

CPA FLIGHT LINES

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Pilots Enjoy Lunch Break After WAM Flight Tests

Left to right: Phil Wright, Bob Doubek, Russ Bien*, Larry Romrell, Mack Connelley, Carl Jensen, Pat Murphy, Amnon Pollak*, Bill Totten & Bob Kinney.

* FAA Technical Center

Read the entire story inside!



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

At the end of March, AOPA's Craig Fuller requested that GA pilots speak up and help define the true GA for the general public and the political machine in Washington. Facing user fees, growing urban pressures on GA airports, burdensome security proposals and a lack of commitment to fund FAA operations and airport improvements, you and I are being asked to send AOPA our personal accounts of how GA makes a difference to you, your business, and your community. AOPA has developed an email address where you can easily submit your story. It's **GASTories@aopa.org**. I'm asking that each of you take a few minutes to share one real life experience that demonstrates the value of GA in your life and the lives of others. I'm challenging you to help Colorado provide more stories than any other state in the nation. To help you get started, here's my story.

My story starts back in the early seventies. Three years after graduation from college, and coincidentally receiving my private pilot's license, I joined our local volunteer fire department. It was to become a major part of my life as I rose through the ranks as a rookie firefighter, cut my teeth on major refinery explosions, chemical warehouse fires and gruesome auto vs. train accidents. My years in the officer's ranks saw me become the training officer for one of the largest urban volunteer fire departments in the state of Colorado. My life was immersed in saving lives and property. For thirty years I'd become accustomed to being called to duty at all hours of the day and night, but always with the satisfaction of knowing I was really helping those in need. The sad day came in 2004 when I knew it was time to retire and turn the reigns over to a younger generation. I thought that my days of having an impact on those in need were over.

This was about the time when I learned of a wonderful organization called Angel Flight. Members of this brotherhood volunteer their time and aircraft to fly those in need for free. Whether flying a cancer patient to and from treatment from their remote town in central Wyoming or airlifting whole blood back to the big city for expedited processing, Angel Flight pilots make a daily commitment to help others. This was just the ticket I had been looking for. I joined immediately and filled the hole that had been left when I retired from the fire service. Imagine my joy, combining two of my life's greatest loves . . . flying and helping those truly in need.

Years later and numbers of Angel Flight missions under my belt, I never tire of the gratitude expressed by those I've helped. And now, having beaten cancer myself, I have the unimaginable pleasure of seeing the gleam in my passenger's eyes when they learn that their pilot is a cancer survivor. We have a kinship. If it weren't for Angel Flight's ability to transport Americans from their, often times, out-of-the-way homes to big city medical facilities, many would be forced to decide between proper medical care or leaving their loved ones for very lengthy treatments far from home. I'm proud to be a part of this purely American system that offers this wonderful capability to its citizens. CPA members please sit down today and email your story to AOPA at **GASstories@aopa.org**.

Sunshine on your wings,
Bob Kinney

The Continuing TSA LASP/SD/Playbook Soap Opera

Keeping you updated on happenings and concerns of the day. For instance, here's a story from CNN back in February about a TSA requirement for people who drive canal mules at a local theme park:

www.cnn.com/2009/US/02/25/mule.skinner.blues/index.html?imw=Y&iref=mpstoryemail

Richard Palm wrote a most eloquent comment on the Security Directive and LASP on the Government's comment board. You can read the entire 4 page comment at

www.regulations.gov/fdmspublic/ContentViewer?objectId=09000064808dfd54&disposition=attachment&contentType=msw8

(watch out for wrap-around on the link)

Here's a historical Supreme Court case involving travel:

"This Court long ago recognized that the nature of our Federal Union and our constitutional concepts of personal liberty unite to require that all citizens be free to travel throughout the length and breadth of our land uninhibited by statutes, rules, or regulations which unreasonably burden or restrict this movement."

The complete ruling can be found in the Cornell Law School archives:

http://www.law.cornell.edu/supct/html/historics/USSC_CR_0394_0618_ZO.html

Only *You* Can Save a Pilot

By Capt. Steven Goetz

Civil Air Patrol

In 1944, the U.S. Forest Service introduced its new mascot, and one of the most well-known mascots ever, Smokey Bear. The well-known catch phrase of that bear is one we must now modify and use for aviation purposes.

