

CPA FLIGHT LINES

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Deanna Strand is CPA's new area rep for Grand Junction and is owner/operator of Strand Flying School at Walker Field (GJT). Deanna started the school in 1983 and has given over 7,000 hours of instruction. She is qualified to teach Private through Flight Instructor, including float plane and multi engine. Need a check ride? Deanna is also a FAA Pilot Examiner. Deanna worked with AOPA for many years giving flight training clinics including mountain flying for FBI and DEA pilots. Please stop in and visit with Deanna, her husband Curt, and their crew at GJT or feel free to call anytime, 970-243-4359.

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President's Message

I had an incredible flying experience last week that I need to share with all of you. As of last week I fly a Cheyenne II for a customer. This is a very capable twin turboprop which has good redundant systems for when things get exciting. One of my first flights last week was a bit more exciting than most. We departed Lakeland's runway 5 and climbed north into the cold wet low overcast heading for Cincinnati. We were passing 9,000 feet at 3,000 feet per minute when the left (critical) engine quit making oil pressure.

I punched the master caution button to shut of the alarm and feathered the engine while I could with the remaining oil pressure. We continued climbing at 500 feet per minute and 140 knots on the autopilot while I completed the engine securing checklist and declared an emergency. Approach asked if I would like to return to Lakeland. I opted to continue north toward Georgia and better weather. Central Florida's 200' ceiling sounded like more of a challenge than I needed as a low time Cheyenne pilot on one engine.

Level at 11,000 feet, I sat back to gather myself and choose a nice long Georgian runway with an ILS. Then the plane began to yaw slightly and irregularly. The remaining engine was surging. Oil pressure on that engine was fluctuating (within limits) and oil temperature was pushing the high limit. I opened the oil cooler door, losing some power in the process, and rethought the idea of flying on to Georgia. If I lost this engine and was unable to feather, I would have the glide ratio of a set of car keys.

I called approach back, told them that I could no longer hold 11,000 feet and that I needed to land NOW. They suggested the 7,000 foot runway at Ocala, but informed me that the weather there was also 200'

overcast. I turned left to 340 and started letting down. That was when I noticed that the airspeed indicators both said "0" and neither the altimeters nor the VSIs were moving. I checked the pitot heats on and tuned the nav radios while I thought about this and was dismayed to find that neither nav radio was receiving anything. This was getting interesting.

How long was that engine going to keep running, and how was I going to get out of this one alive? While pondering questions like these I managed to tune and identify the NDB which is 6.2 miles south of the field. Basking in this ray of hope I turned my attention to airspeed and altitude. I knew I was descending based upon my power setting. I cast a loving eye upon the radar altimeter, set it for 1,500' and thanked the lord that Florida is very flat. I remembered that I had an angle of attack meter, and reasoned that if I kept it near the bottom of the green where it usually was during approach, and approximated approach power with the surging engine, I should have a reasonable airspeed.

Approach control was very helpful in vectoring me during my descent to a point a few miles south of the NDB. Low and behold the radar altimeter told me I was at 1,500 feet and descending, and it looked we might make it if I could find the airport before anything else failed.

We crossed the NDB solidly in the clouds at 400 AGL, hit the stopwatch and started letting down as approach told us they had lost radar contact and wished us luck. A minute and a half later I figured I was just over 2 miles from the airport so I crossed my fingers and pushed down to 200 feet. We were in and out of the clouds and the few lights on the ground were a disorienting so I descended a bit further and prayed harder. At 150' I had the airport

less than a mile away at 11:00! I dropped the gear, extended full flaps, and left the power right where it was until we crossed the numbers. We bounced once and rolled down most of the runway.

While I waited for my hands to stop shaking, I ran the shutdown checklist and shut down the airplane right on the runway. I climbed out of the sweat soaked seat and shook hands with Miguel as he shut down the simulator. Miguel let me know with a smile that had passed my final exam at Flight Safety International and it was time to debrief.

This was my first experience with flight

training at this level. I cannot say enough about how helpful it was to me. What a great way to lower your insurance, pick up a biennial flight review and an instrument currency check, learn more about an airplane you thought you already knew thoroughly, meet fellow pilots, and have fun. Makes a great Christmas gift too. Many firms offer this type of training for many types of aircraft all over the country. Call me if you want more information, 303-444-5560.

