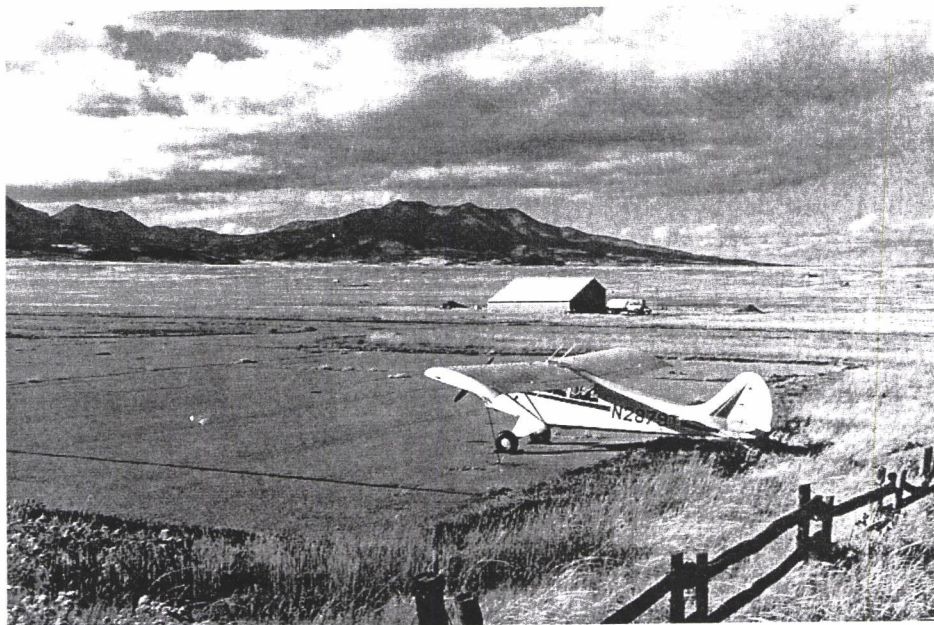


CPA FLIGHT LINES

Volume 20, No.12

December 2003



La Veta, Colorado airstrip. It's an easy two mile hike to town from the landing strip if you just want to make a quick visit. Photo by Jim Wark.

CPA WEB SITE

www.coloradopilots.org



President's Message John Martyny

As your new President, I thought that my first official message should be an introduction. Although I have met a number of Colorado Pilot Association members, I know that there are many of you I have not met. This introduction will, I hope, let you know me a little better and maybe share some things that we have in common.

As a youngster living in Ohio, I had always wanted to fly. I even took ground school at the Ohio State University in 1967. At the time I could have learned to fly for about \$500, but I guess that I needed to wait until 1996 when I could spend substantially more. It was a fellow member, Mark Hopkins, who told me that I could get a license for \$2500. This renewed my interest in becoming a pilot. Another member, Chris Wiant also took me on several trips to Lake Powell in a Cessna and further wetted my appetite.

I began flying in November, 1996 and took my check-ride in May, 1997. I think that out of pity and the desire to never have to fly with me again, the examiner passed me on the first try. From that point on, I was hooked and started flying about 100 hours per year. At the Wings Over The Rockies airshow, I stumbled upon the Colorado Pilots booth and was excited about the trips that CPA members took in their airplanes. I joined immediately but did not go to a fly-in for about a year.

The first fly-in that my wife and I went to was to Pagosa Springs Airport and I know that I could not have picked a

better fly-in to attend. Bart and Mary Jones came over and introduced themselves as soon as we landed and then made sure that we met everyone right away. My wife Cathie and I were quickly put at ease and thoroughly enjoyed the activities. The next morning, Frank and Phil took Cathie and I up in their RV-4's for a fantastic flight around the area. A flight that I will never forget!! We were now hooked on CPA and on the great camaraderie that the organization fosters.

Since that time I have been able to buy my own airplane (a 1964 Cessna 210), obtain my instrument rating, and fly to Mexico, Canada, the Bahamas, the San Juan Islands of Washington State, and the vineyards of California. I now have approximately 1300 hours and hope to keep it coming for some time.

In order to pay for the gasoline and other expenses, I work in the Division of Environmental and Occupational Health Sciences at the National Jewish Medical and Research Center as an Associate Professor. My primary job is to conduct research in occupational pulmonary exposures and disease as well as to support the physicians in the Division.

