

JEFCO AEROMOD'ERS

An aerial photograph of a small airport facility. A newly paved asphalt runway and taxiway system is the central focus, marked with white dashed lines and yellow 'X' symbols at the ends. To the left of the runway is a small hangar with a brown roof, a parking lot with several cars, and a dirt area. The surrounding landscape is a mix of dry grass and green patches, with a winding river and distant mountains in the background. The sky is clear and blue.

LONG RANGE PLAN

Jefco's Long Range Plan

Nothing can be more catastrophic to a radio controlled airplane club than losing their field. Throughout the country RC clubs are losing their fields for a variety of reasons but the number one reason is encroachment of residential populations. Noise and safety are the foremost reasons, given by adjacent homeowners, that a field is not compatible with their neighborhood.

When this event occurs, many times without fair warning, clubs scramble to find a new field. This can become a race to put all the pieces in place before the club folds and the members join other clubs or find other alternatives. Some may even quit flying altogether.

Jefco Aeromod'lers , a AMA chartered club, in place since 1978 and that presently has a outstanding model field located in Chatfield State Park near Denver CO , has seen warning signs that could jeopardize our field remaining in its present location. We believe that it is best to begin planning for the future of the club based on the premise that surrounding land could be developed or some other event could occur that would cause us to lose our present facility. **We hope this will never happen.**

The following report is the effort of the Long Range Planning Committee to put in place an action plan to give the Board of Directors and the members of the club what is necessary for a proactive approach to locating and building a new field.

Respectively Submitted by the Long Range Planning Committee

Bruce Ream - Chair, Bill Zimmerman, Larry Bickel, Tom Elliot, Mike Haverland, John Lipe

Beginning the Process

To begin the planning process the LRPC set up a series of meetings with a broad spectrum of the present members to find answers and gain input as things that could be done if we were to lose our field. These meetings lasted several hours and gave LRPC real insight as to what our members think about the club and its future. Although the premise was a new field, we gained valuable knowledge of what the club might consider in the future, even if the field doesn't move. Any time a major event occurs, it becomes an opportunity to improve on what you presently have and look to the future to it make better.

What better way to find out how to make it better than to ask those who use the field and participate in the club activities. We asked a series of questions and this is what we found out.

First Question - Why have a club?

- | | |
|---------------------------------|-----------------------------|
| 1. Maintain the field | 9. Showcase the hobby |
| 2. Teach people to fly | 10. Vehicle to stage events |
| 3. Maintain safety at the field | 11. Manage the field |
| 4. Further the hobby | 12. Have nicer facilities |
| 5. Camaraderie | |
| 6. Share ideas | |
| 7. Give us a voice- power | |
| 8. Raise money | |

Second Question - What are we doing now?

- | | |
|------------------------------|--|
| 1. Raise money - Auction | 8. Own/ Operate and maintain equipment |
| 2. Hold flying events | 9. 3300 hours of volunteer time |
| 3. Maintain the field | 10. Maintain C7 status |
| 4. Train new flyers | 11. Lobby on behalf of the club |
| 5. Manage the safety program | 12. Do long range planning |
| 6. Hold monthly meetings | 13. Make field improvements |
| 7. Monthly newsletter | 14. Work with the Park |

Third Question - What should the club be doing?

- | | |
|--|-------------------------------------|
| 1. Establish a membership committee | 8. Look for Corporate Sponsors |
| 2. Enforce the safety rules | 9. Work with schools |
| 3. Support Charities | 10. Speaker Bureau |
| 4. Recognize new flyers | 11. Expand Volunteer program |
| 5. Run events that are self sustaining | 12. Club marketing program |
| 6. More involvement with the community | 13. Leadership training program |
| 7. Attract new members | 14. Better liaison with Hobby Shops |

Forth Question - What are we doing that we shouldn't be doing?