On February 1, 2009, the International COSPAS-SARSAT Organization ceased satellite monitoring of 121.5 MHz. This move was made because of the number of false emergency locator transmitter (ELT) signals and the availability of new 406 MHz ELTs, which are more accurate than the 121.5 models.

The problem is that only about 15 percent of the U.S. general aviation fleet is equipped with the new ELTs. This means that 85 percent of general-aviation aircraft, including those used in many flight-training operations, are still equipped with the older technology, which is no longer monitored by satellite.

The search and rescue community can no longer rely on satellite coordinates to give an initial fix of where to begin a search. It now has to rely on pilot reports of ELT signals. To this end, when you are flying, please monitor 121.5, especially if you will be at a higher altitude in the practice fields or on a cross-country. If you hear an ELT sweep on 121.5, note the time and your location and altitude, and tell air traffic control (ATC). Controllers can get in touch with the search-and-rescue community and begin to locate the signal.

When you report an ELT signal to ATC, please include all of the following information: the time the signal was first heard, the location where the signal was first heard, and the altitude the signal was received at.

The time the signal was received is important because it gives searchers an idea of how long the ELT may have been going off, which will give an idea of the survival possibilities for a downed aircrew. The location where the signal was received is important for obvious reasons; the location can be in terms of nearest navigational aid (NAVAID) bearing and distance, NAVAID cross radials, or latitude and longitude coordinates. Approximate bearing and range from an airport or landmark will also work, but the more precise the location data you can provide, the more likely a search-and-rescue effort will be fruitful.

Altitude of detection is an overlooked component, but extremely important. The altitude of detection of the signal, more than anything, will limit the search area for a downed aircraft. An ELT is a VHF transmitter, meaning it only works on line-of-sight. This means that the higher the altitude of detection, the greater the

potential search area.

If an aircraft detects an ELT signal at 10,000 feet above ground level (AGL), the potential search area is 15,000 square nautical miles. If the signal is detected at 5,000 AGL, the search area drops to less than 3,500 square nautical miles. The lower the altitude that an ELT is detected, the smaller the search area is, and the greater the probability of a happy ending at the end of the day.

One more report is important. When flying, you may reach a point where the ELT signal is no longer audible. This point is just as important to search-and-rescue operations as the initial detection, because it further limits the search area and increases the probability of finding a downed aircrew. If you descend in your flight and hear a change in the ELT, or you can still hear the ELT at the lower altitude, please also report that. If you descend and lose the signal, that tells searchers the range of the ELT from your position. If you can still hear the signal at a lower altitude, you decrease the search area when you report an audible signal at a lower altitude.

For our safety as a flying community, we need to begin to monitor 121.5 on all flights. It's a simple step that we can all do to improve safety for everyone, and we must now rely on one another more than before.

If you detect an ELT signal, report it. Every little piece of information provided increases the likelihood of finding a downed aircraft. Remember that if an aircraft is down and you hear the ELT sweep, the life you save may be that of your friends or family

Publication Notice

The Incredibly Tiny, Fine Print

Articles for CPA Flight Lines are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc. All articles and letters should be sent via e-mail to:

Blanche Cohen Editor,
CPA Flight Lines, phone: 303/755-1525 (H),
email: blanche@acm.org

Please do not send formatted material, send only plain text. Any photo format is fine but please, no cell phone photos. They don't reproduce well in the printed version of the newsletter. Material for publication will be accepted up to a deadline of the 15th of each month. CPA Flight Lines shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in CPA Flight Lines.

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CPA Members Participate In The Colorado WAM Optimization Flight Check

Bob Doubek

WAM is the acronym for the Colorado Wide-Area Multilateration system currently being installed in two high country valley locations. The project is funded by the Colorado Department of Transportation (CDOT) and is designed to provide aircraft surveillance at altitudes below conventional long-range radar coverage (10,000 Ft. MSL) at Colorado mountain airports.

