

CPA FLIGHT LINES

Volume 18, No. 11

November, 2001



CPA fly-in photo, do you know the spot?

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CPA WEB SITE:
www.coloradopilots.org

President's Message, Doug Mass

As another year winds down, the Colorado Pilots Association has had a very good one overall. Several items of significance come to mind. The Area Representative Program has been formalized and redefined in a written format. Duties and responsibilities of the Area Representative in regards to geographic responsibility, term of office, appointment criteria, support offered by the CPA and the program administration.

The program also provides the representative with the Colorado Pilots Association objectives, letter of agreement and certificate of appointment which can be displayed in the local FBO to show area pilots who to contact. We have Walt Barbo to thank for spearheading this project and seeing that it was put into effect.

The Mountain Flying and High Elevation Operations course is on a new track itself. Vern Foster (one of the original founders of this program) has "taken the bull by the horns" by putting together a ground and flight training policy which will be followed by any and all instructors and chairperson's.

This program now has a written format as to what objectives are to be met, ground and flight instructor requirements, pricing of

the course, administration as well as the routes to be flown. The finishing touches are being applied and will be in effect on January 1, 2002.

The CPA Travel Program. This opportunity was provided to us by Tom Keesling, the owner of Neoquest Travel Services. Tom has offered a contribution back to CPA each time a member books airline flights, rental cars, tours or cruises through the agency. They guarantee the lowest available airfares and also offer corporate rates and superior service. **(IF YOU USED THIS SERVICE LET TERRY BARBO KNOW PLEASE.)** On-line booking is also available 24 hours a day, 7 days a week on their website.

Speaking of websites, have you taken a look at the CPA website lately? Our public relations committee chairperson Dana Atkins, and his crew have been working diligently to improve and upgrade the site which also includes new links and pages. Check this out at www.coloradopilots.org.

The closure of Navajo Lake airstrip was brought to the attention of CPA by John Huft, one of our members in Pagosa Springs. With his tireless efforts as well as

Pres. message continued:

Bill Hamilton and other dedicated members, this closure has been stopped for the time being and gives a reprieve from its disappearance in southern Colorado.

Recently Mark Kolber of Angel Flight West came to our club as a liaison for Angel Flight. This organization is dedicated to arranging free air transportation on private aircraft for people in need of health care and unable to afford the transportation to other area clinics. This volunteer community service is a great asset to the community and we are proud to have them represented at the Colorado Pilots Association.

Our membership is at an all time high of 720 members as of September 30th.

This is in part to our presence at airport open houses, airshows and other events. We have Terry Barbo to thank for manning (or is it womaning?) this booth and finding volunteers to help bring in those new recruits.

Our club has made a donation to Fantasy of Flight so that they may purchase control yokes for additional new computer flight simulators which they have just acquired. Fantasy of Flight, as you know, plants the seeds of aviation

in young minds by offering the chance to "fly" from the table top.

We don't want to forget about the "A-Team" who has rushed to keep 2000' towers from springing up on the prairie east of us by offering information to county boards on why this is a bad idea.

I haven't even mentioned the fun stuff that happened this year. Fly-in events, Jackpot Air-Classic and the annual holiday party are just to mention a few.

All of these things came into being by the dedicated and tireless efforts of the Committee Chairpersons and volunteers of our association to share our joy of aviation and the people associated with it.

I want to thank each and every one of you for making this such a great year.

As you can see, we have had a very good 2001 overall. I'm sure that you are as proud to say that you are a member of the COLORADO PILOTS ASSOCIATION as I am.

Doug

Note: FAA lifted airspace restrictions as of Oct 23, 2001. Write-up about it in Denver Post.



by Walt Barbo

HEARD ALONG THE FLIGHTLINE (November, 2001)

TALL RADIO TOWER IN THE DENVER METRO AREA APPEARS IMMINENT.

At 1995 feet AGL, it would be the tallest radio tower in the state (though there are something over a hundred radio towers of similar heights elsewhere in the country). Proposed at a location about 3-4 miles east of the Denver Class Bravo Airspace (Latitude 39-55-26.94N, Longitude 103-58-26.32W), in Adams County, it would be in the flyway of VFR general aviation traffic circumventing the east side of the Bravo Airspace and can be expected to adversely impact the economic growth of the Front Range Airport.