As I continue to write the Presidents Message for the Flightlines, I hope to try to excite you about the many activities that your Colorado Pilots Association offers to all of its members. I hope to interest more of you in attending fly-ins and participating in educational seminars, back country

airstrip work, legislative work, parties, dinners, or any other of the many activities that the CPA provides for you. If CPA is not providing activities that interest you, I hope that you will give me your recommendations for improvements. CPA is an organization filled with dedicated, interested, exciting, and friendly pilots, their spouses or significant others that are continually trying to improve and energize the organization. I hope to meet more of you soon. Please feel free to email me at johnmartyny@comcast.net at any time.



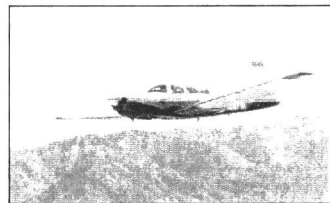
John Martyny, new President of CPA on left; Eric Jensen, past Pres. of CPA on right. Eric getting gift of appreciation for work he has done for the club.

FACTOID

Question: Today, all pilots are aware of the problems of high altitude oxygen deprivation (anoxia). When did aviators become aware of this danger? When did the first anoxia-related accident occur?

THANKS TO OUR CPA AREA REPS!!!

WE HAVE BEEN BLESSED WITH INTERESTING AND INFORMATIVE ARTICLES THIS YEAR SENT IN TO US BY OUR AREA REPS. WE FOUND DIFFERENT PLACES TO FLY TO, AND WHAT TO DO WHEN WE GET THERE. WE FIND OUT WHAT IS GOING ON IN YOUR AREA, WHETHER IT IS A FIGHT TO KEEP THE AIRSTRIP OPEN, OR NEW CONSTRUCTION OR MODIFICATIONS GOING ON. THIS IS THE ONE PLACE WHERE WE CAN TRY TO KEEP UP WITH AV THINGS HAPPENING IN OUR STATE, AND WE ASK YOU TO PLEASE KEEP UP THE GOOD WORK! At the annual meeting, we all agreed that these reports are a major addition to our newsletter. Please send writeups and photos if you can, to mk Jones, jmarykathr@aol.com.



Can you identify this Mooney, and who the proud owner just might be?

Concerning Learning

OFF AIRPORT LANDING

by Craig H. Markley

I awoke early, called Flight Service, filed a Flight Plan, and packed my flight case. One of the items was a cellular telephone. I had no idea how important that piece of equipment would be this particular day. I believe it should be on the necessary items checklist of every flight regardless of duration.

It was Tuesday, 11/24/98 at 8:20 AM, when I departed Ft. Collins-Loveland Airport (FNL) VFR to Goodland, KS (GLD). Except for a nice tailwind, this leg was completely uneventful.

On the ground at Goodland, I called FSS and filed a VFR Flight Plan to Kansas City International (MCI), my final destination.

Departing at 10:55 AM, I climbed to 5500 feet. I was in contact with Denver Center and then Kansas City Center for flight following. I was handed off to Kansas City Approach for the final segment to MCI, 27.2 miles away. Again, the tail wind was great--I had only been in the air 2.2 hours. I canceled my flight plan, telling FSS that I was now in radar contact with Approach.

Just as Approach gave me a new

transponder squawk, the oil pressure began to drop. The sinking feeling in the pit of my stomach matched the quick fall of the gauge needle to zero. But fear would get me nowhere, I told myself. Instead, I had to remember good emergency procedure. I got right back to Approach, telling them I had an emergency and was assessing the problem. I asked for the closest airport. They pointed me toward Lawrence (LWC) at 160 degrees and 15 miles. As I throttled back, the engine started vibrating excessively so I pulled the mixture to idle cutoff and turned the fuel selector to OFF. I advised Approach of catastrophic engine failure. At this time, I was 10 miles from Lawrence-but the wind was from 180 degrees at 25 to 30 kts and I knew I would not make the airport. In fact, by this time I had already picked out a likely-looking field.

