

# CPA FLIGHT LINES

Vol. 11, No. 11

November 1994



CPA'er Bill Totless of Aurora with one of the two aircraft he and his wife Beverly own. Photo was taken at Rock Springs, WY during this year's Colorado to Jackpot Air Classic.

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COLORADO PILOTS ASSOCIATION, INC.  
P. O. Box 200911 Denver, CO 80220

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## President's Message

*by Mike Baldwin*

### **NEW SLATE OF OFFICERS AND DIRECTORS**

By the time you get this issue of Flightlines, the 1994 Annual Meeting will have been held and a new group will be guiding CPA into the 1994-95 year. Most directors are continuing in office, and I will be serving a second term as President.

**Bill Hamilton**, AOPA Regional Representative, will be replacing **Phyllis Kramer** as vice president. Phyllis was very effective at revitalizing the Area Representative Program over the past three years, we now have 26 representing your interests throughout the State. Bill will not be covering the Area Rep program - how it will be administered will be determined at our Board meeting in December. Bill will cover the legislative committee in addition to serving as vice president.

**Darlene Malmquist** will be replacing **Gretchen Jahn** as secretary. Darlene is active in aviation at Platte Valley Airpark, and a student pilot with time in a Navy N3N Biplane.

**Robert and Ann Henley** will take over the office of treasurer. Both are long-time CPA members, and Robert is a past vice-president. Both are computer-

skilled, which will ensure timely and accurate reporting.

Why a second term as president? Because, it seems, that I am just learning the ropes, and would like to continue the growth. Increasing the membership was the primary goal, and thanks to the efforts of all the directors we have made a good start on that. We started the year at 433, and we are ending at 531 with a month left to go. That is a more than 20% increase. If we can continue that trend, we would seek to be at more than 600 by the end of 1995.

Membership increases are issue-driven. During the past year we have sought to demonstrate to the membership and to the general aviation pilot community that CPA actively represents your interests. We have testified at hearings, called and written on matters relating directly to general aviation. I would hope that our image is changing; that the pilot community has begun to view CPA as an advocacy organization.

In 1994-95, the role of CPA as an advocate for general aviation will be enhanced, with increased activity in the area rep program. There are also specific

legislative matters to pursue, and success in these will enhance CPA's image as advocate and "The Voice of General Aviation."

We are also seeking to have represented on the CPA Board of Directors all of the general aviation organizations. These will be AOPA, Air Power West, Colorado Flight Safety Foundation, Rocky Mountain Aviation and Aerospace (Air Fair), Colorado DOT Aeronautics Board, Seaplane Pilots Association, USPA, EAA, and the 99's. The purpose of this representation is a **United Front in General Aviation Advocacy**

The representatives of EAA and the 99's are not yet named at this writing. One of the new faces we welcome this year is Channel 4 helicopter pilot **Mike Silva**. His post will be Colorado Aeronautics Board Liaison.

The CPA Board is fortunate to have back all of the directors who served last year. One change is that **Marilyn Taylor** will serve as Membership Chair, a post vacant last year.

We will continue to strive for membership increase through advocacy. We will also continue the activities that served the membership so well last year, including the Mountain Flying Course, publication of "Flightlines," conducting the Student Airlift, hosting some

great fly-ins, and networking with other aviation groups.

### **PILOT-CONTROLLED LIGHTING AT GUC**

At their recent meeting after the hearing I attended in Gunnison, the county commissioners voted to defer action until after another homeowner-pilot public hearing, as yet not scheduled. I wonder what we can add to the two and one-half hours of testimony presented at the last hearing?

### **A.M. WEATHER**

Despite some programming glitches in late October, KRMA-TV assures me that A.M. Weather will continue to be aired at 6:15 a.m. Monday through Friday.

### **FALL COLORS**

It seems to me that the fall colors were the most spectacular since we came here in 1982. Flying back from GJT at 17,500' there was a bright golden glow in the cabin of the 210, and it was the reflection of the aspens near Monarch Pass on the underside of the wings. I never have seen anything quite like it before. Hope you all had a chance to see it from the air.