1. Letting safety violations slide
2. Fostering a culture of violations
3. Some people are treated differently

New Field vs. Existing Field

Existing Pro's

1. Tremendous investment in current field - \$500,000
2. One of the best fields in the USA
3. Great location, close to Metro area, great views
- 4 Two paved runways, E/W 750', N/S 650'
5. Concrete pit area
6. Metal impound stands
7. Metal pilot benches
8. Brick Toilets, maintained by State Park
9. Brick Storage shed and fenced storage area
10. Covered 40'x60' Shelter with tables
11. Work tables with concrete pads
12. Garbage service provided by State Park
13. Kiosk, information for all flyers
14. Entrance road and parking maintain by State Park
15. Running potable water in summer by State Park

Existing Con's

1. Open to the Public, in a State Park
2. Jefco has little control
3. Camp grounds limit flying area
4. Shea property will eventually be developed
5. All improvements are the property of Corp of Eng.
6. Noise is issue with neighbors to the South

A New Field Pro's and Con's

New Field Pros's

Attempt to find a site where Jefco would have control of use of field. Jefco could end up on local, state or federal land again including relocating at Chatfield.

1. Could require Jefco membership
2. Could require AMA membership
3. Could have locked gate for members only access
4. Could have large flyover area. 2500' to 3000' in any direction
5. Site could have potential revenue opportunities

New Field Con's

1. Significant expense
2. Likely to be further from the Metro Area
3. Time and effort necessary to find and construct new field
4. Time and effort necessary to find finances and or financing for new field

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Phasing Plan for New Field

Phase One

New Runway - 50'x700' Blacktop or petromat

Taxiways - Blacktop or petromat

Gravel parking for 30 cars and road if required.

Move existing shelter if possible. or new

Portable Toilets - Start with 2

Move existing benches.

Concrete Pits area - Move existing seating

Move portable starting stations

Two ground starting stations

Move Kiosk and Brick pavers

Tuff shed - 20' x 20'