Was there somewhere better to land? I looked the area over for a wide road, a level area free of houses, trees, and power lines, a space long enough to land and takeoff again. But once more I remembered my early training. Trying for the ideal emergency field can be dangerous! You can keep looking until you run out of altitude and options. I stuck

with my first choice and placed the airplane in the middle of a brome stubble field. My impromptu landing strip had two small rolling hills but as it turns out it was the best choice for miles around. Self-discipline had paid off!

I talked to Approach on the way down until too low for them to receive me. Once I was on the ground with no damage to aircraft, property, or me, I called an airliner that happened to be on the same frequency. The crew was very helpful, serving as a relay station. I told Approach I was safe; Approach wanted to know my lat-long coordinates and I relayed back that information from the GPS. Just as the airliner was almost out of range, Approach gave me their telephone number so we could continue the conversation. My thanks to the airliner was the last radio communication.

I called Approach on my cellular telephone and told them I was the pilot that had just had the off airport landing. They asked again if I was OK and whether there was any damage. "Everything is fine," I told them. They forwarded my cell phone number to the Jefferson County Sheriff who, they assured me, was on the

way.

A deputy sheriff soon called asking if I could see any outstanding landmarks. I could see a radio tower about one half mile north with two dishes mounted on it. He knew right where the tower was and would be at my location shortly. I received another call from Kansas Highway Patrol officer saying they had an airplane in my area. I told him I saw a small plane south and east of me. We talked the airplane over my location by way of my cell phone and VHF radio. All in all, sheriff and State Patrol were on the scene in less than twenty- five minutes.

What a tremendous help the cell phone had been. It saved me a lot of time and certainly the FAA, the sheriff, and the State Patrol were spared the anxiety, hassle, and cost of an extensive search for a downed airplane. But how truly crucial it could have been had I been injured. The ability to summon help quickly could easily have saved my life. The lesson is clear-take your cell phone with you on every flight. There were other arrivals. Less welcome were people from local newspaper, radio station, and TV station. I called Hetrick Aircraft Inc. who came out to evaluate the

engine and work out a repair schedule. (The piston in the left rear cylinder was no longer attached to the crankshaft and there was a hole in the crankcase).

Everyone I met this afternoon was extremely helpful. For example, the State Patrol officer offered to get me to a location where I could find transportation or help. But it was the land owner who was truly great! It was fine with him to leave the airplane on his property while repairs are being made. We towed the airplane and tied it down close to his house. He offered to let me use his pickup or to take me to my sister-in-law's nearby home. I accepted the ride from him and truly believe I have made yet another friend. I offered to pay him but he said all he wanted from me was a "hug." What a great hug it was from my new friend.

I could have looked for years and not found a group of people any nicer than I found in just one afternoon in this brome field.

Another lesson: People are Great. "THANK YOU LORD."

Note: A version of this story appeared earlier in the Cherokee Pilots Association Magazine.

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"Concerning Learning" FREE LUNCH—FREE MEMBERSHIP.

Do you have a flying story with a lesson?

Tell it to interviewer Dean Jaros over lunch or a late afternoon drink (Dean picks up the tab). If the story is accepted for publication in FLIGHTLINES, your membership in CPA will be extended for one year, free. Contact Dean at jarosd@lamar.colostate.edu or 970 686-1233."

EAA REPORT!

During our CPA annual meeting, we were given the highly applauded report that EAA had just flown their first million "Young Eagles" that day. They are doing so much to promote general aviation we all appreciate the work they do, and excitement they bring to these young lives.

Flying In The Real World #

By Vern Foster – Flight Safety Chairman

FLY BY THE NUMBERS and USE THAT VSI

Airplanes are “Flying Machines”. My Grandfather said that 7 decades ago and it still applies. Flying can be made easier safer and more fun for all if we help the plane and the engine to do their jobs in a better way.

Using pre-determined power settings for the control of airspeed and rate of descent will make us all look like real “ACES”. I know that many of you use this scheme or your individual variations of it - - BUT - - Here goes - - !!