The Colorado Division of Aeronautics, in conjunction with the FAA's Air Traffic Organization-Terminal Radar Group, considered several alternative systems including primary radar and ADS-B. Primary radar was eliminated due to mountain terrain coverage gaps and high capital and operating costs. Although Automatic Dependant Surveillance Broadcast (ADS-B) is considered to be the wave of the future, it was not chosen because it requires expensive equipment additions to all aircraft. Furthermore, the system is not expected to be operational for many years. However, the WAM system will support the ADS-B system with no equipment modifications when it becomes operational. Another advantage of WAM is that it will provide altitude and position coverage to and on the runway surface. In fact, it is a component of the FAA's Airport Surface Detection Equipment being installed at 35 U.S. airports.

The WAM system, chosen by CDOT and the FAA's Terminal Radar Group, is a transponder based multilateration system, which uses multiple ground-based sensors, which receive aircraft transponder pulses, and calculates aircraft position and identification. The information is processed by a Target Processor, which sends data to the Denver Center host computer system and in effect is a "virtual radar" which simulates En Route (ATCBI-6) radar.

Phase I of the project has equipment installed in two mountain locations and is currently undergoing flight acceptance testing. It will provide surveillance for the airports of Craig, Hayden, Rifle and Steamboat Springs. Depending upon the results of Phase I and the availability of capital funding, Phase II of the project will include mountain locations around Montrose, Telluride, Gunnison, Durango, Alamosa and Cortez airports.

Innsbruck, Austria has the first operational WAM system certified for aircraft separation. When operational, the Colorado Phase I WAM system will be the first in the United States. However, Juneau, Alaska is also in the process of installing a similar system.

Colorado GA pilots voluntarily assisted with the WAM Phase I site acceptance

flight tests with their own aircraft equipped with Mode A/C (ATRCBS) transponders. Two FAA Lear Jets equipped with Mode S and ADS-B transponders were also simultaneously involved.

The flight tests involved Coverage Volume, Resolution, Fixes and Approaches. The Coverage Volume test involved GA aircraft with ATRCBS transponders flying waypoints around the area at approximately 500 Ft. MSL. The Resolution test involved two aircraft flying within 1.7 NM of each other for a period of time and then greater than 1.7 NM for a similar period. Resolution was also tested by merging and diverging flight between GA ATRCBS equipped aircraft and the Lear Jets with Mode S and ADS-B.

The Fixes test involved flying a route of specified fixes at a minimum altitude of 500 Ft. AGL. Approaches were tested by flying the published approach at 10 Ft. AGL above the runway followed by a missed approach path.

Pilots involved in testing include (in no particular order): Carl Jensen, Pat Murphy, Amnon Pollak (FAA Technical Center), Bill Totten & Bob Kinney, Phil Wright, Bob Doubek, Russ Bien (FAA Technical Center), Larry Romrell, Mack Connelley, Bill Payne, Joe Thibodeau, Walt Barbo, Dean Jaros, Walt Bell, Phil Ecklund and Cameron Fitch.

It should be pointed out that this Colorado Surveillance Project (CO ATCBI) is a departure from the usual National Airspace / FAA projects. The State of Colorado and FAA signed a Memorandum agreement whereby the State would pay for the capital, development and deployment cost of the system and the FAA would provide Operational Capability, Testing & Evaluation as well as operation and maintenance of the system. In other words, the contract for design, equipment manufacture, testing and deployment is the responsibility of the State with the FAA providing support services. The State provided approximately two thirds of project funding with Routt and Garfield Counties also contributing their share of Phase I engineering design costs.

At this writing, the Phase I tests involving G.A. aircraft is complete with operational testing & evaluation scheduled for April. Initial operational capability is scheduled for June when the system will appear on Denver Center radar screens. Phase II involving Montrose, Durango & Gunnison will be initiated in April with funding of \$8,000,000 already appropriated. William E. Payne PE, of William E. Payne & Associates, Inc. is Program Manager for the Colorado Department of Transportation, Division of Aeronautics for the CO ATCBI System.

In any case, the aforementioned Colorado pilots are pleased to participate in

this important project, which will result in increased safety and utilization of our mountain airports. The State of Colorado and CDOT's Division of Aeronautics has once again demonstrated its leadership and commitment to aviation safety by funding and proving this as well as the previously installed mountain AWOS projects.