### **THE DIA FLY-IN**

By now you have all read or heard about the 1,100 GA airplanes at the DIA Fly-In

September 25. Priscilla and I had a great experience, from the Oshkosh-like arrival to the newspaper Monday morning. ATC was great, and it was fun to wander the spectacular terminal. Visited the Eaglerock with **Carl Williams** who donated it, and with **Brad Davenport** who hung it on its final perch. I guess that made about five good ole biplanes at DIA. Two inside, and three outside.

Much good will was created by this event, and I wrote thanks for CPA to the various city and FAA folks who made it possible. Hats off to **Pat Weisner** and **Ed Huber** of "Wings West," who handled the reservation system.

Wonder if the public noticed that the largest aviation day in Colorado history was conducted without the slightest mishap.

Hope we can do it again sometime after it opens...

### **THANKS TO MICK AND LORETTA WILSON**

At the Annual Meeting, a plaque was awarded to Mick and Loretta Wilson by Vern Foster on behalf of CPA. They have served Colorado's pilots for many years in the Accident Prevention Program. Mick, with Loretta's help, has presented many fine programs to enhance our safety awareness. He has traveled distances and worked hard for our benefit. Mick has been responsible for getting the

word out to pilots for all the programs you learn of through the yellow flyers in the mail. Mick is retiring from the FAA soon, and deserves all the thanks and good wishes you can send him. Good luck, Mick and Loretta.

### **A GREAT FLY-IN**

The weekend of October 14-16, forty- eight of us went in 18 airplanes to Branson, Missouri. The fly-in was arranged by **Caroline** and **Bob Doubek**, co-chairs for fly-in events. Priscilla and I have never been on a better planned nor smoother tour yet. Everything, from the bus, motel, meals, baggage, tie-downs and fuel, and of course the three great shows was just great. Thanks, Bob and Caroline, for a great time. The trip was 576nm, and Tom Bein, Walt Bell, and I all left from different airports at different times and got in the PLK pattern at the same time. The Branson area has developed as a Country-Western music center, with 35 theaters seating as many as 2,000. (AOPA is fighting a move for C airspace at nearby Springfield.)

### **CPA'S BOARD LISTED**

Consult the back pages of "Flightlines" for the names and numbers of your 1994-95 Directors and Area Reps. They can help you. Also don't forget the **CPA Hotline 266-6266**.

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# Your Area Reps

*by Phyllis Kramer*

## **CLANCEY MALONEY--COS**

### **Colorado Springs General Aviation**

**Fly-in and Open House.** Weather couldn't have been WORSE for a GA fly-in than it was Saturday morning, October 15. Volunteers from the Colorado and High Country chapters couldn't fly down because of low ceilings and visibility. About noon, the first airplane to arrive -- to the cheers of enthusiastic volunteers -- was taxied over from Colorado Jet Center's ramp! Taxiing was faster than driving a car in the mile-long traffic jam to get into the parking areas. Two others followed suit taxiing over during the day, but finally, the weather came up enough to draw a Cessna 152 and a Seneca from Meadow Lake and a Comanche 250 from Pueblo! The silver lining was that we all got to see the exhibits and events.

## **GJT--WALKER FIELD AIRPORT MASTER PLAN**

Walker Field Airport Directors are in the preparation process of a new Airport Master Plan. This relates solely with respect to aviation related issues--runways, taxiways, terminal--and should not be confused with the commercial land use document which was unveiled last spring. The FAA paperwork to secure the 90% of the total cost of the updated plan has been signed off by the Board. If all goes well, the project could begin yet this year.

## **BEV CAMERON, TRI-COUNTY, ERIE AIRPARK**

The Tri-County Pilots Association publishes a monthly newsletter. The

Association also has a bulletin board at the Erie Airport FBO in the snack room. Stop by and check on the many upcoming events at Tri-County.

## **STEVENS FIELD, PAGOSA SPRINGS**

A picture is worth many words--even though it be an advertisement. On the back of "The International Women Pilots Magazine"--the official publication of the Ninety-Nines, Inc.--is a full page color picture of the area around Colorado's Stevens Field.

## **WINTER TIME FLYING**

can sometimes be best done in the hangar, at the friendly FBO, over a cup of coffee at the favorite coffee shop at the airport. It can also afford you the time to get acquainted with your Area Rep.