The Colorado Division of Aeronautics took the lead in opposing the proposed construction when it first appeared for FAA airspace determination. For whatever reason, the rest of the aviation community was not aware of the proposal and failed to react.

FAA's determination, one of the first steps in the approval process was predictable . . . a determination of "NO HAZARD TO AIR NAVIGATION." Predictable for the reason that most FAA airspace determinations are based on a logic that as long as a proposal does not affect IFR traffic, it will not be a hazard . . . and the additional logic that VFR general aviation traffic should be able to see and avoid obstructions that are marked in accordance with accepted standards. To avoid liability in its determinations (my perception), the FAA typically includes language in its determinations such as; "Provided pilots fly in accordance with FAR Part 91, they would be warned by the high intensity strobe lights in sufficient time to avoid the structure by 2,000 feet at

165 KT." With the probable consequence, should an aircraft run into the tower, an expected finding of "pilot error."

For those of us resisting the proposal, the FAA determination was a disappointing setback. First, it was interpreted by the proponent as a blessing of support by the FAA and was used in presentations before local governments that there couldn't be a safety problem since the FAA had reviewed the proposal and found it acceptable. There was also the disappointment that our local FSDO failed to find it objectionable and gave no consideration to pilot concerns about safety issues. As if a tower sticking up nearly 2000 feet above ground, in an area of extensive general aviation operations, would NOT be a hazard to flight? Yet, that was the FAA position.

FAA DETERMINATIONS OF "NO HAZARD" OFTEN INTERPRETED AS THE FINAL VOICE ON TALL TOWER ISSUES. Fortunately it is not. The proponent must also gain approval from local government. Procedurally, the local government process typically requires a submission before the County Planning Commission with opportunity for public hearing. The Planning Commission then forwards a recommendation to the Board of County Commissioners. The Board meets in public session and allows testimony on both sides of an issue. Decisions by the Board are the final determination of whether a proposal such as the tower proposal will fly.

On this particular proposal, the FAA made its determination of "NO HAZARD" on September 30, 1999. This was followed by a hearing before the Adams County Planning Commission with a recommendation to the County Board for denial. When the issue appeared before the Board (on September 24, 2000), a cooperative effort

by the Colorado Pilots Association, State Aeronautics Division, Front Range Airport, and the Colorado Aviation Coalition was there in force to urge rejection of the tower. And the proponent withdrew the proposal when it appeared evident that the commissioners were about to deny approval.

Adams County procedures provide that, in event of a denial, a proponent must wait for a period of at least one year before a proposal can be resubmitted. The option of withdrawing a petition permits resubmittal at any subsequent time. So the proponents had little choice other than to withdraw and come back at a later time with more ammunition.

IN THE INTERIM THE PROPONENT APPARENTLY HEDGED HIS BETS WITH A PROPOSAL FOR A 1995 FT AGL TOWER IN ELBERT COUNTY. Which also gained FAA approval.

Surprise! In a determination dated October 27, 2000. For whatever reason, however, the proponent chose to not go through the local governmental approval process. Most likely for the reason that the more northern site in Adams County would have potential to reach a greater population base.

ADAMS COUNTY SITE PROPOSAL REOPENED AT A HEARING BEFORE THE PLANNING COMMISSION ON JULY 12, 2001. As with the earlier hearing before the commission, a recommendation was submitted to the county commissioners recommending denial.

After a couple of continuances, the issue was heard by the Board on October 15, 2001. This time, the proponents were prepared . . . with a group of hired guns . . . and a brilliant strategy of offering free antenna space on the tower for police, fire department, medical, and a variety of emergency use communications. And filled the hearing room with representatives of the groups. Many of whom gave testimony on the public benefit of the tower . . . with testimony such as: "I wouldn't want to tell

a patient the ambulance didn't receive the emergency communication and couldn't get there because a few pilots didn't want the tower."