Wind Sock and weather station

Spectator fencing

Security fencing/ gate control

Phase Two

Expand Parking

Expand Pit Area

Permanent Toilets

Power - Solar/ Wind Power

Fencing as appropriate

Paved Pilot Boxes

Helicopter Flying Area - Paved

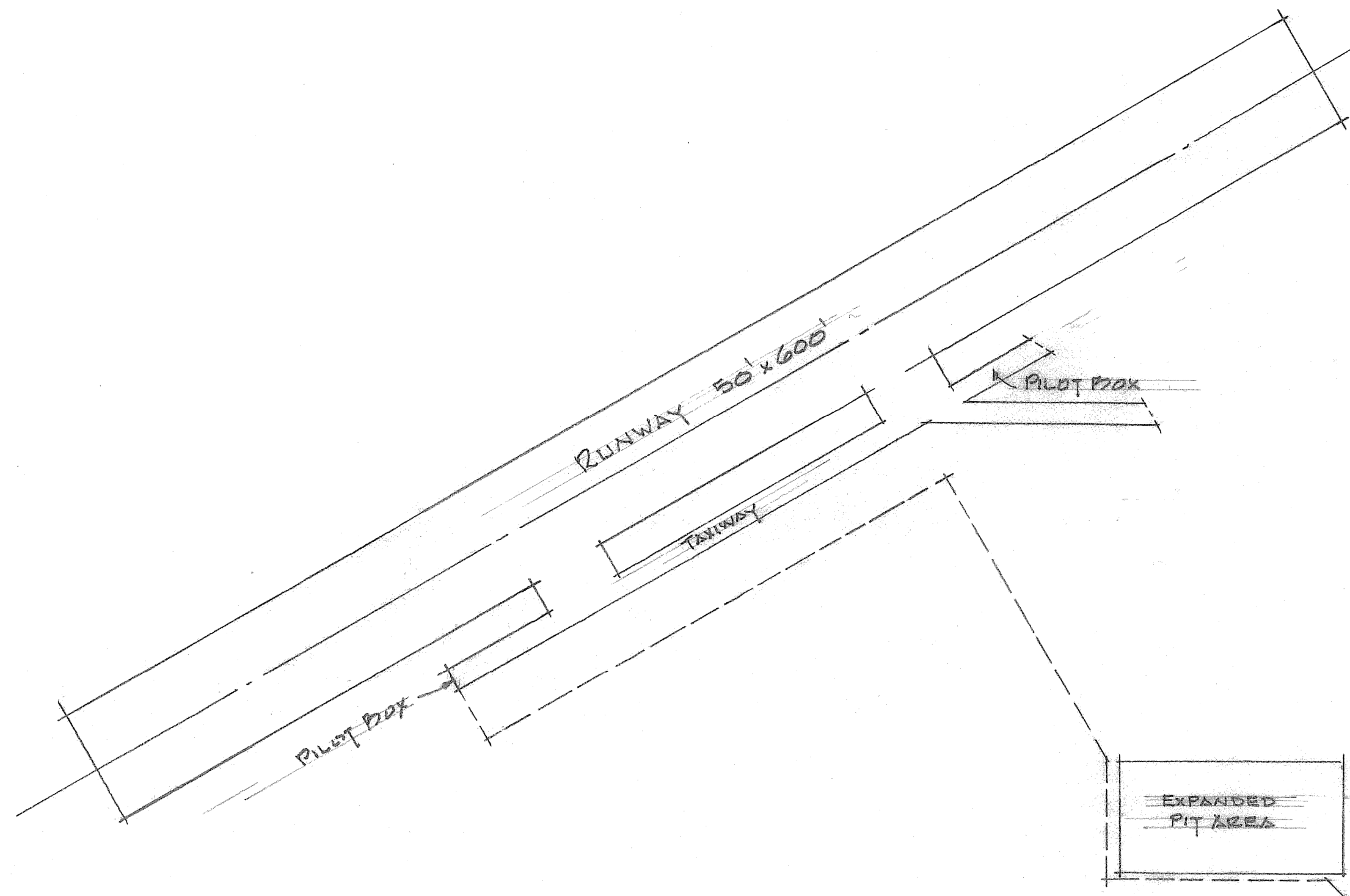
Phase Three

Second runway

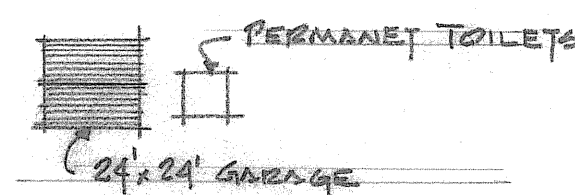
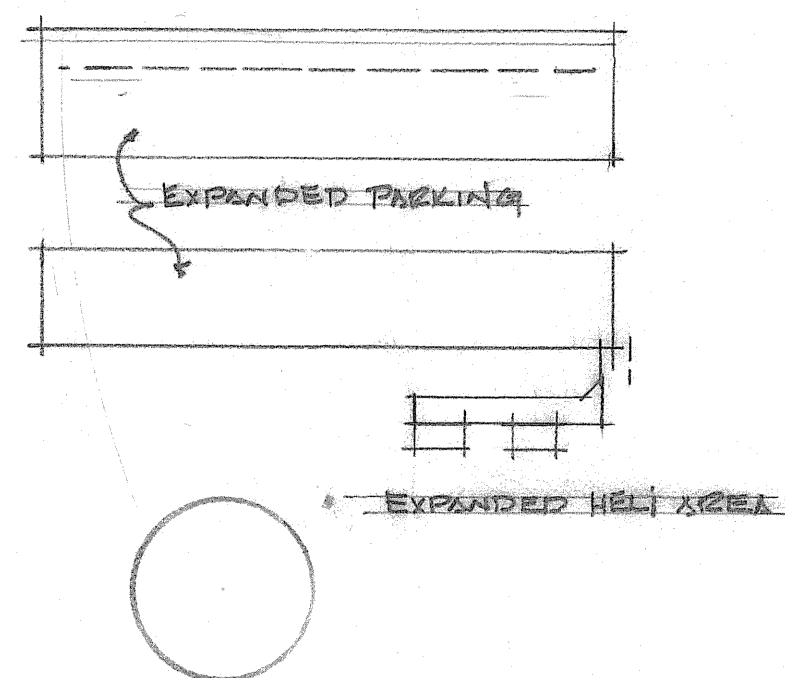
Grass landing area/ FF launch area

