would be trouble-free in the future.

A&P: The business portion of the meeting adjourned at 8:25 P.M. After the break, Jim Thompson showed some slides that he and Bill Amos took on a recent trip to the RV Fly-In in Oregon. Bill flew his RV-4, and Jim flew his Cessna 170-A with Dick Weppner and Rob Mason as passengers. They first went to North Plains, Oregon, which is where the first half of the Fly-In was. They toured the RV factory while they were there. They flew to Mount St. Helens next, and took pictures of each other flying inside the crater, which is quite large. After that, they flew to the second half of the Fly-In in Cottage Grove, Oregon. On the way home, they took pictures of each other flying around Crater Lake in Oregon. Some of the background scenery in the slides was quite spectacular. Everyone thanked Jim for showing them. The second part of the program was a slide presentation and talk by Gale Abels on his V-tail Thorp T-18. He talked about the design changes he made to the plans, some of the special construction techniques he used in building the airplane, his assessment of how well the design changes and the basic Thorp design have worked after ten years of flying the airplane, and some of the trips he has made with it. Gale put on a good program and his presentation was appreciated by everyone at the meeting.

**DECATHLON:** The Denver Air Center, which is where Chapter 43 holds its monthly meetings, now has a Bellanca Decathlon on the line and available for taildragger and spin and aerobatic training. For more information, call them at 466-2336.

**MARKETPLACE:** For Sale: 1960 Piper PA 22/20-160 project. TT 2411.32. Fuselage stripped and bead blasted with tubing repairs completed. Has Univair gear conversion STC with new gear installed and new Univair door frame parts to satisfy Service Bulletin 819. Includes other parts to complete airplane except engine, prop, windshield, and wings. Has some wing parts with good ailerons, flaps, and fuel tanks. Instrument panel has instruments but no radios. Seats have fresh upholstery. Includes logbook, data plate, and airworthiness certificate. Fuselage can be towed. \$3,000. Bill Brooks 425-5625

For Sale: Oxygen bottle with altitude gauge, \$150.00. Artificial Horizon, \$50.00. Mike Goodman 429-0421

**AVIATION HAPPENINGS:** October 20-22, 1989 18th Annual Copperstate Fly-In in Casa Grande, Arizona. See Kirby for details.

October 28, 1989 Aurora Airport Fly-In. BBQ lunch served from 11:00 to 3:00. This is a Saturday.

### SHOE

Jeff MacNelly



### CESSNA

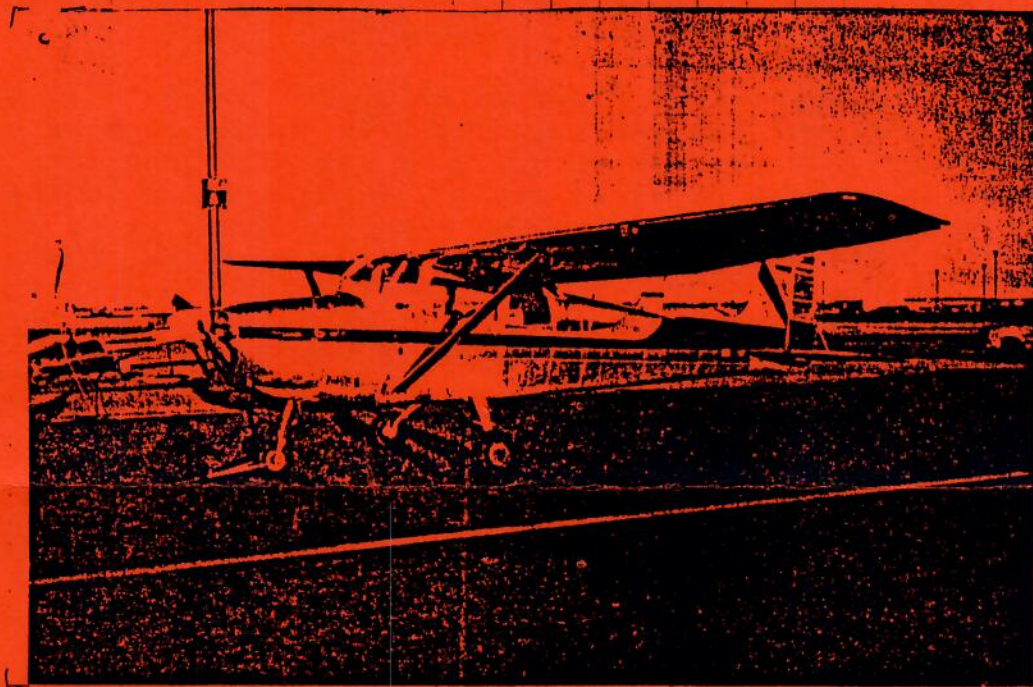
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#### Brake Housing

