

CPA FLIGHT LINES

Vol 34 Issue 6

July 2017



Colorado's New Plate!

Read all the details on page 7



www.coloradopilots.org



President's Message CPA President Gary Tobey

Celebrate Another Year of Independence and Flying

Right Now. Firecrackers, education, and safety. July 1, **Rose Marie Kern, popular aviation writer and speaker** gives us two hot topics: (1) Future of ATC and Flight Service and (2) Domestic ICAO Flight Plans. Saturday, 1:00 to 4:00 pm, Front Range Air-

port, FBO Hangar.

It's baaack . . . We must say NO to privatization of Air Traffic Control. It just will not go away. Now the Trump administration has been taken in. As others have said, former airline executives (who then worked for the FAA) have not surprisingly supported the takeover of ATC for the benefit of the airlines. And the control would be in a federally chartered nonprofit. What possibly could go wrong? Think Postal Service or Amtrak. And the airlines have never been particularly kind to their customers or employees. Ask United or old or new Frontier employees how they and their pensions have been treated. How much have you paid lately for the most basic services on an airline? Privatization will kill much of general aviation and service to smaller airports across the country. I can't believe it would be kinder and gentler to us.

And as editor Blanche Cohen has said, please, please emphasize the positive attributes of general aviation. Think Angel Flight, fire and flood detection and mitigation, EAA Young Eagles, healthy recreational flying, safety training such as CPA's Mountain Flying Course, search and rescue, training new commercial and air transport pilots and astronauts, and Civil Air Patrol.

Go to the splash-in at Kenney Reservoir on July 15. CPA member Ray Hawkins and supporters are splashing at Kenney and landing at Rangely. Support seaplanes in Colorado by your presence, even if you don't have a seaplane. The town of Rangely is going all-out to make this a big celebration. It should be great fun. See the far west of the Centennial State.

Note that the monthly CPA Board Meeting is delayed to July 10 to avoid the Independence Day weekend. ***Volunteer for your Association!*** New officers will be elected at the Annual Meeting in November. Decide now to run and bring

your great ideas and energy to the CPA. Please contact Bart Jones, Chair of the Nominating Committee, 719-488-0653 or jmarykathr@aol.com

How is your basic aviation literacy? Do you know how to spell hangar? A surprising number of otherwise reputable pilots reveal the embarrassing mental impediment of spelling the thing you hang a shirt on when they mean the building in which you keep an aircraft. Mark Twain said choosing the right word over the wrong is the difference between lightning and the lightning bug. Spell your airplane barn as HANGAR, not hanger. Spare me a serious case of the vapors.

For a back-country experience, go to Smiley Creek, ID on July 8-9 and for the one-of-a-kind Pioneer Village, go to Minden, NE on July 22-23. See in this Flight Lines the full list of the interesting choices presented by Bob Kinney and the CPA Fly-In Committee.

Don't go bare. Get a cool, new polo shirt or cap. Support CPA and be sure to get that Colorado Pilots Association logo shirt or gear at Land's End now.

business.landsend.com/store/colorado_pilots_association

Did you know....

Gov Hickenlooper declared June General Aviation Appreciation Month.

When did CPA find out? Not from Div of Aeronautics. Not from the Guv's PR dept. Nope. CABA sent out an email.

Welcome to three new Corporate Members

Keystone Aviation is the factory authorized dealer for Piper Aircraft in the Rocky Mountain States. Contact Mark Stevenson, Sales Director for CO, WY and UT, for information on new and used Piper Aircraft at (303) 489-8316 or mstevenson@keystoneaviation.com

Independence Aviation is an award winning Cirrus Platinum Training Center with the 2017 Flight Instructor of the Year on our roster! Based at Centennial and Metro Airports, , we help train & mentor pilots, rent our fleet to members, offer charter services, as well as maintain your aircraft. Show up, Load up, and Fly Give us a call at 303.858.1600

Lost Paddle Rafting in Canon City. whitewater rafting in Colorado on the world famous Arkansas River in the southern Colorado Rocky Mountains!

. <http://www.lostpaddlerafting.com/>

Go Around!!
Robert L. Stedman
Independence Aviation, LLC

Aircraft loss of control (LOC) is still Public Enemy #1 for the FAA. LOC during a go around remains a problem in general aviation that still results in aircraft and human damage. And it shouldn't be.

There have been many very good articles written on the subject so the issue is getting a lot of attention. Yet we continue to bend airplanes. In my opinion the issue is a simple matter of execution – execution of what is actually a very simple maneuver. The tendency seems to be a sense that everything about the go around needs to be done right now!! Nothing could be more wrong. So how do we break that sense of rush?

To do that, let's separate the components of the go around and figure a way to eliminate the panic. But first let's understand that a go-around is really just a series of very simple maneuvers.

The first step in the go around is deciding to go-around, whether we are in the flare on a beautiful VFR day because a flock of baby ducks is walking across the runway or if we have just arrived at the Decision Height on a hard IFR day. Once you decide to go-around, don't waffle – do it!! Do the go-around!!

The first element of the maneuver is 'Pickle, Pitch, Power.' 'Pickle' will mean something different by whatever plane you are flying but basically it means punch the go-around button, kick off the autopilot, whatever is appropriate to your plane. 'Pitch' means exactly that – pitch up to the command bars or if you are flying raw data, start with 7.5° pitch up which is a pretty typical go-around pitch attitude. Finally, add power, make some noise. And I am not a big proponent of jamming in full power. You are at the end of your flight, not heavy, etc. Just add near full power – that will be enough to get you away from the 'bad stuff' – you can fine tune the power in a bit. And DON'T FORGET to bring the right rudder in at about the same pace as you advance the power – keep the ball in the middle!! Most go-around accidents end up on the left side of the runway from the pilot not adding that right rudder so be assertive with it – keep the nose going straight.