**Powder Puff Pilot Sponsors Future Women Pilots
Two Half-Day Scholarships Available for Summer Camp at
Wings
Sue Osborne**

Powder Puff Pilot, a Denver-based web retailer that specializes in pilot gear and accessories for women, is sponsoring two scholarships for Summer Camp at Wings at Wings Over the Rockies Air & Space Museum. Each award provides tuition for the morning session, Science of Flight, for a second- through six-grader. During the week-long program, campers learn about the four forces that enable an airplane to fly, complete a flight plan, fly a simulator, and build different types of airplanes. The session concludes with a chance to fly in a real airplane with a qualified pilot from a local EAA Chapter.

Powder Puff Pilot is providing two half-day admissions to Summer Camp at Wings (each a \$145 value), held at the museum on the former Lowry Air Force Base in Denver. Winners are selected based on their essay, which describes their aviation goal or role model. "One of the reasons I founded the company was to encourage and inspire girls to pursue aviation," explained Sue Hughes, owner of Powder Puff Pilot. "I hope this opportunity will launch a life-long love of flying or perhaps an aviation career."

Wings Summer Camp consists of two half-day sessions—Science of Flight in the morning and Space Adventures in the afternoon. While the Powder Puff Pilot scholarship covers only the morning session, applicants interested in Space Adventures are encouraged to enroll in the full-day program. Winners who have already enrolled will receive a refund for the half-day program. More information about the scholarship—including eligibility, application forms and deadlines, and session dates—is posted on www.PowderPuffPilot.com/scholarship

Reminder

You don't need to wait for the US Mail to read the newsletter. It's in full color at the beginning of each month on the CPA website in the Members section.

Night Carrier Qualifications

A Navy pilot's tale of his first landing on the boat in the dark.

LTjg. Doug Masters

Part 3

I spread the wings and continue to taxi forward to set the holdback. The launch bar comes down, and I'm directed to roll forward a few more feet. Then it comes the signal to take tension. With a familiar "thunk" I feel the launch bar drop into the shuttle as I advance the throttles to full power. The jet squats down under the strain of the engines, I wipe out the flight controls and run through my take-off checks one last time; I'm also rehearsing my "settle off the catapult" procedures should the worst happen, and touching the ejection handle to make sure it's not folded under my leg or something. With a check of the flight control page, the trim settings are correct, no computer problems and check list complete; now a repeater of the head-up display is brought up on the left MFD, a repeater of the attitude indicator on the right. Should something happen on the cat I've got four redundancies of the jet's attitude now staring at me. I should also add that from the JBD coming down to me taking the catapult has all taken place in about 25 seconds.

With the jet at full power, just shy of the afterburners, and a quick triple-checking glance, I look left at the catapult officer and give him a salute. Not really for him, he can't even see me, it's too dark. More so for my own familiarity. With my pinky finger on the throttles I click forward the exterior light master switch, and the deck comes alive with the light of the form lights, red and green nav lights, and strobes. This is the official salute that I'm ready.

Left palm open and pressed against the throttles (so I don't inadvertently pull them back from the force of the cat shot), right hand up on the canopy grip, and I press my head back against the seat looking forward down the cat. The only light in front of me is the green cat status light. I'm about to be shot into a black rainy sky, why? With that thought the jet squats again and then it comes. WHAM! I slam the throttle to full afterburner and stare at the airspeed to make sure I see three digits by the end of the cat stroke. Over the span of the next 310 feet and roughly two seconds, my jet and myself have accelerated to over 175 knots. At least that was the last speed I saw prior to the jolt of coming off the front of the ship. It almost hurts. As the jet rotates itself to a nice climb attitude I grab the stick, raise the gear and pull the throttles out of blower. You know what? It's freakin' dark out here.

I make my airborne call and get switched over to marshal. Kind of like approach control for the ship. I also realize that I'm in the weather, and it's dark. This sucks. I check in and my marshal instructions are immediately force-fed to me.

"303 take angels 7, marshal mom's 310, expected final bearing 124, expected approach time two one."

[to be continued]

From EAA Website, April 23, 2009

The [Security] directive applies to airports where general aviation operations coexist with scheduled airline service, even where the airline service is scant. Some details of the TSA directive started coming to light late last year, as airport officials began advising airport users to prepare for security changes.

Since then, EAA has partnered with AOPA, NBAA, GAMA, and other aviation-interest groups to voice concerns to the TSA and to raise awareness of these concerns on The Hill. The groups believe the measures called for in the security directive are unnecessary, do not enhance national security, are costly and impractical, and threaten to stifle valuable general aviation activity.