While replacing a brake line, it was noticed that the left brake caliper housing was cracked at both top and bottom line fitting holes. Further inspection revealed that the right brake also had a similar crack originating at one of the fitting holes. None of the cracks was seeping fluid however. These cracks may have resulted from over-tightening the line fittings in the housings. These areas should be closely checked at each inspection. Part total time - 2812 hours.

On September 17, 1908 Lt. Thomas E. Selfridge became the first man to lose his life in an airplane when an aircraft piloted by Orville Wright crashed at Fort Myer, Virginia.

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# Mechanic Liability

By **KARL D. FORTH**  
Senior Editor

Maintaining a complicated aircraft and keeping up with all the related paperwork is tough enough without having someone looking over your shoulder, waiting for you to make the slightest slip-up.

Fortunately, that doesn't happen very often in aviation maintenance. But the Federal Aviation Administration has increased the number of inspectors monitoring maintenance facilities. At the end of Fiscal Year 1983, there were about 1,500 inspectors. The FAA had 2,200 inspectors at the end of Fiscal Year 1988, and expects to have about 2,500 by the end of the following fiscal year.

"So what," you may be saying to yourself. "I do a good job and I do everything within the rules. Why should I worry about how many inspectors the FAA has?"

Because in the view of some observers, the FAA has been concentrating on trying to find small violations of the Federal Air Regulations instead of cooperating with operators to improve safety.

Stephen P. Prentice, a San Diego attorney, pilot and A&P, is one such person. Prentice, whose firm represents air taxis and individual mechanics, spoke on the subject of "Aircraft Technicians and the Law" at the recent Professional Aviation Maintenance Association Convention in Philadelphia.

Prentice advises A&P mechanics to keep careful written records, and to watch what they say. "Be aware that the inspectors are charged with the duty to hand out tickets, like police officers," he told AEM. "No matter how friendly they seem on a social basis, they're doing a job and they're going to be out there making notes, or trying to, of what's going on in the field."

Prentice believes there are not a lot of inspectors considering the number of aviation activities, but

there are significantly more than there were five or six years ago. "Because of that, I think the mechanic and aviation people in general can expect a little more closer surveillance than they've been used to in the past."

According to FAA, airworthiness inspectors check that required maintenance and inspections are completed, and a certified mechanic either does the work and signs the document saying it's been done or, if someone else has done it, signs the document indicating it's been done properly.

What about the charge that FAA inspectors are more concerned with nit-picking over small rule violations instead of working with operators? "The best way to improve safety is to find the ones who are not doing the job the way they're supposed to be," comments an FAA spokesman.

According to FAA, an A&P can be the subject of fines or certificate action "whenever he fails to sign off on something, or signs to something he didn't do, or to something somebody else didn't do." Any fine would be the judgment of the

inspector and FAA lawyers. Prentice says the individual A&P probably wouldn't face a fine unless he were operating as a sole proprietor without connection to a repair station.