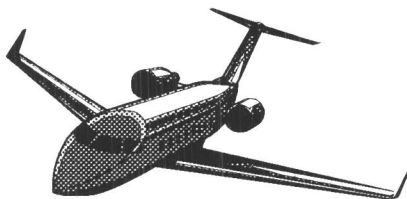
You need your Area Rep--the Area Rep needs you! Get together with your Area Rep, talk about your local airports and FBO's. You might also help plan some activities to include other pilots or activities to acquaint the local citizens with the airport and its uses.

Start attending the local Airport Authority or Advisory Committee meetings. Your presence there could make a big difference in the vitality, use, development, continuation, upgrading, and local interest in your airport. The general community can only learn, through you, the value and importance of your local airport. Your Area Rep cannot do it alone. Help make it happen!  
(continued next page)

Your aviation community does not have an Area Rep? Then YOU think about being the solution!

This is my last "Your Area Representative" column for the *Flight Lines*. These past two years as your Vice President--Area Rep Coordinator has been one of learning, helping to make a difference, interesting networking, and, especially, of making new aviation friends. I hope that many of you will consider helping to make a difference in the Area Rep program and elect to become an Area Rep in your community. I trust that those of you who are now in the Area Rep program will continue to be the vital part that you have become! My sincere thanks to all of you who have helped with and supported this very valuable asset of the Colorado Pilots Association.

PJK



## VHF RECEPTION DISTANCES

| <u>Feet AGL</u> | <u>Distance</u> |
|-----------------|-----------------|
| <u>N.M.</u>     |                 |
| 1,000           | 39              |
| 3,000           | 69              |
| 5,000           | 87              |
| 10,000          | 122             |
| 15,000          | 152             |

## MEMBERSHIP RENEWALS

Dr. Philip Norton, Aurora  
 Bob Doubek, Littleton  
 John Warrender, Greeley  
 Bill Linenberger, Aurora  
 Robert Eatman, New Raymer  
 Robert Gaines, Brighton  
 David Hill, Arvada  
 Sandy Wickham, Pagosa Springs  
 Babette Andre, Denver

Marilyn Brand, Lafayette  
 Alan Blair, Denver  
 Rich Roberts, Denver  
 Robert Robbins, Englewood  
 Charles Koch, Loveland  
 Thomas Murphy, Evergreen  
 Darwin Miner, Longmont  
 Jack Nellessen, Castle Rock  
 Bruce Prestien, Broomfield  
 Jerry Stooksbury, Kansas City

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## Heard Along the Flightline

■ Ever thought about the minimum turning radius of your aircraft?

One of our members offered the question with the thought it would be useful information in emergency situations . . . such as, when faced with the need to do a 180 degree turn out of a box canyon. He noted that he had never seen information of this type in a Pilots Operating Handbook.

Sounds like a good issue for a future Safety Corner article. We did note, however, that Rod Machado's Instrument Pilot's Survival Manual has a chart which addresses the issue. It is entitled "Bank angle for turn radius and rate of turn chart." It is a log chart with a relatively simple readout. Enter the chart with true airspeed and bank angle to get a readout of turn radius in either feet, nautical miles or rate of turn in degrees per second.

Didn't research Machado's source on the chart. He is one of those creative types, however, and may have generated it himself.

We checked with Mick Wilson who manages the FSDO Accident Prevention Program to see if there was any FAA information of this type. Mick was not aware of any FAA source for charts such as Machado displayed, but offered that the speed for the shortest turn radius was always the lowest speed an aircraft could turn without stalling. He also noted that most box canyon accidents occurred after the aircraft was in a stall and incapable of a turn.

Machado's chart, of course, supports the observation that an aircraft will turn at a faster rate at lower speeds. For example, for a bank angle of 30 degrees and a true airspeed of 250 kts the turn radius would be approximately 9,700 ft (or

1.6 nm). It drops to 3,700 ft at 150 kts, 1,600 ft at 100 kts, and less than 600 ft at 60 kts. But as Mick Wilson notes, turn radius doesn't matter much when an aircraft is falling out of the sky. Any additional thoughts on it out there?