Furthermore, the groups have objected to the TSA's methodology. The TSA packaged the new requirements as a security directive to airport managers instead of treating the sweeping terms as regulatory changes requiring public comment. In doing this, the TSA operated under a veil of secrecy, avoiding the disclosures and solicitation of interested-party feedback that a rulemaking (regulatory) process demands.

Important arguments against the security directive include:

- .
1. It's redundant. Through the auspices of the FAA, the government already has extensive information on the owners and operators of general aviation aircraft.
.
- 2. It's inflexible. The directive's major requirements would apply similar requirements at small, remote airports and much busier, high-traffic airports, even though the security needs at these are likely very different. Also, it appears that the directive would treat the security sensitivity of different areas of the airport uniformly, even though these areas may have quite different security considerations and sensitivities.
.
- 3. Its required practices are not standardized. Whereas the major requirements discussed above are too inflexible, at the other end of the spectrum the details regarding how to put these provisions in practice are left up to each individual airport. The onus will be on owners and operators to keep track of the differences. (TSA indicates, however, that the background checks and badge requirements would not apply to transient aircraft.)

What Some of the Alphabet Organizations are Doing

Most of us are members of at least one of the many aviation-related organizations, e.g. AOPA, EAA, CAP, 99s, AngelFlight, and so on. Recently the EAA released a Public Service Announcement (PSA) starring Harrison Ford, the chairman of the EAA Young Eagles program.

www.eaa.org/spiritmovie

After seeing the spot, an EAA member remarked on an aviation newsgroup:

"I wish they could have pointed out all the other wonderful things volunteer pilots do moving people from remote areas to medical facilities through several volunteer organizations, CAP ops, service organizations etc., and how GA is the stepping stone for military and commercial pilots. But this is at least the beginning of a good campaign."

AOPA has the www.gaservesamerica.com website showing all the ways GA is involved with the day-to-day life of the American public.

Wildfires and forest fires, traffic reports, agriculture, the Goodyear Blimp, Angel Flight, Civil Air Patrol, disaster relief, K-12 education, the list goes on and on.

Alliance for Aviation Across America [CPA is an organizational member as are many our of individual CPA members] is actively pushing on the proposed FAA funding bill that includes increased fuel taxes and "user fees". More details at www.aviationacrossamerica.org/pubs/issue_brief.cfm

Contact Info:

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Betsy Markey	betsymarkey.house.gov
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Mike Coffman	coffman.house.gov
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Events & Flyins for 2009

Always check the CPA website for the latest updates and changes.

CPA Flyin Schedule

- May 29-31 KOUN: Oklahoma City/Norman OK --NWS Severe Storms Lab, USAF AWACS
- June 6-7. KEAN::Wheatland WY. An old-time mountain ranch weekend
- June 20-22. U87: Smiley Creek, ID. Smiley Creek, in the Sawtooth Mts near Ketchum
- June 26-28. KVEL:Vernal UT- Dinosaur National Monument; Jones Hole Trail, rafting
- Jul 11-12 KBJC to 06U: 33rd Denver-Jackpot Air Classic
- July 17-19. KSAA: Saratoga WY 7th Annual Cowboy Gathering in nearby Encampment.
- July 3 Aug 2 KTWD: Amarillo, TX--chuck wagon dinner and melodrama "Texas."
- Aug. 8 (&9) KTAD: Trinidad. one-day tour of the new historic area., golf
- Aug. 15-16 KGWS: Glenwood Springs -- Hotsprings
- Sept. 11-13. Marble Traditional back-country fly-in to private strip.
- Sept. 19-20. KBFF: Scottsbluff NE Tour the National Monument.
- Oct. 2-4. KPAN: Payson AZ - Mogollon Rim, Tonto Natural Bridge
- Oct. 9-12. KHUT: Hutchinson KS Cosmosphere's Adult Astronaut Experience

