



## FLYERS ASSOCIATION NEWS

Number 94-3

December, 1994



**MODEL A-60, SERIAL #P-166  
OWNED BY BOULDER COUNTY SHERIFF'S DEPARTMENT  
AN INTERESTING STORY**

PLEASE CHECK YOUR LISTING IN ROSTER. ADVISE JIM GORMAN OF ANY CHANGES REQUIRED.

PRESIDENT  
BILL PASSEY  
P-594

VICE PRESIDENT  
MAX COHEN  
P-412

SEC-TREAS  
MARGE GORMAN  
P-596

#2 in a series of "Why I'm glad I own a Duke". AD 91-25-08 requires repetitive fluorescent inspection of front upper spar caps for cracks on Cessna 421C's. 551 airplanes are affected.

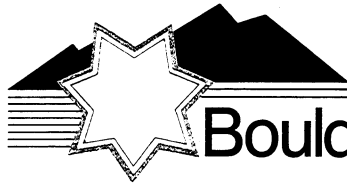
Perhaps the best aviation weather is available Monday through Friday on many PBS stations. Over the years we have found their degree of accuracy is unsurpassed by any other WX program. And they don't stand in front of the place where you are going. Enclosed is AM WX current listing. A good item for your flight bag. Please consider a donation.

Two items, which are important to your comfort, and not readily available at a strange FBO are the igniter (spark plug) and vibrator for heater. If either fail, it gets very cold at 23,000'. Carry a spare with you. Part numbers are:

Heater vibrator Janitrol 14E001  
Heater spark plug Janitrol 39D18

If anyone has an "equipment list" for the Duke, please send a copy to Ralph Cohen.

**REMEMBER: DUKE 1995 FLY-IN AT ST. LOUIS - OCTOBER 5 - 6 - 7, 1995.**



# Boulder County Sheriff's Department

GEORGE EPP  
Sheriff

Mr. Jim Gorman  
Gorman-Rupp Co.  
Duke Pilots Association

Dear Mr. Gorman

Thank you for your warm welcome to the Duke Pilots Association. I am the chief pilot for the Boulder County Colorado Sheriff's Department and in that capacity I have had the pleasure of regularly flying our Duke. It might be helpful for me to start with an explanation as to why a local government organization such as the Boulder County Colorado Sheriff's Department would need an aircraft like our Duke. In the state of Colorado (which is very similar to most other states in this respect) the county Sheriff is statutorily charged with the transportation of persons in custody from all other state prisoner holding facilities, to the local jail for criminal judicial process. Included in this responsibility is the requirement to return to our jurisdiction, in custody persons who are charged with a crime which can be prosecuted locally. In other words, if they run and get caught, we get to bring them back. Even though it is a little more complicated if a person gets arrested out of state on our charges, we can usually still bring them back using a "Governors Warrant". These persons are then "extradited" back to Colorado.

Traditional methods of transporting in custody persons back to the states of origin have almost always been restricted to commercial air carriers and driving. It is not my intention to fault commercial air carriers but they were not intended for the convenient and secure transport of prisoners. I have been in this business for 23 years and from a background replete with war stories I can assure you that the commercial air lines of this country do well to just tolerate the presence of an Officer/s with a prisoner. None of this is intended to shed any but the most respectful light on the professional pilots of the commercial airlines. They do a great job and have earned my respect many times over.

Another part of the prisoner return formula is the cost. It just plain costs the tax payers a lot of money to blindly and routinely fly the commercial airways with our prisoners. With all of that in mind, two other fellow Officer/pilots and myself got together in the spring of 1988 with the intent of presenting to the Boulder County Colorado Sheriff's Department administrative staff the proposal that we rent aircraft and we do our own flying. To make a long story short, it worked so well that within two years we were flying over 50% of our own extraditions. We had predicted that we would save a lot of money and we did.

In the summer of 1993 we started looking in earnest for an aircraft that would fill our needs. This is where the Duke comes in. We put the word out that we were looking and within fairly short order my office received a call that the California Division of Forestry was about to surplus some of their aircraft. We communicated with the "CDF" and it became clear that we needed to go to California quickly to take a look at the Duke they were about to get rid of. As it turned out, the Duke we eventually obtained was one of the executive aircraft for the State of California and because of budget constraints the Duke had to go. I was in California for two days and flew the Duke home. As it turned out, we could have actually had another nice airplane in addition to the Duke. The CDF actually tried to give us a very nice 56TC Baron. The Baron was even painted the same as the Duke. My organization decided not to go too quickly, so we had to leave the Baron behind. What a shame!