■ Expect a Notice of Proposed Rulemaking on Mountain Flying. The same congressional action that addressed the Aspen-Pitkin County Airport curfew issue directed the FAA Administrator to do so.

■ CPA member LUCILE BLEDSOE added an additional honor to her string of recognitions when she was inducted into the Colorado Aviation Hall of Fame. The honor was bestowed at the Colorado Aviation Hall of Fame awards banquet on October 1.

■ There is a new voice on the CPA HOTLINE (303/266-6266). Callers will be delighted to hear a pleasant female voice reporting on schedule and features of local aviation events. It belongs to a tall, slender blond type who promises to keep you advised on what is going on. Give her a call. Great service!

■ Interesting things going on in a hangar occupied by QG Aviation at Fort Collins Downtown Airpark. It specializes in rebuilding vintage English aircraft. Recently they were rebuilding a Fire Fly torpedo bomber. Nearby was a Spitfire, about two years from completion, and a Hawker Hurricane, about 3½ years from completion. Have to admire the four individuals who work this shop. Real craftsmen. They tell us they have the capability to build most any aircraft from scratch. It may take awhile, but for something less than \$2 million and three years of delay you can be flying your very own brand new Spitfire. □

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## A "Bear" Experience

The September 17 MOUNTAIN SURVIVAL TRAINING COURSE AND FLY-IN to Granby, Colorado was one of CPA's closer fly-ins. But to those who participated, it had to be one of the more rewarding flying trips of the year.

To begin with, the event was sponsored by FRIENDS OF GRANBY AIRPORT as a fund-raiser to purchase radio direction finders for the Grand County Rescue Team. This is one of the teams that responds to emergency calls to search for downed aircraft. \$30 of the \$35 fee for the training course was earmarked for this purpose. So it gave everyone a warm feeling to have shared in the cause.

As an aside, BILL HAMILTON, tells us that the fly-in raised enough money to acquire the equipment. Bill is a Granby resident, a Turbo Viking driver, our AOPA regional representative, and

a director on the CPA board. His wife, PENNY, is the driving force behind Friends of Granby Airport.

The survival training course was conducted by none other than PAPA BEAR WHITMORE, one of the nation's foremost professors in survival education. A rewarding experience.

The fly-in was scheduled on a weekend when the aspens were in full color. It was a gorgeous weekend for flying.

And for BOB DOUBEK, who co-chairs the CPA Fly-in Committee with wife CAROLYN, it was a special treat. Bob and Carolyn, both avid fly-fishermen, arrived a day early to make arrangements . . . and were treated by Bill Hamilton to fishing in some restricted access waters. Bob landed what he described as the largest brown he has



Papa Bear Whitmore, center left, demonstrates use of a signal mirror.

(continued next page)

caught in a lifetime. Fisherman's heaven. May explain why the Doubeks are looking for property in the area.

Yes, "Papa Bear" is his real name. It is the English translation of the name given him by the Choctaw Indian Nation, a name he subsequently adopted. Easy to see why they would give him the name. He looks like one!

Papa Bear is truly a class act. Some may have taken advantage of the opportunity to see his lecture at the Rocky Mountain Air Fair. He has been a guest speaker at that event for the last two years. It was the type of program that ended much too soon for participants.

The Granby session was an intensive all-day version of the program staged in a natural mountain environment. It was easy to picture yourself up there on a hillside somewhere in an emergency situation. The setting made one feel more serious about survival.

Though the Ouray Ranch is in a wilderness area, the lecture site was anything but that. The presentation was held in the rather elegant lodge at the ranch. But there was the feel of a wilderness area, particularly when a moose wandered by a few yards away from the lodge.

The ranch, incidentally is owned by Emily Howell Warner and her husband Jay. In introducing her, Bill Hamilton noted that her early career aspirations were to be a flight attendant. But somehow she ended up as the nation's first female airline pilot.