----Will Barclay

New Area Reps Join the Ranks

Many thanks to the new area reps that have signed on with CPA in the last few months, Gina Hunt/Longmont, Bruce Barr/Rifle, Deanna Strand/Grand Junction, and Michael Maya-Charles/Tri-County. Area Reps play a vital role in keeping the association up to date on various happenings at our state's airports from dates of pancake breakfasts to noise abatement issues. As we all know, the stronger the voice of general aviation in Colorado, the stronger our favorite pastime and perhaps profession, will be safe guarded in the future. We are still looking to fill the following area positions: Colorado Springs, Craig, Leadville, and San Luis Valley. All it takes is a bit of enthusiasm to be an area rep. Every once in a while your friendly editor will ask you for a picture, story, or news worthy item to put in our newsletter. If you are interested please call or e-mail Will/Sarah Barclay at 303-444-5560/barclay@eazy.net. If you look on page 14 of the newsletter you will see the CPA directory (yes, the page you usually don't read) with various area rep and committee chairpersons phone numbers. Call these people with news, concerns, special event dates, etc. about happenings at your local airport.

Bruce Barr joins us from Corporate Aircraft Services in Rifle (RIL) where he is chief

flight instructor and charter pilot. He is also an A&P. CAS is a full service FBO and charter company. They charter Citations, Lears, 421's, and 210's. The flight school teaches everything from Private-ATP and specializes in back country and mountain flying. Stop in and say hi.

Michael Maya-Charles is a FedEx Captain, A&P, book author, AOPA and AVweb columnist and flies a restored Cessna 185. He lives at Tri-County (48V) with his family. Tune into his column, "As the Beacon Turns" on AVweb, www.avweb.com or Michael's own web page www.airsafetyexperts.com. Tri-County has a new, full service FBO. The maintenance shop is managed by Windsong Aviation which continues to operate at Jeffco as well. Windsong/Jeffco has recently been made a "C Star Dealership" which means they are the licensed dealers for new Cessnas. Tri-County airport is also working on a masterplan for the future development of the airport. McAir, who runs a flight school at Jeffco is running a satellite school at Tri-County.

Gina Hunt/ Longmont has been a regular monthly contributor to *Flightlines* since she took on the position this past summer. Deanna Strand is on the front of this month's newsletter. Again, thank you new area reps!



Walt Barbo

AERONAUTICAL INFORMATION MANUAL (AIM) ONLINE. I had just about given up that the publication was available on the Internet when one of our FAA friends suggested a visit to www.faa.gov/ATpubs. The site is the Air Traffic Publications Library. The AIM is at the top of the list.

FOR THOSE CURIOUS ABOUT AVIATION Y2K READINESS, look in on site: www.faa2k.com. Most anything you wanted to know on current status of the system. Including latest press releases, action plans, etc. For example, a press release on November 2nd (as this column was being written) from the DOT stated that none of the nation's 565 airports regulated by the Federal Aviation Administration (FAA) has been found to have Y2K problems that will affect the airport's ability to meet regulatory safety requirements during the Year 2000 rollover.

A second article detailed a flight that FAA Administrator Jane Garvey and other FAA officials will take to demonstrate their confidence in the agency's Y2K repairs to the National Airspace System by flying coast-to-coast during the date rollover from 1999 to 2000. They have booked seats on a commercial flight from Washington, DC to Dallas that will be in the air as the Greenwich Mean Time (GMT) clock rolls over to the new year. After a short stopover in Dallas, FAA officials will again take to the air bound for San Francisco. During this flight they will encounter the date change again at midnight Pacific Standard Time (PST).

They will not be the only ones in the air. Our contact tells us that the FAA is taking the transition very seriously. Just about

every inspector will be on duty at airports and in the air to monitor the system.

IMPACTS TO GENERAL AVIATION AIRCRAFT? Isolated, if any. Possible impact to aircraft with computer equipment and related software installed that does not properly register the rollover. In which case the aircraft would not be airworthy until the inoperative equipment is fixed or otherwise dealt with in conformance with regulations relating to minimum equipment lists. And, of course, there are legal ramifications when operating in violation of minimum equipment lists.

GENERAL AVIATION A STEPPING STONE TO A WORLD CAREER IN AVIATION. Was the title of a paper CPA Member Bruce Hulley wrote for presentation to the World Aerospace Education Association in Perth, Australia on July 14, 1998. The underlying objective of the paper was to encourage and motivate youth, through general aviation, into future aviation careers. As background for the paper he sent a questionnaire to 34 countries in which he solicited information on pilot training requirements, costs, youth programs, and programs to disseminate career information. Findings are reported in his paper and were presented to the Education Association.