For the descent from cruise maintain a descent rate of 500 FPM for passenger comfort. . When a reasonable distance before turning into the 45 degree leg to the down wind leg or 3-4 miles out straight in set the throttle to about 1600 RPM (fixed Pitch prop) or if constant speed prop 16 inches of manifold pressure. This will allow the plane to slow to slightly higher than approach IAS. Most planes need a little time and distance to slow down so that we can work with them in the traffic pattern. Next intercept the downwind leg – NO change in power setting. Trim as the speed decreases. When opposite the touchdown point lower the gear (if a retract) and extend the flaps desired for the approach and the landing.. Next establish a descent rate appropriate for the ground speed. Approximately 350 FPM for a C-172, 450 FPM for a Mooney, Bonanza, or Commanche. For light twins near 500 FPM will be in the ball park. Adjust the power as necessary to maintain the IAS and descent rate you desire. NOW let the airplane work for you! Watch the approach unfold while making small power adjustments if any are required.

Relax, think and adjust the power and descent profile when and if necessary. The landing approach during a calm wind or into a 20 Kt. headwind will require different power settings because the GROUND speeds will differ. Mostly leave the airplane alone and let it fly while you be the monitor.

About the VSI. Monitor the VSI on all descents or at any time that information is useful. CFIT (Controlled Flight Into Terrain) is a big deal. Pilots of all experience levels are flying into the terrain under control. Failure to keep abreast of the altitude and rate of descent are the culprits despite the fact that all that info is pouring out into pilots laps off the instrument panel. If a CFI or pilot friend tells you that the VSI is worthless they are DEAD WRONG and run the risk of being just that!

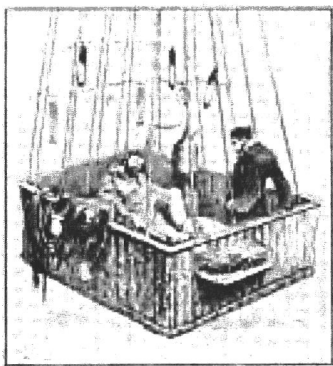
What to do: Get a 3X5 card. Go fly your plane, and record the following.

1. Power setting for descent from cruise at 500 FPM.
2. Power setting to slow down for the traffic pattern or straight in approach.
3. Power setting for the appropriate IAS and descent rate for the approach beginning at a point opposite the T.D. Point. (Fly the whole approach at one Flap setting. This will avoid the extra trim changes at each new flap setting.)

Factoid

Answer: French physicist Etienne-Gaspard Robertson went aloft in a research balloon in 1803, reaching perhaps 24,000 ft. His purpose was to study static electricity, but his major discovery was that altitude radically affects human beings. He later commented, “Our state was that of indifference: there the physicist is no longer sensitive...we could hardly ward off sleep.”

By mid-century, oxygen stored in bags and sucked through tubes made high-altitude research flights possible if not routine. Balloons were making significant contributions to studies of, e.g., the atmosphere and terrestrial magnetism. Inevitably, however, competition for altitude records ensued. In 1875 Joseph Croce-Spinelli, Theodore Sivel, and Gaston Tissandier set out to better a claimed British record (almost certainly exaggerated) of 37,000 ft. At 26,000 ft., Tissander was so disabled that he could not grasp the oxygen tube and as a result he passed out. He awoke twice to find Croce-Spinelli enthusiastically throwing ballast and then warm clothing and equipment overboard in a quest for still more altitude. When Tissander awoke a third time, the balloon was at 28,000 ft. (as measured by an accurate barometric instrument) and both Croce-Spinelli and Sivel were dead. Tissandier survived, but the incident discouraged high-latitude work for the next twenty-five years.



“Croce-Spinelli and Sivel succumb to anoxia at 28,000 ft., 1877.” Illustration courtesy of P&P Online Catalog-Tissander Collection.

The times they are a' changing...*by Rob Duncan*

Per member's request, the CPA website at www.ColoradoPilots.org has some new features. These were presented at the CPA Annual Membership Meeting, held 11/15, along with planned directions to reduce costs by reducing mailings, and create better general communications among our membership.