Other CPA, Local & Not So Local Aviation Activities

- May 16-17 KPSO: Pagosa Springs Flyin & Open House
www.archuletacounty.org/Airport/newsletters.asp
- May 16-17 18V: Platte Valley Vintage Museum Flyin
- June 13-14 KFTG: Navy Blue Angels, Front Range Airport
- June 20 KAPA: CPA Mountain Flying Ground School
- June 20 KBJC: JAA 14th Annual Flyin
- June 27 CO15: Kelly AirPark Flyin
- June 23-26 KAPA: Starting point for the Air Race Classic to Atlanta, GA
- July 4 KCAG: Craig/Moffat Airfest
- July 11 20V: Kremmling Flyin
- Jul 27-Aug 2 KOSH: EAA Airventure
- Aug 8 KAPA: CPA Mountain Flying Ground School
- Aug 22-23 KBJC: Colorado Sport International Air Show &
- Aug 29 KFTG: Classic Aircraft & Car Show
- Sep 11 CO12: Van Aire Fly/Drive-in
- Nov 7 KBJC: CPA Annual Meeting
- Dec 13 CPA Holiday Party, Buffalo Run Golf Course

Fly Mart is a free service provided only for CPA members.

If you have a personal **AVIATION** related item to list, please submit your ad to the *Flight Lines* editor Blanche Cohen, via email to blanche@acm.org

Deadline is the 15th of each month, to appear in the following month. Your ad will run only once unless you contact the CPA editor prior to the 15th of the following month and request the ad to run again.



Fly Mart



FOR SALE: 1995 Maule MX-7-180A. A low time, fun, go anywhere VFR airplane. It has had one owner and has always been hangared. NDH and is well maintained and in excellent condition.

Contact: Jack Buschmann (303) 321-7859 (H) or (303) 842-7381 (C) or email buschfolk@earthlink.net and I'll send you a detailed spec list.

One-third of Cessna T-210M Centurion Make an offer – asking \$43,000 OBO. at APA; Updated panel with GNS 530W, 2/09 annual, fresh prop overhaul; greater load and speed than singles and light twins costing five or ten times as much; TT 3250, STOH 500, Robertson STOL. May flowers and Summer Flying; Reasonable way to own

Contact Gary Tobey at 303-799-8600 or gtobey@tobeytoro.com

PARTNERS OR SALE: 1962 Mooney M20C.

Everything from firewall forward new or rebuilt. Updated panel with 201 style yokes. Two time Oshkosh winner. Hangared at Meadowlake 00V. Sale price \$65,000. **Contact** Ray Miller at 719-495-2470 or e-mail at jon2sum@aol.com.

FOR RENT: One week stay in a 3 bedroom private villa on the beautiful US Virgin Island of St. Croix. The villa is completely furnished and has its own pool. Close to the beach and next door to the Divi Casino. Check it out at www.thepalmsatcarinabay.com Your stay would preferably be before November 15, 2009 but other arrangements can be worked out. \$2800.00 or best offer.

Contact: Bob Kinney at 303-288-7371.

FOR SALE: 1947 Cessna140 N1859V 4650TT, 373 since major, O-200 STC; Rebuilt New Millenium cylinders, white/blue. 7/8 inside/outside.; Wings recovered 1995. Always hangared. Apollo 618, KY-97A, KT-76. \$23,500

Contact: Charles Wendt at 319-337-2288

*He has erected a multitude of New Offices, and
sent hither swarms of Officers to harass our people and
eat out their substance....*

*Excerpt from the
Declaration of the thirteen United States of America
July 4, 1776*

Did you know...?

Remember the Puppy Airlift last March? Over 300 dogs were rescued from a puppy mill in Arkansas with more than 100 coming to Denver. Dumb Friends League. CPA & Grace Flight member Dick Murray flew 18 of them in his Cherokee . Surprisingly, the puppies were all quiet and not at all airsick! Most of the puppies have been adopted but a few are still waiting to be adopted (www.ddfl.org).

RT Flight time	<i>13 hrs</i>
RT Fuel	<i>90 gal</i>
Happy Puppies:	<i>Priceless.</i>

Colorado Pilots Association Welcome New Member!

Nate Duehr
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Colorado Pilots Association Renewing Members

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Butch Weaver, Boulder
Walter Berger, Highlands Ranch
Howard Cammack, Centennial
Pat Murphy, Morrison
Bart Jones, Colorado Springs
Mary Jones, Colorado Springs
Donald Hopkins, Aurora
John Buschmann, Denver
Larry Ramsdell, Denver
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