According to Prentice, under the Airports & Airway Capacity and Expansion Act, the FAA doesn't have to go to court to collect fines against mechanics. Current fines are \$1,000 per FAR violation for a pilot or mechanic. An operator carrying passengers for hire must pay \$10,000 per FAR violation.

The fines are levied directly by the FAA, and can be appealed at a hearing before an administrative law judge. "They call it an appeal, but it's a request for a hearing on the imposition of the civil penalty, or the imposition of the suspension of a certificate," Prentice says.

Prentice says that for the FAA to consider certificate action, the violation, especially in the case of an air taxi operator, has to be a major one in which the safety of the public is involved.

According to an FAA spokesman, the inspector can't take away a mechanic's A&P certificate on the



*The A&P mechanic's awareness of FAA rules and how they are enforced could affect his career.*

spot. There has to be a formal procedure before the A&P would surrender his certificate. "But the inspector might suggest very strongly to the firm he (the mechanic) is working for that he do something else in the interim," the spokesman says.

There is some debate as to whether a mechanic has to have his actual A&P certificate on his person while performing aircraft work, Prentice says. He suggests making a photocopy and carrying that while keeping the original in a safe place. If someone really wants to see the original certificate, it could be brought in the following day.

Also, Prentice advises A&Ps to keep a personal log of what they do each day in their toolbox, in addition to the work orders and other paperwork. A description of the aircraft and what kind of work was performed could be entered in a small pocket notebook.

Most A&P mechanics are unaware of what is known as a "NASA Safety Reporting Form." If an A&P does something he believes may have been wrong, he can fill out a form (available at a Flight Standards District Office) and send it to the National Aeronautics and Space Administration's Aviation Safety Reporting System, P.O. Box 189, Moffett Field, California 94035. The form must be sent within 10 days of the maintenance action, and the A&P should receive a receipt. Sending the form usually insulates the A&P from the imposition of a 30- or 60-day suspension of his certificate.

"If I were a mechanic and an inspector took an inordinate interest in something I was doing, (I would think that) maybe I'm doing something wrong and this guy is going to zap me for it," Prentice says.

"That would have been a good time to send in a form just for the heck of it because, two months

later, (I could) get a notice of proposed certificate action, they want to suspend my IA for 30 days."

By sending in the form, the penalty generally can't be imposed. The FAA can still have a hearing and make a record of the infraction, but they can't take action, except in cases of very intentional wrongdoing. Nothing on the form can be used against an A&P who sends it in.

Airline pilots and some general aviation pilots use these NASA reports all the time for inadvertently missing an assigned altitude or flying an incorrect heading. "Those guys religiously send them in," Prentice says. "They can't afford the 30-day suspension." In fact, during one recent month NASA

received 1,621 reports from air carrier pilots, 816 from general aviation pilots, and 83 from controllers, but only nine from people in the "cabin/mechanics/military/other" category.

There's another option for A&Ps—malpractice insurance. Prentice says that any mechanic, a sole proprietor or several individuals working jointly can acquire this type of protection very easily. Even so, this is something few A&Ps would even consider unless they were in a highly unusual situation.

The average mechanic shouldn't lose sleep if he doesn't have malpractice insurance, but he should be aware of the rules and how they can be used against him and on his behalf. ♪

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## BE AWARE

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### Odors In the Cockpit

Beware of potent odors in the cockpit following maintenance. In one case, non-flammable penetrating oil was sprayed on the control cable pulleys under the cockpit floor of a Fairchild SA226. The cabin had been ventilated for about an hour and the flight crew took off after being assured the odor would dissipate. As the odor got stronger, the crew called ATC to make a precautionary landing. Before they landed safely 20 minutes later, they started to complain of light-headedness, body tremors, and reduced ability to concentrate. Oxygen only made the symptoms worse. Never take chances with the potential harmful effects of various spray products in an enclosed area.