Bruce is currently off on a related mission. Recognizing that the cost of flying seriously limits entry to aviation careers, he is now looking at the acceptability of ultra-lights as a low cost alternative to learn to fly. His current paper, "Ultra-Lights, How Safe!" carries that theme. As part of his research, he was scheduled to visit the U.K. Civil Aviation Authority and Popular Flying Club in early November, after which, he will travel to Russia where he will make similar

contacts.

When not "world hopping" for aviation causes, Bruce operates Hulley Aero Training at Front Range Airport.

SARATOGA, WYOMING IS STILL A GREAT \$100 LUNCH STOP. Years ago, CPA sponsored weekend fly-ins to the Saratoga Inn in this small town of 2,900 population. Back when the room rates were only \$59. Since then, the Inn has transitioned through several different ownerships and renovations. On a visit two or three years ago we found that the rates had increased to approximately \$250/person. Expensive for a remotely located facility. Which the owners must have realized as well . . . since current rates are probably half of what they were at their peak. Still high; however, there was a suggestion that it may be possible to negotiate group rates who would make a fly-in there feasible for next year. If so, it would be a nostalgic trip for those of us that made the trip on many past occasions.

Terry & I joined Dave & Sue Burke on a lunch trip to Saratoga on Sunday, October 31. Dave had about three hours on a new factory rebuilt engine in his Mooney 231 and was looking to add a couple of hours.

Saratoga is about an hour flight from BJC where he hangsars the aircraft. The weather was warm with cloudless skies. An ideal day for an "engine break-in flight." Engine temperatures ran a little on the high side (to be expected for a new engine) but not unrealistically so. This aircraft was already a screamer before the engine change. Performance now is nothing less than fantastic.

But I digress. Our trip was for the primary mission to feast on steak open-faced sandwiches at the Wolf Hotel in downtown Saratoga. But wouldn't you know it, the hotel quit serving Sunday lunches the prior weekend. After a short walk to the Saratoga Inn, we found that it had also quit serving Sunday lunches for the season. The alternative is a place called Mom's, a greasy spoon (which serves a reasonable breakfast) on the walk back to the airport. However, we found a place called the Cantina, across the street from the Wolf Hotel. It appeared to be a "hole-in-the-wall," however, it was exceptionally clean and served a surprisingly good fare. I ordered their open-face steak sandwich. After all, this was the major reason for the trip. Didn't meet the standards of the Wolf Hotel. But a worthwhile stop.



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When we arrived at Saratoga, there was one aircraft tied down on the ramp and Dave noted that we doubled the aircraft population with our arrival. Which still seemed lonely on an airport with a 100ft x 8,000 ft runway and aprons built for jet size aircraft. Which is what the airport was built to accommodate. There are periods during the summer months when a half-dozen jets fill the apron, some as large as Boeing 727s. Aircraft used by corporate leaders visiting the "Old Baldy" resort on the outskirts of Saratoga. But that is another story.

REMOTE COLORADO AIRPORTS ARE ALSO EXPERIENCING USE BY LARGE CORPORATE AIRCRAFT. For example, at the CAB grant hearings in Pueblo on October 6, in an appeal for funds, a representative from Grant County shared information on what was happening at the Kremmling and Granby Airports. Several of the purchasers of large ranches in the area operate business jet aircraft and are placing new requirements on the operation and development of the county's two airports.

AIRCRAFT MAINTENANCE SEMINARS ALWAYS PROVIDE A WEALTH OF INFORMATION TO PILOTS. The seminar held at Front Range Airport on October 16 was no exception. Particularly to those who do much of their own maintenance.

Sonny Elgin, who taught the course, started with a general presentation on regulations and a question and answer session on various maintenance issues. His position is that a pilot should not only know the condition of his aircraft . . . he is also RESPONSIBLE! Which is why he encourages aircraft owners to get involved in aircraft self maintenance programs and, to the extent possible, involve themselves in owner participated maintenance.

One of his pet peeves . . . stainless steel screws. He claims they don't fit, are prone to seize and destroy the nut plates to which they are fastened. He said it is a problem of the threads being slightly different than the nut plates. He obviously recommends

against them.

