



www.mountaineers7141.org

# THE MOUNTAINERS

## October Club trip

### Mountaineers Sand Hills Trip

When nine vehicles gathered at the prescribed place and time, it was under threatening sky. On the way out of town and all the way up the Poudre Canyon, it rained off and on. As soon as we crossed into Jackson County at the top of Cameron Pass, the clouds parted and we had bright sun all the way to the dunes. Ben had overslept that morning and he caught up with us just as we turned off the pavement. We met up with three club members and two guests who had spent the night at the campground. While we aired down, we watched Jim Verg beating the heck out of his fender wells with a hammer. He was just trying to get more tire clearance on the FJ-60. We also heard stories about Tim, Jim and a guest playing on the dunes until 4:00 am.

Once out on the sand, we played hard on the first hills. Our newest club members, Dave and Dawn Piller, made the comment that it sure would be nice to have more than the four cylinders in his YJ (is there a "more power" project on the way?). The first to get stuck was Ben in his full size Bronco down in the creek bottom. Ben had to hook his winch to Tim up on top to extricate himself. The creek bottom also claimed Troy (baby Bronco), Brett (Scout) and Chad (full size Bronco). We had fun watching Jim in his beat up FJ-60 (sans doors and top) tearing around the dunes. He was wearing a pair of goggles to keep the sand out of his eyes. He looked just like Mad Max! Hmmm - Maybe Jim's got a new nickname.

The McCurry "Cootie Kids", Cassy and Chris, got their chance to get in a driving lesson in mom and dad's grocery getter. Ben had an up close and personal look at an aspen tree and his front fender shows the results. Chad's Bronco blew the cap off of his power steering pump which caused some excitement with clouds of smoke billowing from under the hood. Brett took a few thousandths of an inch off his clutch while trying to get out of the creek bottom, boy what a smell. Darwin and Colleen broke a hub on their CJ-7. And there was Tim in his "Toylet", he was having too much fun when the rear pinion gear snapped. At least Tim had brought his Toy up to the dunes on a trailer. Does it sound as if we all had a fun day? You betcha!!!

When we left the Sand Hills, the sun was still shining brightly but there were clouds hanging on to the mountains to our east. As we climbed to the top of Cameron pass we were greeted with occasional snow showers all the way back to Fort Collins. It was just another great day of 4 wheeling with the Mountaineer family.

# MOUNTAIN-EARS



Garfield

## United Air Lines Flight 610

The last several trips the club has taken up Crystal Mountain, we have stopped at the site of an airplane crash. While visiting the site, we all had questions about the crash. Forest Service LEO John Benshoof also had questions. He did some research and dug up a transcript of the original Civil Aeronautics Boards Accident Investigation Report which he is sharing with the Mountaineers. The following are some portions of that 10 page report.

United Air Lines' Flight 610, a Douglas DC-6, N-37543 crashed 18 miles west-southwest of Fort Collins at approximately 0200, June 30, 1951. All of the occupants were killed and the aircraft was demolished. Flight 610 of June 29, 1951, originated in San Francisco and was scheduled to Chicago with en route stops, among which were Oakland, Salt Lake City and Denver. The crew consisted of Captain J.R. Appleby, First Officer H.G Tower, Flight Engineer A.T. Petrovitch, and Stewardesses C. J. Raymond and F. M. Smith. At the time of departure the aircraft weighed, 78,597 pounds, which was within the certified gross takeoff weight of 79,380 pounds. There were five crew members, forty-four adult passengers and one infant on board.

The flight proceeded in a routine manner and at 0104 hours reported over Rock Springs at 15,000 feet, estimating its arrival over Cheyenne at 0147 and over Denver at 0207. Forty-three minutes later at 0147, the flight reported having passed the Silver Crown marker (located 12 miles west of Cheyenne) and requested a lower altitude. Accordingly, a new clearance was immediately issued - "ARTC clears United 610 to DuPont intersection, descend to 8500 feet immediately after passing Cheyenne, maintain 8500 feet, no delay expected, contact approach control over Dacono." This clearance was acknowledged and the flight reported that it was over Cheyenne at 0147, at 15,000 feet and was starting to descend. The Denver altimeter setting was then given the flight as being 30.19 inches. Nine minutes later, at 0156 the flight



reported reaching its assigned altitude of 8,500 feet. No further communication was received from the flight. At 0200, the Denver Control Tower requested the company radio operator to advise the flight to call approach control. Repeated calls were made without an answer.

The investigation disclosed from the swath cut through the trees that the aircraft struck the side of Crystal Mountain while flying with its left wing low and on an approximate magnetic heading of 210 degrees. The altitude at the point of impact was found to be 8,540 feet MSL. After initial contact with the trees the aircraft continued to travel approximately sixty feet, at which point it struck the ground. From here it traveled in a straight line 225 feet, then bounced into the air again, and came to rest 465 feet farther on. The aircraft parts and assemblies were strewn over a 1,400 foot area. Localized fires occurred after impact. Numerous pieces of mail, paper, cabin insulation and other light materials were found north-northeast of the point of impact along the flight path a distance of two miles from the scene of the accident. All the debris was heavily spotted with engine oil and several pieces showed evidence of burning, indicating that at the time of impact an explosion occurred which blew this material aloft and that it was carried away by eddying wind currents. Identical material which was also spotted with engine oil was found at the scene of the accident.

