

## Ashlyn Mathy

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**From:** James Steward <c130stew@q.com>  
**Sent:** Monday, May 26, 2025 3:22 PM  
**To:** Ashlyn Mathy  
**Subject:** Variance application for 7936 Cessna Drive

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Hi Ashlyn,

This is Mark Steward, I'm the president for the Cessna Drive Hangars Owners Association, CDHOA. CDHOA consists of the two hangar complexes immediately to the east of the row of hangars that includes Pro Trans Plus. There are 40 hangar units in the CDHOA complexes.

I'm writing to voice my concerns, as well as the concerns of many hangar owners from CDHOA for the variance application by Vertex Consulting Services, LLC, and ProTrans Plus. Meadow Lake Airport, FAA identifier of KFLY, is one of the largest privately owned airports in the United States. There is a nation wide shortage of hangars for aircraft owners, and that shortage is even more prominent along the Front Range. Several owners of hangars at KFLY have chosen to use hangars for other than aircraft storage, such as automotive transmission repair, auto body shops, counter top manufacturing, and police car siren/lights/graphics installations. The reason is because hangars are much cheaper than off airport facilities normally used to house such businesses. The airport was started in the mid 1960s to operate and be home for aircraft. Now non aviation businesses are applying for variances so they can store non aviation items in and around the outside of the hangars they occupy. In addition, I've personally seen employees of Pro Trans Plus test running vehicles up and down Cessna drive with high acceleration rates, I assume to test the completed work performed on the vehicles. Cessna Drive is a main thoroughfare and also an active taxiway that accesses aircraft hangars throughout KFLY. It is not meant for testing automobiles.

There are many vehicles parked at the end of the Pro Trans Plus hangar complex and next to a taxiway. For the most part these vehicles are parked so that they don't interfere with aircraft. However, aircraft have a wide range of wing spans, and recently an aircraft taxied off the taxiway and dropped a landing gear into drainage running under the taxiway. This happed right next to the Pro Trans Plus stored vehicles. I'm not suggesting the aircraft mishap was a result of the stored vehicles, but pilots are distracted ensuring wingtip clearance and not noticing their landing gear position. CDHOA does not allow vehicles, aside from an association owned snow plow, to park at the end of our hangar complexes. The reason is for aircraft passage, and it attracts more and more vehicles. KFLY has become a big storage area for junked cars and campers as a result of various associations not upholding standards for their hangar complexes. I wonder if Pro Trans Plus has addressed it's Association with the variance proposal.

We, as hangar owners, cannot dictate what other owners put in their hangars or who they rent to. However, we can request the ElPaso County Planners refrain from issuing variances to hangar owners that allow usage beyond the intent of the properties at KFLY, aircraft related usage.

Ashlyn, I can assure you that the vast majority of hangar owners at KFLY do not approve of variances to the GA-O zone district. There are a plethora of facilities around El Paso County to house non aviation businesses or storage, however there is only one suitable area to house aircraft, i.e. airports.

Ashlyn, thank you very much for taking the time to read my concern for the future of Meadow Lake Airport. Please give me a call if you have any questions, or looking for information concerning Meadow Lake, especially the affects some of the non aviation businesses that have sought refuge here have had. A last note, the FAA has deemed KFLY a reliever airport for Colorado Springs Airport. As a result, there are requirements for the KFLY Airport Association to comply with. I would like to invite you or other county planners to attend one of the monthly board meetings to learn more about the usage and future of KFLY. I think you would be impressed by the level of participation and complexity of the aviation operations. Please help us keep KFLY an aviation community.

Sincerely,  
Mark Steward  
CDHOA President  
USAF Retired  
Captain FedEx Airlines  
719-492-8140