The issue quickly became one of public safety and communication requirements for the citizens of Adams County vs. aviation safety . . . rather than an issue relating to a proposal for one of the tallest commercial radio towers in the world.

Historically, the county commissioners have been very supportive of general aviation in their county. After all, the county owns Front Range Airport, the one public-owned airport located there and has contributed about one third of the \$50 million invested in the airport. The members also serve on the airport authority and have a personal interest in protecting their investment.

The two county commissioners were understandably hesitant to make a decision at the October 15 meeting. With a room full of their constituents, who wouldn't? Under the circumstances, action was deferred to allow more time for review. Final action by the commissioners will take place at a public hearing scheduled on October 29. However, I don't have much doubt on what their decision will be. I suspect the general aviation community lost a big one.

CAN ZONING FOR A TALL TOWER BE BOUGHT? Testimony at the October 15 hearing revealed that the free antenna space offered on the proposed 1995 ft tower would have a value of approximately \$1 million to the police, fire and emergency services represented at the hearing. No question that the offer influenced support for the tall tower.

AFTERMATH OF SEPTEMBER 11. Our annual meeting on November 3rd has an underlying theme of some of the impacts and what to expect for general aviation in Colorado following the

Heard, continued:

continued on p 6-7

aftermath of September 11. Highlights will be reported in the next issue of FLIGHT LINES. Meanwhile, we share some initial reports from CPA Area Reps on what happened at their airports:

MICHAEL MAYA CHARLES (Tri-County) wrote: "Things at Tri-County are dismal. The new FBO, Specialty Flight Training, says business is off by 80% due to the restrictions in the overlying "Enhanced Class B" airspace. The main runway, 15/33, was closed all this week [mid October] to allow workers to install new signs and lighting. The crosswind runway, 9/27, is closed due to the poor condition of the surface. Neither the town of Erie nor the FAA has funds to resurface the runway, so we have no idea when it will be reopened. If you haven't already done so, please contact your representatives in Washington and tell them clearly that we have put up with these ridiculous airspace restriction long enough. We need to get our airplanes back in the air -- now -- before we lose the fragile business called General Aviation".

BILL REEVES (Salida) wrote: "The impacts in Salida from Sept 11 are more in the area of future funding. The one flight school was back in business as soon as VFR opened up again. We will see a fairly large decrease in fuel sales in Sept which is the revenue the county uses to offset tax dollar inputs. But we also have apparently been called by the Aeronautical Board in the form of Caroline Scott asking us to withdraw our grant request.

This is a large portion of our annual funding. I'm sure we will hear more from Travis at our annual meeting on Nov 3. Personally, I am amazed at the change from waiting for the Air 21 money to hit the system and start working on a instrument approach, more weather reporting etc. to, 'please don't ask us for any money'. I can't believe the NSC can hold all you guys in Denver hostage, while all the avia-

tion experts tell them otherwise. I fear more for the future of general aviation freedoms now than when Clinton was wanting user fees.

This might be just the excuse that is needed to set up those fees. But your question was Harriet Alexander. The short answer is if you don't have a large volume of business then you don't have a large volume to lose. We are continuing on up here, and we are still okay."

LARRY SMALLEY (Rifle) wrote: "The Rifle airport was a ghost town. As we all know, all GA was grounded. IFR flights were allowed beginning on the following Thursday. Everyone seemed to know that it was temporary and resolved to help the government work things out. There really were not any complainers".

ROGER MacDONALD (Westcliffe) wrote: "SilverWest Airport had two visiting aircraft on 11 Sept. I received a msg from FAA that any and all aircraft were grounded till further notice. In due time they were allowed to depart on a instrument flight plan only. They could not fly to the large airports".

LEE PORTER (Pueblo) wrote: "Barricades have been erected about 200 yards from front of terminal. All entrants must park in outlying parking area and walk to terminal, carrying baggage. Airport restaurant's business is down more than 60% because of this inconvenience. General Aviation is showing no effects of any restrictions, other than auto parking. Plenty of fuel available and no delays.