COLORADO FLYING

To enhance overall communications, we have integrated the popular "Colorado Flying" e-mail list into the website under a new [Communications] button. When you click on this button, new "sub-buttons" will appear - "Overview" and "Email List". When the latter is clicked, new "sub-sub-buttons" will appear - "Instructions" and "FAQ" (Frequently Asked Questions). The details will be given when these are clicked. However and in simple terms, anyone can subscribe the Colorado Flying e-mail list by sending a one line e-mail addressed to the "robot" program that has a small vocabulary of understood commands. The robot's e-mail address is lists@airbase1.com and samples of the command to subscribe is:

subscribe Colorado Flying Joe Goodpilot

...or...

subscribe Colorado Flying Goodpilot N1234X

In the first example, the subscriber's first ("Joe") and last name ("Goodpilot") are being provided so others will know who they are as e-mail addresses often do not provide much "real world" information. In the second example, the aircraft registration number is used as an alternative. This is in the BODY of the message and the Subject Line is unused. Note these last two items are optional and case (upper vs. lower) is not important. Further details, including a full description of security, are given on the CPA website as previously described. The Colorado Flying list has been in use for some time, informing pilots about newsworthy events, fly-ins, etc. in our state. It has been responsible in ensuring the voice of General Aviation has been well represented at airport closure meetings, etc. in several states.

(continued on next page)

MEMBERS ONLY

The second added feature to our website is the addition of an online roster. This is the first of our password-protected “members only” features which are found when clicking the new [Members Only] button on the left side of the website navigation area. The sub-button “Search Roster” will first appear as it is currently our only members only offering. When it is clicked, the sub-sub-buttons of “By Name” and “By Aircraft” will then appear. If you click one of these, you will need to “Log In” in order to proceed.

We have kept the Log In as simple as possible by importing the printed roster information into the website. You need to enter your e-mail address AS IT IS SHOWN IN THE CURRENT PRINTED ROSTER at least for the first time. You can update it later. A random initial password has been assigned to each member. or anyone whose e-mail address has not changed since the last printed roster, simply click the “Email me my password” button (after entering your Email address of course) and it will be sent to you immediately. Use that password to then Log In. A good practice is then to use the

“Search Roster” -> “By Name” to find yourself by last name, and make your password something easy to remember. You can also maintain your personal record this way, keeping your e-mail, snail-mail, and owned aircraft information current. One nice enhancement is the new “BIO” field seen on your personal record. If you fill this in, a small “magnifying glass” will appear next to your name when our members “find” you which will display what you entered. As an example, look up “duncan” and you will find out my other interests besides flying.

If you try the “Email Me My Password” button, and get a “ERROR: Unknown e-mail address: xxxx” message, that means that a) address, or b) something else is incorrect with our online records. You will need to contact Terry Barbo, our membership records keeper, in order to have her make corrections. Once your e-mail is correct, you can either use the “Email Me My Password” button or have Terry tell you what it is. Once Logged In, you can change this and other information as described earlier

announced as they become available, and feel free to contact myself or the Association officers with your ideas on what you would like to see added to the website.



HAPPY HOLIDAYS TO YOU
ALL!

Rob Duncan, Webmaster

NEW CPA OFFICERS ELECTED FOR 2004:

John Martyny, President
Bart Jones, VP
Gloria Baltz, Secretary
Kathleen Morse, Treasurer

2004 Nominating Committee:

Walter Bell, Chair
Dave Burke
Lynn Ferguson
Marilyn Long
Dave Robinson

BRIEF Bios of our new officers

John Martyny, President. He really didn't buy his plane in 1981 and get his license in 1996! He rented planes while getting his license, and they took the plunge into aircraft ownership a couple of years later. (Mark Hopkins was a big influence.) He is at the cutting edge in his field of Occupational Health, and is lucky enough to get to fly his plane for an occasional job assignment. He and Cathie live in the mtns. behind Boulder, and has flown from Baja to the Bahamas for exciting flyin trips.

Bart Jones, VP, flies one of the slower planes in our organization - a 170B. He has had the plane so long "it fits like a glove". His big stories are of flying in the AK bush - but Baja comes close. He earned his CFI and A&P license, and rebuilt the engine he completed is in his plane. Another sits in his garage

waiting attention. (white elephant?) Although he makes his living as a bank exec. his passion is flying, and he can be found at the airport if nowhere else.

Gloria Baltz, Secretary, is incredibly modest about her flying - and the plane she flies a lot - a Cessna 182. She has jumped into CPA activities full bore, and is programs manager, helps with Flight Lines, and works the booths at airport open houses, in addition to Sec. duties.

Kathleen Morse, Treasurer, is another modest one - she doesn't fly the plane, she does the flight planning and navigation. She and Scott bought a Cessna 120, years ago when they were first married, sold it when children arrived, and graduated to a Cessna 206 when they got back into flying several years later. They waited so long to get the plane, had to skip those other sizes. She and her husband Scott are the life of the party on CPA flyins, and you'll see photos as evidence every once in a while.