Control line if enough interest

Dirt Car track

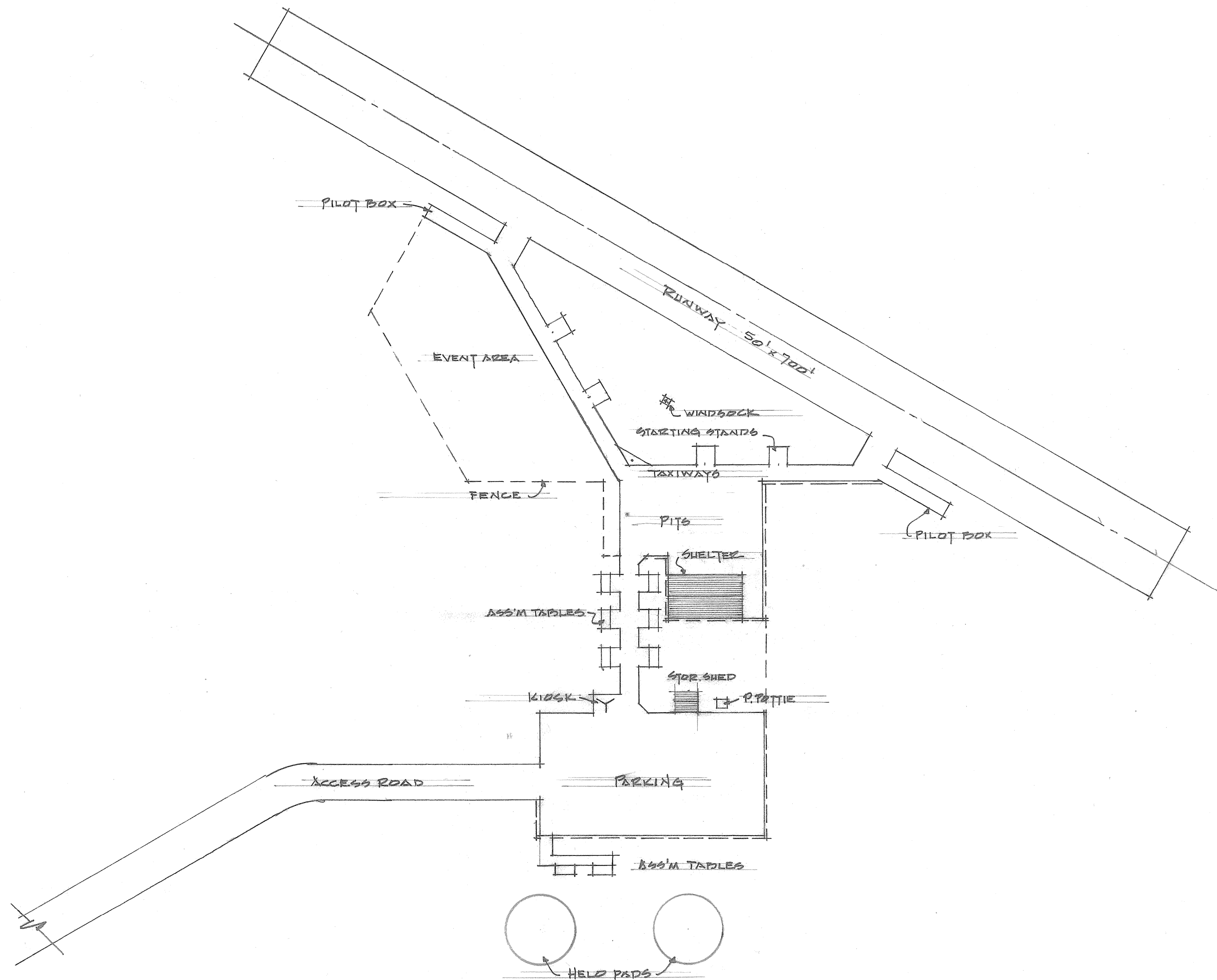


FUTURE CAR TRACK



FUTURE HI-START AREA

JEFCO FUTURE FIELD - PHASE #2		
SCALE: 1" = 50'	APPROVED BY:	DRAWN BY BCR
DATE:		REVISED
		DRAWING NUMBER



01 EFCO FUTURE FIELD - PHASE #1		
SCALE: 1" = 50'	APPROVED BY:	DRAWN BY: DCR
DATE:		REVISED
		DRAWING NUMBER

JEFCO AEROMOD'LERS							
Future Flying Field Development Budget Estimate							
ITEM	DESCRIPTION	UNIT	QUANTITY	COST/UNIT	TOTAL	ALTERNATE	
PHASE ONE							
GRAVEL ACCESS ROAD BASED ON 25 FT X 1000 FT	STRIP VEGETATION 6" 500 ft haul	SY	2,778	\$ 1.40	\$ 3,889		
	CUT AND FILL (allowance unknown quantity)	CY	500	\$ 4.10	\$ 2,050		
	GRADING AND COMPACTION	SY	2,778	\$ 2.44	\$ 6,778		
	DRAINAGE CULVERTS 2 EA @35 FT	LF	70	\$ 31.50	\$ 2,205		
	CULVERT FLAIED END SECTIONS	EA	4	\$ 275.00	\$ 1,100		
	BANK RUN GRAVEL SURFACING 6"	SY	2,778	\$ 8.50	\$ 23,613		
SECURITY FENCING	6 ft. X 11 Ga. C L FENCING allowance (Industrial. w/9Ga & barb wire + \$8.50)	LF	200	\$ 13.30	\$ 2,660		
	ACCESS GATE DOUBLE SWING 5' X 20'	EA	1	\$ 1,225.00	\$ 1,225		
				SUB TOTAL	\$ 43,520		
50 ft X 700 ft RUNWAY	STRIP VEGETATION 6" 500 ft haul	SY	4,278	\$ 1.40	\$ 5,989		
	CUT & FILL FOR SITE DRAINAGE (allowance - unknown quantity)	CY	300	\$ 4.10	\$ 1,230		
	CUT AND FILL TO LEVEL RUNWAY (allowance - unknown quantity)	CY	700	\$ 4.10	\$ 2,870		
	GRADING AND COMPACTION (runway area + 10%)	SY	4,278	\$ 2.44	\$ 10,438		
	6" SUBGRADE MATERIAL (road base, runway area + 10%) 10 MILE HAUL	SY	4,278	\$ 13.34	\$ 57,069		