The Board determined that the probable cause of this accident was that, after passing Cheyenne, the flight for reasons undetermined failed to follow the prescribed route to Denver and continued beyond the boundary of the airway on a course which resulted in the aircraft striking mountainous terrain.

Thanks goes to John for getting this information to us. Next month we will tell you about another crash involving a Flying Fortress B-17 that went down in the Crown Point area in 1944. Several club members know about it, but don't have the details.

## Club Trip

To be announced at Club Meeting

# CLUB TRIP

## Calendar Photos

Please bring your favorite photo of your vehicle for the calendar to the membership meeting.

Give them to Dave Oden, by the Nov. meeting.

I have only 22 Pic's of the 48 that I need.

You can also send them to me at [jeepndave@netzero.net](mailto:jeepndave@netzero.net)

## New Members

Jon Schwartz #104

## Guests at last Meeting

Dave Keefe

Brad Babcock

Jon Schwartz

Justin Barton

## Moab Trip

Will be June 9-16



# SPECIAL THANKS

## Fort Collins 4x4 Performance, Inc. Changes Ownership

Congratulations to Bob and Kim Schleppey, owners/operators of Fort Collins 4x4 Performance, Inc. The Mountaineers would like to thank them for the tremendous support over the years. Their service to their customers has allowed them to become a worldwide-recognized shop without the benefit of high dollar advertising or Southern California exposure, which garners the attention of many 4x4 magazines. They have done all this and more through purely good service and great prices. FC 4x4 has been one of the primary supporters of the Mountaineers since Bob and Kim started the business in October 1985.

After almost 15 years of hard work, late, late, late hours and virtually non-existent social life, they have sold their highly successful business to the current owners of John's 4x4 in Boulder. All the employees will remain with the company and the staff will remain the same with the exception of Bob and Kim.

Fort Collins 4x4 has received a 4-star rating by Four Wheeler Magazine in recent years, ranking them as one of the top 4x4 shops in the United States in the magazine's readers' survey. Only shops that have been rated in the survey every year receive this rating, and in the last 4 years only 3 shops have been rated as such.

In a bold move Bob and Kim took out a loan to start the business. At first it was Bob working out of the old donut shop where Rocky Mountain Battery Service is now located at 1475 North College with Kim doing the books. Bob lived out of his camper parked behind the shop for a time before they were able to buy a home in the Fort Collins area. Bob did all the sales, orders, installation, janitorial and all-around general gofer work. As the business grew, Bob hired part time help, Bob Short, a former Mountaineers member, to do accessory installation and sales. Later they hired Greg Lenderink, a current Mountaineers member, as their first full time mechanic, moving them into the repair business on a full time basis. Bob had done some repair work but only as time allowed. While at that tiny location, another mechanic, Rick Burris, also former Mountaineers member, was hired to further expand the repair business.

In another bold move at the end of 1987/beginning of 1988, FC 4x4 moved to the old service station building at the Hwy 1 "Y," which is now Trammel's Automotive Service and Repair. This gave them much more workspace allowing the repair business to further expand. Ted Clifton was hired then and remains with FC 4x4 today.

Having quickly outgrown that location, FC 4x4 relocated to a different part of town by moving into the old Radcliffe RV building at 1429 East Mulberry that is now occupied by Center Rentals. This allowed for more repair work and greatly expanded the warehouse space necessary to grow into a first rate 4x4 shop. The number of employees grew to 7 or 8, and the number of customers grew even faster. In 1992, FC 4x4 moved into their current location at 1101 North College--the old Peterson Toyota dealership. At that time the building and the lot across the street to the south were purchased to allow for further future expansion and to give FC 4x4 a permanent home. The number of employees steadily grew to the current number of 14. Since the move to the "Y," more of our members have worked at FC 4x4, including Justin Schleppey, Dan Venrick, Steve Nantz and Tim Sigley, not to mention Bob and Kim.

Over the years, many members could be frequently found parked in front of and at the counter, shooting the breeze with whoever would listen or pounding down cup after cup of Bob's industrial-strength-take-the-grease-off-the-axle coffee. Many members have joined the club as a result of Bob's and Kim's referrals, probably more than any other source. Quite a few club trips have ended at FC 4x4 for many of our members. Many more have started at FC 4x4 through a friendly invite or answered question.