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Bart Jones at CPA annual meeting, giving Treasurer's report. From left to right in photo: Gloria Baltz, Terry Barbo, John Martyny, Eric Jensen. photo by Walt Barbo.

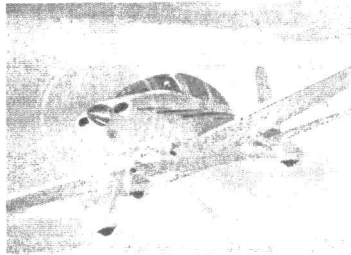
4. Never allow the VSI to indicate more than 600 FPM down while in the traffic pattern. Monitor the VSI as if your life depended on it —because it does.

5. Proceed to the aim point and the landing flare by the use of power adjustments.

The above material will provide safe, solid approaches in DAY VFR, NIGHT VFR, and the visual portion of any DAY OR NIGHT IFR approach, even if in rain, snow, blowing dust etc.: This is not a one size fits all situation. The variations over the 30 or 40 different makes/models of aircraft dictate that these are examples only and while close to the needed numbers the numbers for your plane can only be determined by flying your plane and recording the numbers for future use.

To visit with me about this subject or to receive a neat hand out (I'll send it postage paid) — any CPA member can call me at (303) 751-942. In the event that I am out of town when you call I will respond promptly when I return. I will be delighted to help! ###

Shared Ownership Groups



We are in the process of forming a shared ownership company in the Denver metro area similar to ones you've read about in AOPA Pilot®, Flying®, Magazine, and other aviation publications. All airplanes in our fleet will be new fully equipped state of the art products. Initial aircraft are expected to consist of fully loaded Cirrus SR-22's. Our goal is to achieve a fleet of at least 6 aircraft based at Jeffco and/or Centennial airports within the next two years. If you have an interest in becoming a share owner, visit our website at www.sogroups.com & provide your contact information.

NIFA

Were you aware that Colorado has 3 College Flight teams? Yes, Metro State College, United States Air Force Academy and Colorado Northwest Community College. These three schools are members of the National Intercollegiate Flying Association.

The school flight teams compete with like teams from around the country in various flying and ground events. The flying events consist of Power on and Power off landings, Navigation event, using Pilotage only and Message drop. The ground events include Aircraft Recognition, Computer Accuracy (E6B), Preflight Inspection, SCAN test (use of E6B and planning a complete flight using performance tables, weather information, the Airport facilities directory and other tools as needed) the SCAN test is similar to the Private, Commercial written test. It is quite in-depth.

The National Intercollegiate Flying Association has divided the United States into 11 regions; Colorado is part of Region #1. Each region will have an annual completion to choose the top two or three schools to compete in the Nationals. Our region usually holds its completion in the fall. And the Nationals will be held in the spring.

Colorado Northwestern Community College was the host school for our fall completion; they hosted 6 schools, including themselves, in Rangely, Colorado. What a pleasure to be a part of the event, I was the Chief Judge for the competition. The three top schools were United States Air Force Academy, Metro State College and Rocky Mountain College of Billings Montana. At a minimum, the top two schools will be able to compete at the National level in April 2004 in Smyrna, Tennessee.

It was interesting to note that all the schools in our region, except Metro State College, have their own fleet of Aircraft available to them through their respective schools. The Metro Students are responsible for providing their own aircraft and paying all the expenses for the competition. The Colorado 99s have donated \$500.00 to help with some of the costs, but we all know that doesn't pay for very much AV gas. I guess this is a little plea to see if there is some financial aid available to help these worthwhile students. In addition to financial aid, the competitions also need Judges, those of us who judge are all volunteers, we pay our own expenses, but, we have a lot of fun. It is tax deductible as NIFA is a non-profit organization. For more information on NIFA, their web site is www.deltastate.edu/academics/bus/nifa

The Mission Statement of NIFA

The National Intercollegiate Flying Association was formed for the purposes of developing and advancing aviation education; to promote, encourage and foster safety in aviation; to promote and foster communications and cooperation between aviation students, educators, educational institutions and the aviation industry; and to provide an arena for collegiate aviation competition.