	ASPHALT SURFACING (3 inch thickness) 20 MILE HAUL	SY	3,889	\$ 21.90	\$ 85,167		
	24 "WIDE COMPACTED SHOULDERS 3" THICK	SY	335	\$ 12.10	\$ 4,055		
	C/L STRIPING	LF	700	\$ 0.47	\$ 326		
	CLOSED X's	EA	2	\$ 125.00	\$ 250		
				SUB TOTAL	\$ 167,392		
ALTERNATE RUNWAY CONSTRUCTION	STRIP VEGETATION	SY	4,278	\$ 1.40		\$ 5,989	
PETRO MAT SURFACE (NO SHOULDERS)	GRADING FOR SITE DRAINAGE (<i>allowance - unknown quantity</i>)	CY	300	\$ 4.10		\$ 1,230	
50 ft x 700 ft (could be reduced in size)	CUT AND FILL TO LEVEL RUNWAY (<i>allowance - unknown quantity</i>)	CY	700	\$ 4.10		\$ 2,870	
	GRADING AND COMPACTION	CY	4,278	\$ 2.44		\$ 10,438	
	3" SUBGRADE MATERIAL (road base, runway area + 10%) 10 MILE HAUL	SY	4,278	\$ 7.75		\$ 33,155	
	PETRO MAT SURFACING (3889 SF +15% for overlap & edges	SY	4,472	\$ 3.75		\$ 16,771	
				SUB TOTAL	\$ -	\$ (96,939)	
10 FT TAXIWAYS & PILOT BOXES	GRADING	SF	6,380	\$ 0.15	\$ 957		
	CONCRETE SLAB	SF	6,380	\$ 3.97	\$ 25,329		
				SUB TOTAL	\$ 26,286		
KIOSK AREA 15' X 20'	EXCAVATE	LS	1	\$ 75.00	\$ 75		
	PERIMETER CURB	LF	72	\$ 9.55	\$ 688		
	12" STRUCTURAL COMPACTED BASE	CY	12	\$ 36.00	\$ 432		
	SALVAGE AND RESET PAVERS FROM CURRENT FIELD	SF	300	\$ 7.00	\$ 2,100		
				SUB TOTAL	\$ 3,295		
12' X 12' x 4" SLABS	AT 4 START AREAS	SF	576	\$ 3.97	\$ 2,287		
8' x 14' x 4" SLABS	AT 6 ASSEMBLY TABLES	SF	672	\$ 3.97	\$ 2,668		
				SUB TOTAL	\$ 4,955		
GRAVEL PARKING AREA 80' X 150'	STRIP VEGETATION	SY	1,333	\$ 1.40	\$ 7,622		
	GRADING, CUT/FILL, AND COMPACTION (allowance)	CY	500	\$ 1.40	\$ 700		