Changing a battery would seem to be a task that a pilot would be authorized to perform. Which he is, providing it is not an ELT battery. Sonny noted that he is finding a lot of ELT batteries that don't work. Perhaps the FAA has concluded the same thing. Anyway, changing an ELT battery and performing the operational test must be signed off by an A&P.

Other useful hints, if you use a power screwdriver, use one with a clutch. Use torque wrenches when tightening bolts and make the effort to get a maintenance manual and follow procedures and specifications.

One question came up relative to use of auto gas in aircraft. Sonny noted the problem of inconsistency in quality of auto gas and the use of additives such as alcohol. All of which create nothing but problems to the aircraft owner. He also noted that the Front Range Airport no longer sells auto gas because of liability implications.

TIRED OF USER NAMES AND PASSWORDS TO ENTER SPECIAL ACCESS AREAS ON YOUR FAVORITE

INTERNET SITE? If so, try this little trick. First, jump through all the hoops to enter the special access site. Take, for example, the AOPA weather page at <http://www.aopa.org/members/wx>.

Following // in the address, enter your user name and password (separated by a colon and followed by the symbol @). The address will now look like this: <http://user:password@www.aopa.org/members/wx>.

Touch the enter key on your keyboard to enter the site with the revised address and save as a bookmark. The bookmark will then allow you to enter the special access area without jumping through hoops. Works with any Internet site with special access areas.



CPAer Sonny Elgin (2nd from right) and class inspect a cracked engine block during the maintenance seminar held on October 16 at Front Range Airport. Looking on are students (left to right) Sarah Barclay, Flight Lines editor, Bob Egbert, and Bill Linenberger, Chairman of the Education/Safety Committee.

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The Journey

by Justin F. Kramer

Nothing completely prepares a new pilot for the journey to Alaska. I knew the weather swept mountains and tundra of the Northlands as a mountaineer and park ranger, but not as an aviator. On the floor of my temporary home in Moab, Utah I laid out the 10 sectionals I would cross, and the enormity of it hit me when I realized they stretched from the living room into the kitchen. It held me in the quiet, cold pressure of fear and elation that struggles to find a voice. I walked outside into the still desert heat and looked upward to make sure that the heavens were still my home.

As I depart the next day there is a toy blue sky, framing wagon red rock, and soil of a soft breath. I turn and sway the plane in the quiet palms of my hands, exhale a whisper of solitude, and touch the earth only with my passing shadow. The northern horizon questions me with dreams of a soul that is within, and is barely out of sight. I turn towards it, my wings flat and warm against the desert wind, and the earth passes me in my stillness. The rudder shifts under my feet with the sands of air moving about my cloth and tube companion. Rays of light filter past the dust in the cockpit and rest upon my face. There are shudders through the plane that end in the tips of my fingers as updrafts from the restless canyons push upon me from below, only to be repelled back by the firm airy hands of the clouds above. I merely play a note across the music of their exchange, and pass humbly through. Timelessly, the angled stark earth tones of Utah's canyons give way to the ragged white lines and endless plains of Colorado, Wyoming, and Montana. At last, dusk wells up towards me, calming the symphony of light I am devouring. The hum of the prop settles against my chest with the heartbeat of that moment between a look and a touch. Silent, the landscape slips to bed with my sky, and darkness is forth. I flip on the amber lights in the cabin, and their warmth bathe me in a red glow. Strobes on, the

pulsing beacons stretches their lonely announcement into the night sky. Occasionally, I see another plane, like planets winking at each other across a galaxy of dreams. I click the mic a few times and the runway lights of Cutbank glow upwards to me like an island in the sky. I drop down and line them up into hands outstretched for the falling leaves of my flight. Engine idling, I glide into that tunnel of light and come to rest. Darkness engulfs me as the plane sighs and cools while I walk away. I stay up late sitting in the tower looking out on the Montana moon lighting my plane resting on the ramp, and listening to the weather woman tell stories of her son the cowboy. Only now, will I sleep...