DEANNA STRAND (Grand Junction) wrote: Greetings from the western slope! We just wanted to let you all know that we survived the last month after the awful terrorist attacks and the aviation down time. Our flight school is back in full swing



and actually busier than ever. We are still concerned for the schools that are under the Denver Class B and wondering how you will manage through the extra long closure. We had 11 days that we were not able to fly and it seemed like a life time. The students were confused and the instructors were stir-crazy.

I truly expected some major loss of motivation on everyone's part. Much to my surprise we had incredibly supportive customers. People were stopping by to say hi and to buy a map or a book. They were trying to be as supportive as possible. Then as soon as we got the word that we could start flying at 8PM on Friday, September 21st, everyone started getting back on the schedule. I was amazed at how quickly we got busy again.

We have had a lot of activity increase because we started our Part 141 school this fall too. I think that has generated extra activity that came at a very important time for us.

Long term impact: well we will have to see as we pay the bills over the next couple of months. I think that we were fortunate that it was only 11 days. I have to say that I don't feel like complaining too much when I consider that schools at Centennial and Jeffco are STILL shut down....

There is definitely some reduction in air traffic at the main terminal. And both of the main FBO's have some a reduction in fuel sales. But the local jet charter service says it has had a significant increase in scheduling of private charters. And the company that does a lot of corporate jet refurbishing claims an increase in reservations for interiors and paint jobs. I guess the public sees the private jet charters as a safer alternative to airline travel right now. We will keep the rest of you in our thoughts and prayers over the coming month. We join with AOPA in their on going cry to get the airspace around the Class B opened up SOON. Take care and

stop by if you are in western Colorado.

and Back to Walt's comments:

ONE THIRD OF ALL AIRCRAFT REGISTERED IN COLORADO ARE LOCATED AT AIRPORTS UNDER THE DENVER ENHANCED CLASS "B" AIRSPACE. As of this writing, the approximately 1,400 aircraft located there are still affected by ECB restrictions. As are aircraft outside the ECB with need to access those airports. Not surprising that GA activity has taken a serious hit in the Denver area.

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AIRPORT INFO for Canyon de Chelly (the little town of Chinle)

2 airports at Chinle, AZ. E91 is paved, runways are 18-36. Altitude is 5550 feet, the runway is 6100 long and about 50 feet wide. Excellent condition. Parking areas still being built, but there were plenty of tie-down spaces for the 8 CPA planes. No services provided, and the strip is 10 miles from town. Bring a bike if you don't make prior arrangements for a pickup.

The dirt strip is about 2 miles north of the paved one. This strip is also in good condition as it is used regularly by the medivac services for the community. No services available. Bring your own tie-downs. Do not land here if it has been raining or snowing. There is a phone in an old hanger on the dirt strip, for local calls only.

You are landing on Navajo land at both places.

The airfields are on the Denver sectional about 75 miles SW of Farmington FMN.

Info courtesy of Tom Bein, who made sure to fly here to check out both strips before any CPA members planned to fly to Chinle.



CANYON DE CHELLY

A group of CPA pilots flew to Canyon de Chelly, in the far northeastern corner of Arizona in October although it wasn't easy trying to follow FAA regs after the Sept 11 attacks in NY. And our pilots once again rose to the occasion, overcoming weather conditions that were predicted to keep us all home.

They flew to Chinle, and the airstrip these pilots used was the new paved runway, (still working on tie-down areas) located about 10 miles to the south of town. There is a dirt strip right beside town, but if it rains, it becomes unusable. Paved runway is strip of choice.

We gathered on a Friday night for the usual CPA happy hour that was hosted by Tom Bein and Phyllis Davis, right outside their room at the Best Western Inn. Had dinner at the motel both nights we were there, and were treated to a free concert of Indian chants, flute and drums on Sat eve.

Early Saturday morning we piled into an old military flat-bed truck that has been converted into 6-track touring truck and were off to see a deep canyon oasis full of secrets, mystery and natural marvels. Here ancient and new lives are mingled, with stories filled of mighty battles, tragedy and lasting legends. Our Navajo guide showed us two different cultures in the canyon: cave and cliff dwellings abandoned in the 1300s, and the simple dwellings of the Navajo people who live in the canyon during the summertime today.