ITEM	DESCRIPTION	UNIT	QUANTITY	COST/UNIT	TOTAL	ALTERNATE
	BANK RUN GRAVEL SURFACING 6"	SY	1,333	\$ 8.50	\$ 11,333	
	PARKING BUMPERS	EA	30	\$ 69.50	\$ 2,085	
				SUB TOTAL	\$ 21,741	
PORTABLE TOILET FOR CONSTRUCTION	RENTAL/LEASE (not inc'l yearly operation expense)	MO	3	\$ 168.00	\$ 504	
TABLES	REMOVE AND HAUL EXISTING TABLES (we have 11 existing tables)	EA	11	\$ 150.00	\$ 1,650	
	REINSTALL EXISTING TABLES	EA	6	\$ 300.00	\$ 1,800	
BENCH SEATING	REMOVE, HAUL, & INSTALL 9 EXISTING benches	EA	9	\$ 250.00	\$ 2,250	
PORTABLE WOOD STARTING STATIONS	RELOCATE EXISTING	EA	10	\$ 35.00	\$ 350	
				SUB TOTAL	\$ 6,554	
SHELTER STRUCTURE	MOVE EXISTING (24'X48' @ COL) - 29' X 50' @ ROOF LINE	EA	1		\$ -	
	NEW BASE PLATES	EA	13	\$ -	\$ -	
	NEW STEEL SHELTER ALLOWANCE (found shelters of this size ranging from \$18,000 to \$40,000)	EA	1	\$ 25,000.00	\$ 25,000	
	MONOLITHIC SLAB 40' X 65'	SF	2,600	\$ 3.97	\$ 10,322	
				SUB TOTAL	\$ 35,322	
KIOSK SIGN STRUCTURE	REMOVE, HAUL, & INSTALL KIOSK SIGN STRUCTURE	EA	1	\$ 400.00	\$ 400	
	CONCRETE FOUNDATIONS	EA	4	\$ 130.00	\$ 520	
20x20 STORAGE BUILDING	TUFF SHED	EA	1	\$ 5,000.00	\$ 5,000	
	4" CONCRETE SLAB	SF	400	\$ 3.97	\$ 1,588	
WIND SOCK	RELOCATE EXISTING	EA	1	\$ 300.00	\$ 300	
WEATHER STATION	RELOCATE EXISTING	EA	1	\$ 400.00	\$ 400	
SPECTATOR FENCING	48" RESIDENTIAL CL FENCING (NO GATES)	LF	850	\$ 8.80	\$ 7,480	
	2 RAIL SPLIT CEDAR WOOD SPECTATOR FENCING ADDS \$5.20 / LF					
IMPOUND SYSTEM	NO LONGER REQUIRED??	LS	1		\$ -	
RELOCATE SIGNAGE		LS	1	\$ 500.00	\$ 500	
				SUB TOTAL	\$ 16,188	
HELI AREA	SIDEWALK 10' X 60'	SF	600	\$ 3.97	\$ 2,382	
	12' X 12' ASSEMBLY TABLE SLABS 2 EA	SF	288	\$ 3.97	\$ 1,143	
	RELOCATE ASSEMBLY TABLES	EA	2	\$ 450.00	\$ 900	
	6" SUBGRADE MATERIAL (road base, runway area + 10%) 10 MILE HAUL	SY	369	\$ 13.34	\$ 4,927	
	ASPHALT SURFACING (3 inch thickness) 20 MILE HAUL	SY	369	\$ 21.90	\$ 8,088	
				SUB TOTAL	\$ 17,440	
				PHASE ONE TOTAL AT COST	\$ 342,692	
				5% GENERAL CONTRACTOR GENERAL CONDITIONS	\$ 17,135	
				10% GENERAL CONTRACTOR OVERHEAD AND PROFIT	\$ 35,983	
				PHASE ONE TOTAL	\$ 395,809	
PHASE TWO						
50 ft X 600 ft RUNWAY	STRIP VEGETATION 6" 500 ft haul	SY	3,667	\$ 1.40	\$ 5,133	