Without getting into detail, Papa Bear had some vital messages, such as:

- Survival is based more on a positive attitude than any other single factor. Said it was 80% attitude, 10% equipment and 10% skill.
- Hypothermia is typically the major cause of death. Use of a fire to warm hands and feet for those with advanced hypothermia can be fatal. Better to warm the body from the inside out . . . as with hot liquids.
- Ability to create a fire is often critical. Papa Bear offers at least five techniques. He even describes ways to create a fire when it appears there is no possible way.
- Obviously, carrying an adequate survival kit is essential. Papa Bear recommends a few essentials. Basic stuff. How to keep warm. Treating water for drinking. How to signal for help. How to prepare. But stuff critical to survival.

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# Congress Intervenes in Aspen Curfew

by Walt Barbo

Recall the Aspen curfew on general aviation night operations. This is the curfew under which Aspen-Pitkin County Airport banned general aviation operations at the airport from 30 minutes after sunset to 7 a.m. Air carrier operations were permitted until 11 p.m. Aspen said it wasn't safe for general aviation to fly in the mountains at night. General aviation claimed discrimination and filed suit.

It took an Act of Congress to resolve the issue. Some relief, but not total. The Congressional edict goes into effect on November 1, just in time for ski season.

The issue had been stewing for a number of years. In 1989 AOPA took the "bull by the horns" and filed a formal complaint with FAA challenging the prohibition on general aviation night operations. AOPA charged that allowing commercial carriers to operate at Aspen Airport until 11 p.m. unjustly discriminated against general aviation and thus violated sponsor assurances made in accepting FAA Airport Improvement Program grants. This action forced the issue into the federal investigative process.

Following a lengthy study, FAA made a finding that Aspen was in non-compliance with its assurances under the grant program. Usually this type of finding would result in a corrective action by the airport. In the absence of a corrective action, as a minimum, further federal grants to the airport would be withheld. For serious cases of

non-conformance, the FAA even has the power to recover all past investment in the airport.

But corrective action was not to be that simple. In this case Aspen demonstrated political power equal to the FAA's. Though found in non-compliance, Aspen-Pitkin County Airport continued the curfew. The current FAA Airport/Facility Directory section of the AIM still contains this

statement under Airport Remarks: *"Pilots operating aft curfew will be prosecuted."* Also, new federal grants for airport development were never withheld. Nothing happened!

Rather than comply, Aspen's strategy was to solicit congressional help to support its position. This precipitated a GAO investigation and the 1993 GAO Report: AVIATION SAFETY, FAA CAN BETTER PREPARE GENERAL AVIATION PILOTS FOR MOUNTAIN FLYING RISKS. Recommendations of the report have now been formalized into an Act of Congress. The policy appears as a section of the Federal Aviation Administration Authorization Act of 1994 and reads:

## SEC. 517. SAFETY AT ASPEN-PITKIN COUNTY AIRPORT.

(a) NIGHTTIME OPERATIONS. On and after November 1, 1994, nighttime operations (takeoffs and landings) at Aspen-Pitkin County

...nighttime  
operations at  
Aspen Airport  
shall be allowed...

Airport in the State of Colorado shall be allowed for a pilot operating under instrument flight rules or visual flight under parts 91 and 135 of title 14, Code of Federal Regulations, between 30 minutes after official sunset and 11 p.m., local time, as follows:

(1) A pilot may operate under instrument flight rules between 30 minutes after official sunset and 11 p.m., local time (or such operating hours as are established uniformly for all classes of operators), only if the pilot--

(A) is granted clearance by air traffic control;

(B) is instrument-rated;

(C) is operating an aircraft that is equipped as required under section 91.205(d) of such title 14 for instrument flight; and

(D) is operating an instrument approach or departure procedure approved by the Federal Aviation Administration.

(2) A pilot may operate under visual flight rules between 30 minutes after sunset and 11 p.m., local time (or such other operating hours as are established uniformly for all classes of operators), only if the pilot--

(A) is instrument-rated;

(B) has completed at least one takeoff

or landing in the preceding 12 calendar months at such airport; and (C) operates an aircraft equipped as required under section 91.205(d) of such title 14 for instrument flight.