Bob and Kim are 14-year members of the Mountaineers and are currently assigned unit #16. Now that they are semi-retired, we hope to see Bob, and maybe even Kim, on a lot more club trips, events and out-of-state excursions. They are planning to spend a lot more time with their son Tyler, who is a sophomore at Poudre HS. Bob plans to continue in the used 4x4 parts business on a part time basis. Kim plans to keep Bob out of trouble and busy, which ought to keep her busy.

Again, many, many thanks to Bob and Kim for their great support of our club.

## Weird Weather

The Grand Canyon receives more snow each year than Minneapolis, Minnesota.

Clearwater, Florida has more recorded lightning strikes than any other city in the United States.

Love the warm weather? Key West has the highest average temperature of any city in the U.S.

Want to know the temperature, but find yourself lacking a thermometer? In warm weather, you can try this. Count the number of chirps a cricket makes in a 15-second interval. Then, add 37. This will give you a surprisingly accurate estimate of the temperature.

Quillaute, Washington is the wettest city in the United States. It has an average yearly

# THINGS TO PONDER

rainfall of about 105 inches. In contrast, Yuma, Arizona is the driest U.S. city, with an average yearly rainfall of only about 3 inches per year.

Hate those annoying houseflies? You may want to move to Alaska. It is too cold there for houseflies to survive. The few that are seen there are brought by boat or by plane, and die quickly without reproducing.

## Quick Country Bits

Death Valley has the lowest elevation in the United States. It is 282 feet below sea level.

The largest lake in America is Lake Michigan. It measures 22,300 square miles.

Hawaii, not Florida, is the southernmost state in the United States.

There are 327 miles of bookshelves in the Library of Congress.

The Missouri River is the longest river in the United States. It is 2,540 miles long.

## Currency Quirks

A dollar bill can only be folded six times by hand; seven times if a vice is used.

The dime has 118 grooves on its edge; the quarter has 119.

Not only is the penny the only copper-colored coin - It is also the only United States coin on which the face looks to the right.

## 4x4 classifieds

'75 AMC 360, Long Block (Needs Valve work), '82 AMC 360 w/ 200K+ miles, ran when removed from vehicle. Burns oil. '82 Chrysler 727 automatic transmission w/ part-time transfer case. Lock stock and barrel for \$150 Please call Jeff 970 663-4391

67-72 Chevy Blazer/Truck parts.  
72 front clip, blazer drs, 4 row radiator,  
tilt steering, blazer top, A/C components,  
TH350 trans. misc. Darren. 613-8298

AMC 304 V-8 engine approx 80,000 miles will sell complete meaning everything ALL bolt on parts brackets etc ...with headers 250.00 or will sell engine with intake manifold and carb for 175.00 engine ran excellent before replaced (it used to go to Denver on a daily basis) for more info contact Joe 970-204-4894

1971 CJ5 new supertop with half doors, V6 w/3 speed/overdrive 80,000 actual miles rebuilt at 45,000 always garaged, all paperwork, new tires, shocks 2 1/2" rancho lift, gas can rack, full roll cage, aux heater, ARB air lockers front and rear, warn winch, heavy bumper, power steering, rear seat, never wrecked, body in good shape, 2 gas tanks, 11' drum brakes front and rear Dana 30 in front will accept disc brakes, bikini top, white spoke wheels 4.88 ring and pinion 18 mpg serious climber. \$7000 Call Rich at 970-587-2508

258 6 cylinder engine Yuell Brothers built, 4 bbl carb, cam, split headers, Mallory

# 4X4 CLASSIFIEDS

Ign, runs strong. Please call Rich at 970-635-0393 or 970-416-0245 Priced to sell.

Pick Axe Pulaskis Pick Axe combo (Rare Govt. Issue) \$39.99 shipping included.  
Call (970) 221-5895

YJ Stuff Wrangler Hardtop w/ rear wiper (Tan) - \$900, Rear Seat - \$100, Stock Springs - \$50. Call Curtis (970) 217-7226 or pager (970) 416-4238

One Tire BFG 31X10.50R15 AT Almost new \$30.  
Call Dave (970) 532-4316

Teddy Bears Hand made jointed musical Teddy Bears, four sizes \$35 to \$55 - you choose color, type of fur, color of eyes and music box. Great for baby gifts, birthdays, Christmas or just for hugs. Please call Donna for more information 970-229-0119 or 970-222-0885.

**Member name:** Cody Bays

**Member number:** 102

**Make and Model:** 1992 Jeep Wrangler YJ

**Engine:** 4.0L Straight Six

**Tranny:** 5 Speed

**T-Case:** NP231

**Front Axle:** Dana 30 open

**Rear Axle:** Dana 35c open

**Tires and wheels:** 33-12.50-15 Dick Cepeck on 15X8 Eagle alloys

**Suspension:** 4 in. Black Diamond, and ½ in. Shackle

**Accessories:** 2 in. Body Lift, Warn X8000I, Tomken Rear Bumper

**Future upgrades:** Super 35 kit with 4.56 Gears and Detroit Soft Locker in Rear

# MEMBERS RIDES