As a government agency we were in a position to take custody of the "surplus" CDF Duke at a cost of a \$300.00 transfer fee. The theory is that the citizens have already paid for the equipment once so they should not have to pay for it again. Makes sense to me! The system actually worked **this** time. The airplane we now proudly own is serial number P-166, a 1972 A model. We had to borrow radio's from the CDF to get it back to Colorado but we shipped everything back to California right away. What we needed to invest in were avionics and a wing repair. Some A&I got his nose out of joint in California who had his Duke (ours) taken away from him and he decided to say that a previous wing patch was un-airworthy after four years of flying. Anyway, our Duke now has dual KX155's, a KMA24 audio panel, a police radio, a 1000+ Stormscope, a century 41 auto pilot w/yaw damp (great auto pilot), Northstar M1A coupled to the HSI, RMI, dual KI209's switched to both nav's, Dave Clark Com 500 intercom etc. etc. A recent addition has been the installation of the Boundary Layer vortex generators. They made a noticeable difference and the entire flight envelope has taken on a "softer" feel to it. The airplane is now set up just the way we want it. I am currently trying to arrange for the replacement of the Northstar M1A with a Northstar IFR GPS. We'll see.

Thought you might enjoy knowing a little of the airplane history as well. It was purchased new from the factory by U.S. Customs. Through some arrangement with Customs, the DEA also got to use it for a while. When the CDF finally took ownership, P-166 was not in very good shape. As a result, the CDF invested a significant amount of money in factory remain engines, new props, new de-ice boots, new paint, new interior, the new century 41 autopilot, new fuel cells, the Stormscope and much more. All of that rebuilding and new equipment was done only 300 flight hours before the Boulder County Sheriff's Department took delivery. We were very very lucky to be able to obtain this fine airplane.

The primary purpose of the aircraft is the transportation of prisoners. We do use it from time to time for drug interdiction flights as well. The inside of the aircraft is set up so that we can secure the prisoners inside the aircraft using seat belt type releases at the back of locked belly chains around the prisoners waist and leg shackles locked around the ankles. Of course the prisoners are hand-cuffed with the hand-cuffs passing through a section of the belly chain. This allows us to maintain a high degree of security and still be able to get our prisoners out quickly should the need arise. There is a convex mirror on an aluminum bracket mounted above the magnetic compass so we can watch our "passengers" without having to be constantly turning around. The rear seats have plastic garbage bags placed over the seats with cheap \$20.00 seat covers over the bags. The other Department pilot is Officer Kerry Fournet, he and I have attended Flight Review with Tom Clements and we are the only two in the organization who are authorized to fly the Duke. Depending on the weather, Kerry and I will fly together, but regardless of who the pilot is, we **ALWAYS** take a hand gun qualified Officer when we are going to transport a prisoner. We have filled all the back seats with prisoners when necessary. Kerry and I have flown our Duke to virtually every corner of the country. Since we are based in Colorado (Jeffco) we regularly face every type of weather condition known plus some. Thankfully, the Duke is a terrific foul weather airplane and it is a real pleasure to fly.

Boulder County is a County of around 300,000 population and I personally extradite 75 to 100 persons back to Boulder County each year. I would speculate that the general public is for the most not very familiar with how many prisoners are being moved around the country at any given time. Multiply the number of counties and then consider some of the really large metropolitan areas and you can easily see that literally thousands and thousands of criminals are on the move virtually all of the time. It is the opinion of the Boulder County Colorado Sheriff's Department that by doing our own extraditions we are minimizing the risk to the public, the Officers and at the same time we keep our costs below that of doing our flights on commercial air carriers.

Kerry Fournet and I have chosen to model our flight program after a part 135 operation. There is no FAA mandate that we do this. We can and do fly part 91, but all of our flying, training, aircraft maintainance and notification protcols are based on part 135 minimums. We just think it is the right thing to do in our circumstance. The FAA has chosen to work closely with us and we appreciate their help. Virtually every aspect of our operation has been done with the agreement of and in concert with the FAA. As a government operation we could have legally chosen not to follow the rules as they pertain to many of the part 61, part 91 and part 135 FAR's. We have intentionally chosen to go in the opposite direction and think of our selves as professionals doing a job for the citizens who pay us. If we are going to be treated as professionals we have to act like professionals.

I do look forward to receiving your periodicals, they have already helped us out. Flying the Duke is not an inexpensive proposition and hopefully with your help we can all work together to keep these wonderful airplanes flying at a reasonable cost.

Sincerely



Sergeant Gerry Leverentz  
Chief Pilot  
Boulder County Sheriff's Department  
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