(b) **COMMITMENTS OF AIRPORT OWNER OR OPERATOR.** The owner or operator of the Aspen-Pitkin County Airport shall be considered to be in compliance with the requirements of subchapter II of chapter 475 of title 49, United States Code, and not otherwise unjustly discriminatory when such owner or operator notifies the Administrator that such owner or operator--

(1) commits to modify its existing regulation to expand access to general aviation operations under such special operating restrictions as are created under subsection (a) and such conditions applicable to aircraft noise certification as are currently in effect for night operations at such airport; and

(2) commits permanently not to enforce its 1990 regulatory action eliminating the so-called "ski season exception" to its nighttime curfew.

To remain in compliance, such owner or operator shall carry out both such commitments on or before November 1, 1994.

## **DIA Fly-in T-shirts**

If you were at the **DIA Fly-in** on September 25th and didn't get a T-shirt commemorating the day you still have an opportunity. I have a limited quantity of white T-shirts with the Fly-in logo available for \$10 plus \$2.50 shipping and handling.

If you are interested, please call Rob at 670-0799

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## Public Aviation Myths

Like most complex subjects, aviation abounds with myths which the **public** believes are true. In some cases, even those knowledgeable in the subject believe some of them to be true. So... to all you seekers of truth and wisdom, here is a short list of the most common aviation myths, most of which came from passengers.

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### **Myth # 1:**

All airports have air traffic control towers.

**Reality:** Very few airports have air traffic control towers. There are approximately 15,000 landing places in the United States, but there are only about 420 towers. Towers are located at the busiest airports, which are usually near the biggest cities.

### **Myth # 2:**

A rough ride is caused by flying through "air pockets."

**Reality:** There is no such thing as an "air pocket." A rough ride is caused by turbulence, which is merely vertical movement of air in the atmosphere.

### **Myth # 3:**

The pilot **MUST** do what the people on the ground tell them to do.

**Reality:** The pilot is always responsible for the safety of the flight, therefore, he must do only what he feels is safe. If he can **SAFELY** comply with the requests of the people with whom he is in contact on the ground, he is happy to oblige them.

### **Myth #4:**

When a pilot speaks of a plane "stalling" it means the engine stopped.

**Reality:** When an aircraft "stalls" it means that it has stopped flying because sufficient flying speed was not maintained, for whatever reason.

### **Myth # 5:**

When the engine quits, the plane falls out of the sky.

**Reality:** When the engine quits, the plane glides back to earth and the pilot can usually make a safe landing. Because of this, student pilots practice power off landings repeatedly until it is routine.

### **Myth # 6:**

Multi-engine aircraft are safer than single engine aircraft.

**Reality:** National insurance statistics have proved the above is **NOT** true. However, like most sweeping generalities, there are a great many exceptions. It may have been true 30

years ago when engines were less reliable than today. In making a list of the most desirable redundant equipment to have as back-up on an aircraft, having another engine would be FAR down the list.

### **Myth # 7:**

The bigger the plane, the safer.

**Reality:** Not always true. As above, this has all kinds of exceptions. In general, the bigger the plane, the more complex. Added complexity can reduce safety, but it can also increase options. In measuring safety, size would come long after other considerations like who is flying it, what is it being used for, who maintained it and many other such factors.

### **Myth # 8:**

Many civil aircraft have radar to "see" and avoid other aircraft.

**Reality:** Many civil aircraft have radar to "see" and avoid thunderstorms. Aircraft do not show up on this kind of radar.

### **Myth # 9:**

Pilots avoid thunderstorms because the lightning is dangerous.

**Reality:** Pilots avoid thunderstorms because of the probability of severe turbulence in a thunderstorm. Lightning is very seldom harmful to aircraft.

### **Myth # 10:**

General Aviation is worldwide.

**Reality:** The United States is the only country in the world with a general aviation industry (general aviation is defined as ALL aviation other than military and scheduled airlines.) Although general aviation aircraft are manufactured in some (very few) other countries it can hardly be called an industry, because there are so **FEW** airports, aircraft, pilots, and employees.

### **Myth # 11:**

The manufacturer of an aircraft also makes the engines.

**Reality:** There are no aircraft manufacturers that also make engines and there are no engine manufacturers that also make aircraft.