To watch the future of our Aviation Industry was heart warming. We are going to be in good hands.

by Sue Osborne

COLORADO PILOTS ASSOC. RECOGNIZES THREE COLO AIRPORTS WITH "OUTSTANDING AIRPORT AWARDS"

CPA annual meeting held on Nov 15 gave airport recognition awards to Glenwood Springs Municipal Airport, Leadville Municipal Airport, and Colorado Springs Municipal Airport. The awards are part of a recognition program in which members of the organization, based on their flying experiences, identify and make recommendations of those Colorado airports that have gone out of their way to provide exceptional services and facilities for General Aviation. Separate awards are presented annually to a commercial service airport and a general aviation airport. Dan Jensen and his new wife accepted the award for Leadville. Eric Huff accepted the award for the Colo Springs Municipal airport. The Glenwood Springs award will be presented to them via the awards committee flyin trip.



Erica Huff, Representing. Colo Springs Municipal airport, accepts Outstanding airport award at CPA annual meeting.



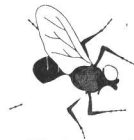
Dan Jensen, Lake County Airport, (Leadville) accepts award at CPA annual meeting



Just a few of the CPA members attending annual meeting in Nov at Centennial airport shown in this photo.



Fly Mart



FOR SALE: 1978 T-210M Full Deice, Tip Tanks, Knisley Exhaust, intercooler, VG's, Dual Vacuums, CX KMA24, KX 196 KNS80, NSD 360 HSI, KR86, Strikefinder, 400B, Intercom, 310 since Reman, Prop Overhaul, all accessories and hoses, much more. Asking \$165,000. Call Walter Bell at 303/886-4575 or email: belw@ix.netcom.com.

REPLACED AVIONICS: A recent avionics upgrade has left me with the following radios for sale. Collins VIR 351 Nav (\$400); Collins VHF 251 Com (\$450); Collins ANS 351 Area Nav (\$500); King KX175B Nav/Com (\$750); Collins 950 Transponder (\$650); ARNAV R30A Loran (\$150); Collins AMR 350 Audio Panel w Marker Beacon (\$350). All in working condition. Use as a spare for your compatible radio. Call Bob at 303-322-5306.

Volunteer With Marketing Experience Needed

The Rocky Mountain Regional Fly-In appears to be headed to the Front Range Airport in 2004. With the new venue, increase in usable space and convenient location to metro-Denver, we realize we have a need for improved marketing. We are looking for anyone with an interest in aviation and knowledge of marketing to help set up and coordinate a marketing strategy for the fly in. If interested, please contact Jim Cimiluca, Chairman, at jimc@rmrfi.org. For more information now and in the future about the RMRFI, check out our web site at rmrfi.org



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). Deadline is the 15th of each month please. These ads run once unless you contact me by the 15th of the next month to be run again.



Pronghorn Visitors at GNB

Granby airport visitors during a recent flyin event in October. Photo sent by Bob Doubek, taken by "Friend of Granby Airport" pilot.

NEW MEMBERS AND MEMBERSHIP RENEWALS

WELCOME NEW MEMBERS

Craig H. Markley
1636 Hastings Drive
Fort Collins, CO
80526-2221

BLANK spaces in
both columns?
Gee, we need to
do a better job
getting out there to
let others know
how great this
organization really
is.

Here is a challenge
to us all: how
about each one of
us trying to find
one new member
for 2004?

Thank you for RENEWALS

Gil Jones, Denver
Burke McClure,
Highlands Ranch
Rich Roberts, Fort
Collins
Ken Wells, Brighton
Bill Teater, Brighton
Lea Blohm, Parker
Walt Giffin, Pueblo
West
Gregory Reedy,
Franktown
Joel Kiester,
Boulder
Harry Young,
Pagosa Springs
Vincent Lawrence,
Littleton
Gregory Hine,
Boulder
Thomas Stauffer,
Boulder
William Hessin,
Lakewood
Gregory Cox,

Colorado Springs
Edward Haase,
Evergreen
David Trebilco,
Castle Rock
Edward Donovan,
Denver
John Mitchell, Fort
Collins
Susan Noel,
Florissant
Dr. Philip Norton,
Denver
Steven Mutzig,
Breckenridge
Jana Shea, Denver



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