ITEM	DESCRIPTION	UNIT	QUANTITY	COST/UNIT	TOTAL	ALTERNATE
	CUT & FILL FOR SITE DRAINAGE (allowance - unknown quantity)	CY	500	\$ 4.10	\$ 2,050	
	CUT AND FILL TO LEVEL RUNWAY (allowance - unknown quantity)	CY	600	\$ 4.10	\$ 2,460	
	GRADING AND COMPACTION (runway area + 10%)	SY	3,667	\$ 2.44	\$ 8,947	
	6" SUBGRADE MATERIAL (road base or lime stabilization)	SY	3,667	\$ 18.15	\$ 66,550	
	ASPHALT SURFACING (3 inch thickness) 20 MILE HAUL	SY	3,333	\$ 21.90	\$ 73,000	
	24 "WIDE COMPACTED SHOULDERS 3" THICK	SY	291	\$ 12.10	\$ 3,517	
	C/L STRIPING	LF	600	\$ 0.47	\$ 282	
	CLOSED X's	EA	2	\$ 125.00	\$ 250	
				SUB TOTAL	\$ 162,189	
10 FT TAXIWAYS & PILOT BOXES	GRADING	SF	5,100	\$ 0.15	\$ 765	
	CONCRETE SIDEWALK	SF	5,100	\$ 3.97	\$ 20,247	
				SUB TOTAL	\$ 21,012	
4" CONC PIT AREA 95'X45'	GRADING	SF	4,275	\$ 0.15	\$ 641	
	CONCRETE SLAB	SF	4,275	\$ 3.97	\$ 16,972	
				SUB TOTAL	\$ 17,613	
SPECTATOR FENCING	48" RESIDENTIAL CL FENCING (NO GATES)	LF	525	\$ 8.80	\$ 4,620	
GRAVEL PARKING AREA	STRIP VEGETATION	SF	8,550	\$ 1.40	\$ 11,970	
	GRADING, CUT/FILL, AND COMPACTION (allowance)	LS	1	\$ 800.00	\$ 800	
	BANK RUN GRAVEL SURFACING 6"	SY	950	\$ 8.50	\$ 8,075	
	PARKING BUMPERS	EA	30	\$ 69.50	\$ 2,085	
				SUB TOTAL	\$ 27,550	
24X24 WOOD FRAME GARAGE		EA	1	\$ 15,000.00	\$ 15,000	
VAULT TOILETS (men's/women's)	ALLOWANCE	EA	1	\$ 18,000.00	\$ 18,000	
				SUB TOTAL	\$ 33,000	
HELI AREA EXPANSION	SIDEWALK 10' X 50'	SF	500	\$ 3.97	\$ 1,985	
	8' X 14' ASSEMBLY TABLE SLABS 2 EA	SF	224	\$ 3.97	\$ 889	
	RELOCATE ASSEMBLY TABLES	EA	2	\$ 450.00	\$ 900	
	6" SUBGRADE MATERIAL (road base, runway area + 10%) 10 MILE HAUL	SY	369	\$ 13.34	\$ 4,927	
	2 EA 46' DIA. ASPHALT PADS	SY	369	\$ 21.90	\$ 8,088	
				SUB TOTAL	\$ 16,789	
		PHASE TWO TOTAL AT COST			\$ 278,153	
	5% GENERAL CONTRACTOR GENERAL CONDITIONS				\$ 13,908	
	10% GENERAL CONTRACTOR OVERHEAD AND PROFIT				\$ 29,206	
		PHASE TWO TOTAL			\$ 321,267	
	PHASE ONE & TWO TOTAL				\$ 717,076	
Notes: 1. Budget estimate by Larry Bickel Jan. 2012. 2. Plans by Bruce Ream JEFECO FUTURE FIELD un-dated. 3. Pricing is from MEANS Building Construction Cost Data 2008 (national average). 4. The Denver area modifier is .94 (not used, results in a 6% contingency) 5. Information from a GC's estimating dept is that 2011 pricing has not increased since 2007 due to recession, in some cases it has decreased. 6. The average historical yearly construction cost escalation 1997 to 2007 was 5.6% per year . 7. Pricing is based on general contractor pricing and would be reduced thru elimination of GC overhead and profit, if Jefco is acting as a GC and subcontracts the work.						

Site Location

Finding a new site for a model airplane field is the toughest part of any long range plan. Finding a great site that a club can afford is even tougher. This part of the plan can never begin too soon.

With ever increasing growth on the front range (Highlands Ranch, Roxborough, Parker, Sedalia, Castle Rock, Sterling Ranch, etc.) locations with sufficient room for a field are becoming increasingly scarce. Members will not want to drive a 100 mile round trip to fly.

A new site must take into account the location of other clubs in our area. Arvada and Crosswinds are two that come to mind. This would probably limit the club to search in the Southwest part of the greater Denver area. The majority of members come from this geographical location.