The "wash" or sandy riverbed of the canyon floor is used as the only road into and out of the canyon, and vehicles drive carefully back and forth from one place to another. The only public access site to the floor of the canyon is on the south side, and you hike

down steep metal stairs and along a well-traveled hiking trail that crosses the floor of the canyon to see the "White House Ruins" carved into the base of the canyon wall.

This is one area that you must see by air. As you approach the site, you fly over towering spires, chocolate, red and rose-hued canyon walls, and brilliant puffs of green trees and crops far below you in the canyon. Your aerial view gives you a better perspective of just how large this canyon is, and if you look carefully, you can see a few trails that lead down into the canyon and are still in use by the Native peoples today.

We take it for granted you can just fill up your car/vehicle with gas - but for those who live with a lot less income, it means they HIKE into the canyon to their small plots of land to plant their small crops of mellons, corn, and squash, and care for the animals they raise in the valley such as goats, sheep, and cattle. They carry whatever they need in, and carry their produce out on their backs.

Tours of the canyon are offered year around, weather permitting. There are three motels there, and you can make arrangements to have them pick you up, and return you to the airport if you fly in. They will also help you with guided tours, which can be all day, half a day (not enough) or even overnight in the canyon.

The sun was beginning to set by the time we began our journey back. Mother Nature gave us one last, brilliant view of the colorful canyon, and deep shadows contrasted wildly with red canyon walls - it is a hidden paradise in wild and harsh land.

Canyon de Chelly cont.

for lodging:

Best Western Canyon de Chelly
Motel, 1-800-327-0354

Thunderbird Lodge
1-800-679-2473

Holiday Inn
1-800-HOLIDAY

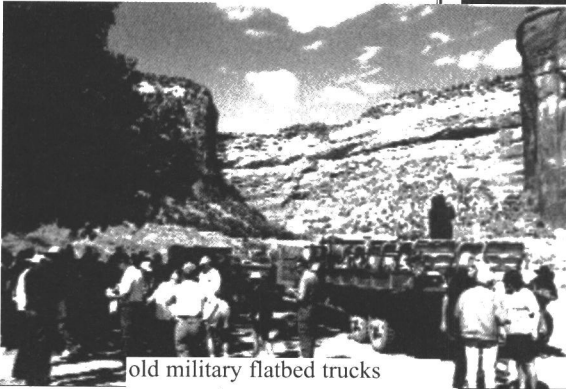
for guided trips:

De Chelly Tours, group & photo
tours, overnight camping on request
1/520-674-3772 or 5433

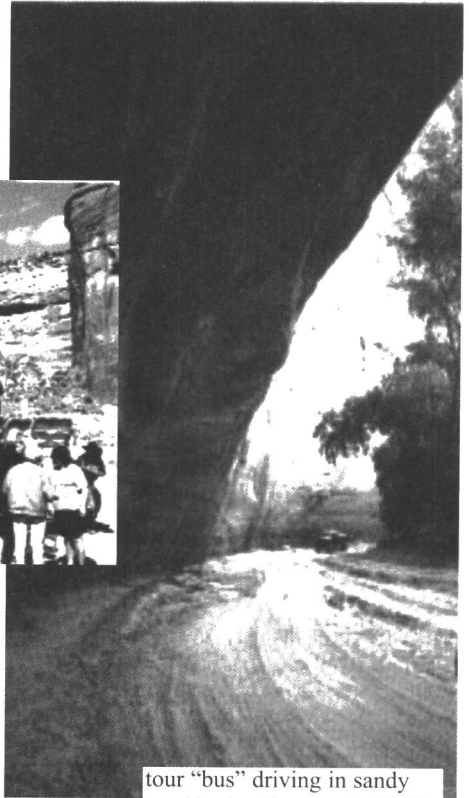
Thunderbird Lodge Canyon Tours,
half day & full day tours in 6-wheel
drive trucks 1-800-679-2473