Crossing into Canada the second day I wonder if they will strip the plane, search my papers, and scowl at my new license and registration. I land at customs in Lethbridge armed with an arsenal of paperwork, checklists, and pamphlets. I am told to pick up a little red phone and after a few brief questions am informed I'm cleared into Canada. Disappointed at the lack of fan fare regarding my arrival, I wander upstairs to Flight Service to drum up some excitement over my historic flight. After all, I'm flying to Alaska! The specialist does a wondrous job humoring me while I discover the joys of getting a briefing in person, and not having to ask the briefer to slow down. Soon, the plains of Alberta and British Columbia are scrolling past underneath me in a myriad of farmland, rivers, lakes, trees, and light. The landscape takes on a feeling of someone's back yard on a Sunday afternoon. Folks smile when you talk to them, and the guy in overalls at the last fuel stop helps me tie her down, then shares a cup of coffee with me. These are people of the earth, whose weathered faces reflect my joy as I take to their sky. Navigation is simple; keep the mountains on the left, find the next airport, and watch for rivers with names like Bow, Red Deer, North Saskatchewan, McLeod,



Justin in front of "Annie", his 1956 PA22-150, named after his beloved dog. Justin flew his Tri-Pacer solo from Moab, Utah to Denali National Park, Alaska in April of 1988. Total miles- 2283 miles, total time- 23.5 hours.

Athabasca, Smokey, and Peace. As the day slips past me, I find that there is a Northerly wind pushing me towards the Yukon, and I feel it's promise vibrating through the airframe. I finally cross the Sikanni Chief river and find Fort Nelson in the early evening glow. Two men wildly wave flags at me once I am on the ground. I figure there is another plane behind me, so I pull in to the first FBO and realize that this is a daily competition between the two men. The spurned one glares and retreats to his hanger, while the other heaps hospitality on me with a tie down, fuel, bed, vehicle, and advice. There is a sense of challenge and confidence from the day as I eat dinner at the local pub, so I treat myself to desert next to the fireplace. When I return to the field I plan an early start for the mountain crossing tomorrow, and fall asleep on the FBO couch watching warbird videos.

The third day starts in expectant darkness as the Flight Service specialist informs me that I should have fair weather at least to Watson Lake. Starting into the mountains of the Yukon reminds me of climbing my first big peak. There is a lurking fear that is tempered only by the confidence gained from prepara-

tion and the optimism of a neophyte. I tuck my 200 hours of flying into my belt and poke my nose up into the first pass. Adventurously, I sneak through weather that I'm sure a veteran of these parts would consider "flying the sunny banana belt." At Watson Lake I crab into the strong cross wind on a long final with my wing down as much as I dare, and prepare to do a go-around. Miraculously, on short final the wind is light on the runway, and moments later I find myself waking up the fuel guy and his dog. Starting to feel like a "Northern Pilot" I pioneer on to Whitehorse, where the flight specialist reminds me that "weather is unpredictable up North and there are at least 50 airplane wrecks between here and Northway". With these words ringing in my ears, I take off determined not to push the weather, and to turn around or land on the Alaska highway if I have to. The previous two days of leisurely flying is completely forgotten as I hunch forward maintaining a vigil on the weather, the highway, fuel, navigation, and the dirt strips of Haines Junction, Burwash, and Beaver. I occasionally remember to breathe as I work my way up under the lowering cloud ceiling of the mountain lined valleys. If I had

been at the movies, you couldn't have charged me for the whole seat because I was only using the edge of it. I am close to my personal weather limit, but not quite there. After an eternity of passes filled with wondrous light reflected in the blue fear of my eyes, I am in Northway, Alaska. The customs guy generously relieves me of \$25 and I wander over to the Flight Service station to experience my last real person briefing. After one of those "drool on yourself naps" on the FSS couch, I head for the lodge to fortify myself with rootbeer and a sandwich. I'm hanging out with the local happy hour crowd watching "Most Exciting Police Chases" on TV when another pilot headed for home in Anchorage pops in. "Great weather from Fort Nelson" is the only thing I hear him say through my adrenaline hangover. Yeah, roger that... I make it to Fairbanks before dark and realize that the airport there is a lonely place with a stark windowless room for a pilots lounge. However, I discover the "Airpark" and revel in my first experience taxing on a dirt road and camping next to the plane in a beautiful grove of trees. Heaven for only \$3.

The fourth day is just a short hop to the McKinley Park strip in Denali National Park, where I will work for the next five months as supervisor of the backcountry rangers. When I arrive my friend, mentor, and boss (Dennis) greets me with the enthusiasm reserved for first solos and trans continent flights. He is one of

the two park pilots that helped inspired me into aviation. Stan shows up next and the three of us admire the new bird. I practice landings on the dirt strip and then call my fiancée. She is a commercial pilot and understands the gravity of what I have just done. In hushed tones I describe the trip, and for that moment our hearts are together in the northern sky. As I hang up the phone and walk through the woods to my cabin I realize that the feeling is no different than the breathless excitement of my first flight at the controls. No different than the rapture that makes the sky my home and the ground merely my birthplace. For it is in the movement of our souls towards that which holds the power of our lives, that ultimately defines us. The people with which we share this unity are reflections of the time that we are truly alive, and the places we aspire to touch are the universes of our dreams.