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## OF INTEREST

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### Industry Drug Testing Program

Effective December 18, 1989, much of the aviation industry is required to implement FAA-approved anti-drug programs for employees who perform sensitive safety or security-related functions. The FAA's Final Rule, "Anti-Drug Program for Personnel Engaged in Specified Aviation Activities," (53 FR 47024) was published on November 21, 1988. Advisory Circular (AC 121-30) was issued March 16, 1989. An amendment to the final rule was published on April 14, 1989 (54 FR 15148).

The anti-drug regulations apply to all FAR Part 121 and 135 carriers and a number of small operators defined in a new FAR 135.1(c). This section includes operators exempted by section 135.1(b). The regulations also require that all direct or prime contractors servicing these carriers and operators be covered by an FAA-approved anti-drug program.

The original rule required Part 121 and 135 carriers to include contractors in their anti-drug programs. However, the FAA recognized the administrative and logistical problems associated with including contractor employees in a carrier's anti-drug program and amended the rule. The amendment gives the option for an entity or individual who holds a repair station certificate and other contractors to submit an anti-drug plan directly to FAA or be covered under a carrier or other contractor's approved program. Repair stations and other contractors are not required to implement drug testing programs for up to 360 days after the effective date of the rule.

Direct questions or comments to: Drug Abatement Branch (AAM-220), Office of Aviation Medicine, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591, telephone (202) 267-3413.

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### Near Midairs Drop by 28%

The number of pilot-reported near midair collision reports continued to decline in the first quarter of 1989, dropping to 123 from 172 in the first 3 months of 1988 and 221 in the comparable period in 1987.

"Pilot deviations" - in-flight violations of FAA regulations or air traffic control directives or procedures - also dropped to 468 in the January-March period, compared to 787 in the first quarter of 1988 and 788 in the first 3 months of 1987.

In addition, operational errors by air traffic controllers were down by 3% through the end of March, dropping to 240 from 248 in the same period last year. In 1988, the number was down by 13%, going from 1,199 in 1987 to 1,042.

The 28% first quarter reduction in near collision reports follow a 33% decline for all of 1988. Last year's total was 712 compared to 1,058 in 1987. The 1988 total was the lowest annual figure since 1984.

The decline was especially noticeable in California, which historically has accounted for approximately 25% of all near collision reports. This year, the 23 reported incidents in the state were 17% of the first quarter total. The 41% drop in pilot deviations resulted in the lowest first quarter count since 1986, when it was 525. It also followed a year in which the count was down 20% from the 1987 total - 2,933 as compared to 3,651.

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## New Security Requirements

By **KARL D. FORTH**  
*Senior Editor*

Many fixed base operators located on air carrier airports are going to improve security—whether they want to or not.

The Federal Aviation Administration has made several changes in FAR Part 107 that will require new security measures at 427 airports around the country.

Most agree that increased security on the general aviation side of the airport is a good idea, but

object to rules that could require an FBO to install expensive equipment to help protect an airline terminal that may be a mile or more away.

According to a recent National Air Transportation Association report, security used to be considered an airline operations issue, but the FAA now seems to believe that tighter security measures in the passenger terminal will deflect terrorists to general aviation operators.

"The focus is to protect the airline," Andrew Cebula, NATA's di-

rector of government affairs, explains. "The FAA has a few mechanisms that they want people to use to prevent unauthorized access. The closer you get to the airline area, the stronger the FAA is going to be measuring those access controls."

The FAA has been particularly interested in tighter access controls since a former Pacific Southwest Airlines employee smuggled a gun onto a flight in December 1987 and shot the aircraft's crew, causing a crash that killed everyone aboard.

The proposed FAA rule would require a system or method that would allow only authorized personnel access to secure areas on the airport. Such a system could allow some personnel into specified areas while keeping others out, and limit an individual's access to certain times and days. If a person were no longer an employee, as in the PSA case, entry could be denied immediately.