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## Colorado Aviation Calendar

- DEC 8           **COLORADO AERONAUTICAL BOARD MEETING**, Englewood, Colorado.  
Regular business meeting. Public invited. Info: Caroline Scott 303-307-3039.
- DEC 11           **CPA CHRISTMAS DINNER**. Captain John Penny, pilot of RARE BEAR &  
winner of Reno Air Race Unlimited Super Gold class. Holiday Inn at  
Centennial Airport. Cocktails 6:00 p.m., dinner at 7:00 p.m. AOPA door  
prizes. Info: Mike Baldwin 303-674-7864.
- FEB 21, '95       **LEGISLATIVE COFFEE**, Marilyn Taylor, 303-321-3500.
- FEB 95           **UNITED STATES PILOTS ASSOCIATION**, Winter meeting, Austin , Texas.  
Info: Bob McClure, VP Meetings, 816-452-2083.

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## Welcome New CPA Members

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Allen, W. Earl  
12639 Elm Street  
Thornton, CO 80241-3027

Arthur, Patricia J.  
7191 Palisade Drive  
Highlands Ranch, CO  
80126

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785 Wade Street  
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435 Westwood Drive  
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11650 W. 35th Avenue  
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# CPA Contact Directory

## AREA REPRESENTATIVES

### BOULDER

Ken Carter (H) 303/494-3663

### BJC (Broomfield Jefferson County)

Walter Bell (H) 303/488-9780 (O) 303/757-9334

### BURLINGTON

Larry Mack (H) 719/346-7884 (O) 719/346-5352

### CANON CITY

Dean Baird (H) 719/275-0703

### COLORADO SPRINGS

Kent Eckhart (H) 719/599-9259 (O) 719/570-9173

Linda "Clancey" Maloney (H) 719/475-8781 (O) 596-4400

### DELTA

Glen Cheney (H) 303/874-3368 (O) 303/874-3368

### GLENWOOD SPRINGS

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### GRAND JUNCTION

Judy Humphries (H) 303/242-0261 (O) 303/243-8479

### GREELEY

Kevin Bunnell (H) 303/330-5121 (O) 303/356-9141

### GUNNISON

Michael J. Vader (H) 303/641-5145 (O) 303/641-0526

Carol Skelton (H) 303/641-4136 (O) 303/641-0526

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*Aviation and Space Museum*

SUMMER 1994

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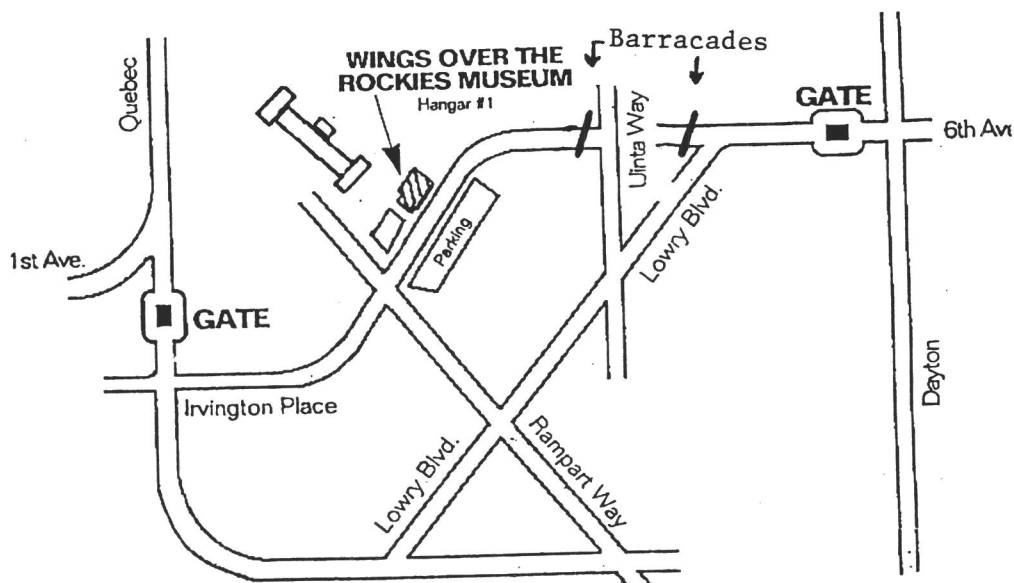
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