It is with great sadness that I share this story of Justin's treasured flight to Alaska. Justin, who was a CPA member, was lost this summer in *Annie* crossing the Sangre De Christos along with a friend. We miss him every day, yet find solace that the spirit of his big heart lives on in the hearts of the hundreds of people he touched in his young life. --ed.

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For Sale- One servicable blade and hub for rear prop on turbo 337- \$200 ea. Complete set of wheels, brakes, and tires for 1969 turbo 337- \$300. ATC 610J Simulator with rudder pedals-a real simulator, not video. Has prop, throttle, mixture, ADF, VOR, ILS, DME, RMI, complete IFR panel, fuel guages, compass, etc. All charts for IFR Flights and approaches. Includes dark enclosure, and complete maintenance manuals. Low hours, everything works, like new condition--\$2000. 303-758-2380 or 970-728-4295.



For Sale- Powertow model 35EZ. Easy to use-like new \$450. Bill Bolton, 303-420-5221.

For Sale- 1/4 Share of Skylane II, 1966 182K, IFR, Narco Digital Radios with G/S, DME, ADF, Mode C Xponder, Marker Beacons, New Sigma Tek Vacuum Gyro's, recent annual, approx. 4600 TTSN, all cylinders reworked/replaced within last year, dual Whelen Comet Strobes, Monarch fuel caps, four place intercom, shoulder harness kit, digital chrono, Tanis heating system, Kennon window shades, Kennon cowl cover, new exhaust stacks, long range fuel tanks, Rosen sun visors, Soro's vents, oxygen on board, Horiz. Stab. abrasion boots, STC'D for automotive fuel, purchase price includes 1/4 of approx. \$5,700 of club money market account. \$15,000 Firm. Hangared in Gunnison, CO. Contact Ron or Caree Musick, 970-641-1799, or EMAIL: rmusick@gwe.net

For Sale- hangar manufactured by "Diversified," \$12,500. Platte Valley AirPark, Len Adler, 303-988-6193.

Lanceair 360 ARF (almost ready to fly) For Sale \$50,000. All glass work complete, IO 360 Lycoming w/electronic ignition, instrument panel & instruments, Prop, intercom stereo, cd player (most important). Too many extras to list. Call Gary Irwin, 970-481-2834.

1/4 Mooney Share available. 1965 Mooney M-20-E, new engine in 1997, IFR equiped, 3200 total time, share costs \$12,000, hangared at Jeffco. Call George o:303-433-3434 or h:303-429-8079.

Would like to purchase block time in a PA-28-180 or PA-28-200 for week day XC use. Glenn Harwell 303-804-9613 or ggharwell@prodigy.net

We do fabric work! A&P, IA certified fabric, call Rick or Gary 303-481-2834.

For Sale- Continental A-75-8, 0-SMOH, tapered shaft, w/carb, mags and logs-\$3,800. Call Bill, 719-597-1620 or e-mail bcchand@email.msn.com.

For Sale- 1/5 share of Cessna 421B with all the goodies. Call Willl at 303-444-5560.

For Sale- black leather 3rd bench seat for turbo 210. Excellent condition. Needs a good home and to be flying again. Call Bill or Penny Hamilton, 970/887-2101.



Fly Mart is a free service provided for CPA members only. If you have a personal item to list, please submit the ad to the *Flight Lines* editor, (address in the back of the newsletter).

Welcome New Members

Craig Carpenter
12861 N. Dixon Drive
Parker, CO 80138-8703

Douglas Clancey, D.C.
195 S. Main Street, Ste. 1
Longmont, CO 80501-6218

Dennis Koontz
2552 Terraridge Drive
Highlands Ranch, CO 80136-2610

Membership Renewals

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Jon Fullmer, Gunnison

Bill Marcy, Socorro, NM

Gilberta Jones, Denver

Marilyn Brand, Lafayette

Frank Haurwitz, Arvada

Bob Liddle, Granby

Barry Lutsky, Denver

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