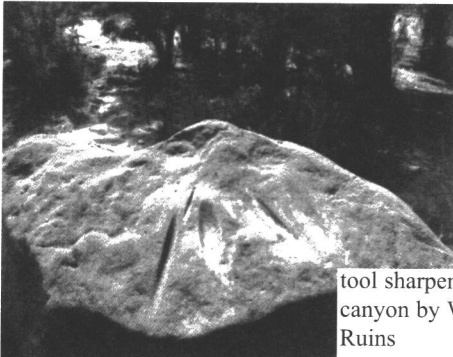
side view of portion of White House
Ruins at Canyon de Chelly



old military flatbed trucks
converted to tour "bus"

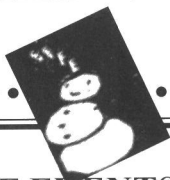


tour "bus" driving in sandy
creekbed at Canyon de Chelly



tool sharpening rock in
canyon by White House
Ruins

CPA CALENDAR 2001



CPA CALENDAR OF EVENTS - IS SHORT, BUT WE ARE WORKING TO FILL IT UP FOR 2002!

DEC 9 - annual CPA Holiday party, set for 5:30 pm. Dress holiday party style. Bring friends and family if you like. The door prizes will be special, and plenty of them. Place, Double Tree Inn at Highway 225 and Iliff in Aurora (13696 E Iliff Place). Contact person Sarah Dolliver 303/766-3819 or Peggy Long 303/733-7456.



The CPA GRANBY fly-in was a fabulous success, thanks to the hard work of the *Friends of Granby* airport, the *Hamiltons*, the *Doubeks*, and the *Grand Elk Ranch and Club* for graciously hosting our evening happy hour.

The autumn colors were out in full bloom, the weather was mild, and those who made the hikes climbed to the Grand Ditch and learned a little more history about the valley and the Front Range water supply.

The whole group appreciates your work, and sends you a big thanks for making the weekend such a success.

General Aviation News Magazine COST INCREASE UPDATE

We just got word that there is a change in the subscription rate for CPA members who get the GA NEWS. Effective in January of 2002, the CPA rate will increase from \$19 per year to \$25. This is still a \$10 saving from the regular subscription rate.

Answer to question about photo on front page? Jackpot, Nevada.

SIMPLE BASIC thoughts about setting your plane down in an emergency situa- tion:

Judge the terrain for energy absorption.
The terrain appears different at high altitude,
select a GENERAL area.

Don't hesitate to discard your plan if
necessary, but only ONCE.

A well executed crash can be less hazardous
than one in good terrain under stall
conditions.

DON'T try to stretch glide path over
obstacles.

Most power lines are 70 feet high, go under
them.

Your SPEED control is vital at all times.
Force plane down if touchdown is reached
and open space is limited. Consider ground
looping (push one rudder to floor and close
eyes) or landing gear-up if in confined area.

If you have to hit trees, choose low leafy,
not too densely growing trees. Hang
plane into branches, nose high.
Evergreens are NOT good, the tree
trunk makes too much impact. Hit
tall evergreens? No, impact dropping
down to forest floor is devastating.

Don't WAIT for a forced landing. A
precautionary landing gives you more
time to select terrain, plan your
approach, and power can be used.

More on winter conditions next time.

NASA Study Seeks Instructors

CFIs who have instructed at least
one primary student pilot in the
preceding three years are
requested to participate in a study
sponsored by NASA's Ames
Research Center. The study is
intended to identify problems and
successful strategies for teaching
the weather-related subjects.

Responses will remain completely
anonymous and participation is
voluntary. Instructors can partici-
pate both online at:
[flysafe.faa.gov/
Flysafe/Research/CFI_BurianGate
way.asp](http://flysafe.faa.gov/Flysafe/Research/CFI_BurianGateway.asp) or by calling Barbara
Burina at 650/604-5344, or via
email at
bburian@mail.arc.nasa.gov.

submitted by B. Linenberger

Engine or electrical problems? Set it
down, check it out!