In addition to location the size of the site becomes a major factor in getting a new site. We now enjoy a flying area of 200 acres. This is inadequate for a new flying site if the club is going to continue fly jets and other large airplanes. However, if the site is located next to unbuildable land (flood plain) or land that has been condemned for some reason, controlling all of the land for a field may not be necessary. It goes without saying, that flying over public roads, houses, recreational areas, or near High Voltage lines is not an option.

The LRPC began this part of the process by exploring possible sites on land owned by Douglas County. With a couple of meetings in Castle Rock with the Planning Department it became clear that without a specific site and political push the Department didn't want to explore changing the zoning ordinance or look into what could be controversial sites on public property. We think that if and when getting a new site is not an option, further exploration of a site on Douglas County land should be explored.

Rumor around the field said that at one time Lockheed Martin had a field on their property for employees who flew model airplanes. The LRPC made contact with L/M and found that they were not interested in model airplanes near their property because of possible radio interference but did say if we were a 501(c)(3) non-profit corporation they might be willing to give money to our club for the club's charitable work.

Another option, that should not be overlooked, is another location within Chatfield State Park. Some preliminary talks about this option has been explored with the Park.

The Long Range Planning Committee would encourage all of the members of Jefco to keep your eyes and ears open about a new site. Many a club has found a new site by who they knew or what they overheard.

New Flying Field Financing for Site Improvements

The amount of money and the ability to pay it back will be the drivers for any outside financing. The amount of collateral, such as land or cosigners on the loan, will set the amount that can be obtained.

The runway and the improvements will count little in the collateral from the loan of any financial institution. The land will be the main value that can be used for collateral. With this understanding the improvements will have to be funded by the club members in the following ways:

Donations

Assessments

Cosigned Loans

Support from outside Parties

Set asides of the surplus from club finances

The land will have to be a separate issue from the runway and field improvements, since the amount of money for the land will in all probability be greater. We could obtain the land by grants from Governments or from companies willing to support our hobby. In both cases we would have a much better chance if we became an IRS class 501(c)(3) not-for-profit corporation. We do not have a 501(c)(3) classification at this time.

Leasing land is a viable option and one that should be explored. A lease would have to be for a long term because the leasehold improvements would involve substantial sums from the club.

Land and improvements will require large amounts of money and must be given careful consideration as to not put the club in a debtor's position that it cannot recover from.

Conclusion

As we stated in the beginning of the Long Range Plan, we hope that this plan will never have to be put in place. In the event that for whatever reason, Jefco loses their field then the club has to act, the sooner the better. The big questions of **what should we do and when**, will start the process.

We believe that the club should form a **Steering Committee**. This committee should be made up of the movers and shakers from the club that will work under the direction of the **Jefco Board of Directors**. The Board will know who these people are.

As soon as the **Steering Committee** is in place they need to appoint some people who can do the leg work that needs to take place to serve on suggested sub-committees. The urgency of these efforts will be determined by how fast the existing field needs to be relocated.

We would like to suggest that the Steering Committee think first about what **alternatives** the club might have and then give direction to the following sub-committees.

Site Search: This sub-committee would be charged with finding alternative sites that meet the criteria set forth in this plan. A member with some knowledge of real-estate or seeking brokers in the area, could be very useful.

Inventory of Assets: This sub-committee would begin by working with the Park to see if any of the existing structures and

improvements could remain the property of Jefco and be moved to a new location. The other task will be to determine the value of the assets for financing purposes. Loans for the improvements may be an alternative to getting a new field and all loans need collateral.

Financing: This committee would begin immediately looking into how the costs of a new field be could be paid for. Obviously, there will not be enough in the club treasury, therefore alternates must be explored. Again, look to this plan as to what should be considered. Sponsorships, special assessments, fund raising, loans from members, loans from banks, the AMA and others, should all be examined.

Temporary Facilities: Depending on how long the field can remain in use; this committee may have to look to a temporary field while the other activities are going on. Immediate contact with other clubs to work out how the Jefco members could fly at their fields and what they may want in the way of agreements would be very important to the health of Jefco.

This Long Range Plan was designed to be a tool for the Board of Directors and the membership of **Jefco Aeromod'lers** to assist the planning process. This plan may sit in archives for years but if an event that triggers a new location ever occurs we the Long Range Planning Committee hope it will be worth our efforts to continue to make this the best Radio Controlled Flying club in America.