Specifically, the FAA rule "establishes a requirement for certain aircraft operators to submit to the Director of Civil Aviation Security, for approval and inclusion in their approved security programs, amendments to ensure that only those persons authorized to have access to secured areas of an airport are able to obtain that access, and, also, to ensure that such access is denied immediately to individuals whose authority to have access changes." (Airports are already required to have an FAA-approved security program that describes the "functions and procedures to control access to certain areas of the airport and to control movement of persons and vehicles within those areas.")

NATA's government affairs staff and the association's Airports Committee subcommittee on security have been working on a proposal to minimize the impact of the rules on FBOs. Members of the committee point out that each airport has a unique security situation, and an



FBO several miles from the passenger terminal should not be required to have the same amount of detection equipment as an operator that is a few hundred feet from the terminal.

Tom Ransom, a member of the security subcommittee, says that airport tenant ramp areas, such as those used by FBOs, corporate operators and air cargo carriers, are considered part of an airport Air Operations Area, and that's part of the problem for FBOs.

"You could fence yourself out of that active area and, by definition of federal regulations, you would still be within the AOA," says Ransom, vice president of Qualitron, a Houston FBO.

It's also interesting to note that, to date, no one has entered an airport through an FBO, moved across airport grounds to the passenger terminal, and then hijacked or even threatened an airplane.

The rule changes are in FAR 107.13, Security of Air Operations Area, and FAR 107.14, Access to Secured Areas of Airports. Airport management is responsible for seeing that the security plan is implemented by all airport tenants, except air carriers that agree to be directly responsible to FAA for their own "exclusive use area." (A survey of NATA members showed that 94 percent of respondents on Part 107 airports have a provision in the lease agreement that requires security responsibilities to be enforced by the tenant.)

The FAA proposed a computer-controlled card access system for airport tenants, but there are many ways for an FBO to comply with FAR 107.13. NATA's Cebula says there are no security standards for FBOs because each airport security situation is different. Since the primary concern is the airline area, an FBO's proximity to that part of the airport will determine what has to be done.

Qualitron's Ransom says that any security efforts should be coordi-

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# FBO Support Services

nated with the airport. "I think it's always good to work with your airport management," he says.

Security alternatives include a simple key and lock, cipher type lock, guard with a list of authorized personnel, or even the computer-controlled access system. Critics of the FAA's proposal charge that the cost of installing and maintaining computer-controlled screening devices at every access point of the AOA would be too expensive and impractical.

"You can't have every party that transits your terminal have to enter using a badge with a four-digit cipher lock," Ransom says. "Every time my manager goes from his office to the line, he will have to use his badge and the cipher lock."

Corporate operators themselves are already security conscious, and

the fact that these aircraft usually operate on an unscheduled basis helps protect them from assaults by terrorists, who prey on victims that operate on a schedule. Some business aircraft owners have purchased sophisticated onboard security systems (see AEM, April 1987). In addition, business aircraft crews usually know who is boarding the aircraft in advance, and often know passengers by name and appearance.

According to a report issued by the National Business Aircraft Association, the most important thing a corporate operator can do is develop a "security attitude." The operator should determine if there is a need to be concerned and what can be done about it. After a security awareness has been established, NBAA advises operators to seek assistance from local police or oth-

ers in questions about the best protective measures. The good old friendly, informal fixed base operator could also make use of these suggestions when developing a security plan.

Even though the new FAA rules are intended to improve air carrier security, there are benefits for general aviation. "The FBO has to make sure that its customers, be they base customers or transient customers, understand that a security system is in place," says NATA's Cebula. "While they may have to go through a loop or two to get to their aircraft, in the end it's going to be adding a layer of protection."

The FBO can still be friendly, but if it operates on an air carrier airport it will have to do so with increased security measures in place. □



Chapter 43 Newsletter  
c/o Kirby White  
8780 West 90th Place  
Westminster, CO 80020



EUGENE HORSMAN  
210 LOOKOUT VIEW CT.  
GOLDEN, CO 80401