Fly Mart



For Sale: BJC Cessna T310R II, Partnership available, 2800 hours TT, 0 hrs L/R SMOH (300HP, Ram), GEM, Shadin, New Leather interior, GNS 430, Cessna IFCS w/Alt Preselect, Oxy, VGs, 163 Gal, PM 6000 Audio/Intercom, Radar. (Respective fraction of investment, plus monthly fix and vairable flying cost). Call Mark Connolly 303/272-9041. mark.connolly@suncom or <http://www.mmconnolly.com/cessna/T310R.html>

For Sale: STOL CH701 all metal 2 place tri-geared, high winged experimental aircraft takes off or lands in 200 feet. Stalls at 29 mph. 80 hp EA81 engine, three blade composite prop, VFR equipped, mode C transponder, dual PTT, dual controls, hydraulic brakes, dual electric fuel pumps, all gauges to monitor engine performance, professionally built in 1995 with all logs and records, and manuals, always hangared, 200TT. \$33K or trade for share in IFR Cessna 182 or 206 that needs a warm hangar at FTG. contact Chuck King 303-523-4239 or mail to chuckwking@mindspring.com

For Sale: Several new 600X6 & 500X5 Condor and GoodYear Desser Retread Tires for sale to CPA members. Flight school price, \$40 - CPA members \$36. Why retreads? They outlast a new tire by 50%. Call Jim Nelson 303/730-1982.

For Sale: 1979 Skylane 182RG, 3700TT, 251 on factory motor and prop. Loaded with slaved HSI, Stromscope, GPS, Loran, Moving Map and much more. Call Dick Janitell 719/579-8198.



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, 290 Rangely Dr, Colo Springs, 80921 or jmarykathr@aol.com If you would like your ad to run longer, please contact the editor by the 25th of the month. NOTE CHANGE IN DEADLINE!!!

MEMBERSHIP RENEWALS

Homer Lyle, Aurora
Dr. John Walker, Boulder
Gil Jones, Denver
Bob Brown, Castle Rock

John Holody, Colorado Springs
Martin Prater, Denver
Jon Fullmer, Gunnison
Dr. Philip Norton, Denver

MEMBERSHIP RENEWALS (CONTINUED) AND WELCOME TO NEW MEMBERS

Bud Lewis, Aurora	Howard Barnes, Colorado	
Lynn Ferguson, DVM,	Springs	Bernhard Nann
Longmont	Nancy Reinhardt, Littleton	849 Soda Creek Drive
Dan Dean, Burlington	Dana Atkins, Littleton	Evergreen, CO 80439-9717
Bill Totten, Aurora	Gregory Hine, Boulder	
Rich Roberts, Fort Collins	Ralph Hanson, Erie	Gary Winslow
Jim Hollis, Erie	Greg Isbill, Denver	7883 South Red Fox Drive
Ace Avakian, Castle Rock	Bob Doubek, Littleton	Evergreen, CO 80439-6279
Bruce Prestien, Sherman, TX	Delmar Lemons, Boulder	
Brent Gwaltney, Wichita, KS	Jim Carey, Pagosa Springs	Rodney Kauber
Lee Porter, Pueblo West		Box 16
John Fagan, Monument		Granby, CO 80446-0016
Lynette Warren, Highlands		
Ranch		
Charles Stone, Durango		Michael Lougee
Babette Andre, Denver		6414 Norse Street
Andrew Moffat, Delta	Richard W. Hanes	Arvada, CO 80007-6942
Larry Garrett, Colorado	2502 Constellation Drive	
Springs	Colorado Springs, CO	Gary H. Tobey
John Seabury, Erie	80906-1181	6441 S. Piney Creek Circle
Phyllis Davis, Berthoud		Centennial, CO 80016-1111
Dick Maurer, Aurora	Carl L. Jensen	
Larry Bartlett, Pagosa	12095 W. Belleview Drive	Douglas S. Wakefield
Springs	Littleton, CO 80127-1518	4915 Leighton Drive
Habib Nasrullah, Denver		Colorado Springs, CO
Scott Cravens, Fort Collins	David R. Cook	890922-1675
Bruce Barr, Steamboat	1901 CR 41	
Springs	Granby, CO 80446-9229	
Jeff Lewark, Dillon		

WELCOME NEW MEMBERS



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mmc@airsafetyexperts.com

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