The second step is 'Fly, Fly, Fly.' Make sure the plane is doing what you want it to do – airspeed is near best rate, the wings are level, you're holding the heading and the VSI is going in the right direction. This is a separate step of the go-around maneuver.

Third, clean the plane up by retracting the gear and flaps. It's important here to be aware of your configuration. If the flaps are fully deployed, bring those up to half flaps first, then gear up then flaps all the way up. If you only used half or approach flaps, bring the gear up first. As a general rule of thumb, if the plane has propellers I generally use just half or approach flaps unless there are special considerations. In a jet we almost always use full flaps on the approach.

Next? 'Fly, Fly, Fly.' Let's confirm one more time that the plane is going where we want it to go – Still climbing? Good Airspeed? Holding a heading? All good!!

Next, Automate and Navigate. This will vary by the approach and what kind of radios you have in your aircraft. But, basically, use the autopilot or flight director or raw data as you wish. Make sure the GPS has the correct waypoint sequenced whether your box does that automatically or if you need to take it off of Suspend (SUSP.) If you are VOR only, it's probably time to twist a dial to a new course, maybe switch to a different frequency. Know your equipment but make sure that what is shown as your active waypoint is what it should be based on your pre-approach briefing.

Guess what comes next? 'Fly, Fly, Fly.' Again, make sure the plane is still going where it is supposed to be going. By now there may be an altitude related change in heading or course. Now is a good time to do that.

And finally, now it is okay to key that microphone and tell ATC what you have done. Way too many times, the pilot grabs the mic first and that is just so wrong and obviously gets in the way of what is most important – flying the plane.

Just remember that if it is a VFR day and you've been cleared to land or given the option, the runway belongs to you. If it is IFR, unless you are flying in to the small number of major airports that allow simultaneous IFR approaches, the airport belongs to you until you cancel your IFR flight plan or the tower sees you taxiing in. Get the airplane flying and climbing – you were pointed at the runway and last time I checked they don't plant trees or buildings in the middle of the runway. Take your time and get the airplane going up and away from the bad stuff. Again, calling the tower is the last thing you want to do when executing a go-around, regardless of the weather.

Practice this in the comfort of your chair. You will be amazed at how little time this actually takes. Close your eyes and move your hand around the 'cockpit.' Time yourself. You've got plenty of time.

The skies belong to the people

May 21, 2017 by General Aviation News Staff

While testifying before the U.S. House Transportation and Infrastructure Committee on reforming ATC, Hartzell Propeller President Joe Brown testified that he finds the idea of privatizing ATC troubling, noting that the U.S. skies belong to the people and should be managed by their elected representatives and the FAA, which can balance collective interests and adjudicate access.

He said he finds the proposal to privatize air traffic control “deeply troubling” due to the nature of the proposed new entity that would oversee the system, the transition time to the new system, the financial risk involved in such a transition and the overall costs and benefits of such a change.

“As I business man, I consider risk/reward relationships in every deal that we do,” said Brown. “I believe it is imprudent to take five to seven years to, at best, get the same car with a new paint job while also delaying progress on modernization and other pressing priorities we face right now.” Read the entire article at <https://generalaviationnews.com/2017/05/21/the-skies-belong-to-the-people/#more-110135>

ATC Privatization Gains Support

Mary Grady, Avweb.com, May 17, 2017

Proposals to spin off air traffic control from the FAA to be handled by a private agency charging user fees gained support on Wednesday in Washington, but it was still unclear if the plan has enough momentum to become reality. Defense Secretary Jim Mattis said in a letter to Sen. John McCain that his department is “supportive of a possible privatization of ATC services and recognizes the potential risks.” The support from Mattis could be key, according to The Hill. “It’s a huge deal,” Rep. Bill Shuster, R-Pa., chairman of the House Transportation and Infrastructure Committee, told reporters. Concerns over security have long been cited by those who oppose the change, Shuster said. “And Secretary Mattis is saying we support it.” President Trump and major airlines also have expressed support for privatization. Read the entire article at <https://www.avweb.com/avwebflash/news/ATC-Privatization-Gains-Support-229017-1.html>

More articles:

<https://generalaviationnews.com/2017/06/12/democrats-introduce-legislation-to-stabilize-faa-funding/>

<https://www.avweb.com/avwebflash/news/FLIGHT-Act-Would-Streamline-GA-Funding-Corrected-229130-1.html>

Senate committee rejects Trump's plan to spin off ATC

June 21, 2017 by General Aviation News Staff

Senate committee rejects Trump's plan to spin off ATC

The Hill is reporting that a Senate committee did not include President Trump's controversial proposal to separate air traffic control from the federal government in a must-pass aviation bill.

The post reports that Sen. John Thune (R-S.D.), who leads the Commerce, Science and Transportation Committee, said the Senate's long-term reauthorization of the FAA will not include the spinoff plan, citing the lack of support for the idea on his panel. "We don't have the votes to pass that in our committee at the moment," the story quotes Thune.

Thune said the House of Representatives will have to take the lead on efforts to transfer the country's air navigation system to a private corporation.

Meanwhile Thune noted that final touches are being added to the FAA reauthorization bill. The FAA's legal authority expires at the end of September.

CABA REACHES LEGISLATIVE MILESTONE

On May 3, the Colorado Senate passed a bill allowing creation of the "Support Colorado Aviation" license plate, which will be available in September 2018. The successful completion of the license plate project, headed by CABA Vice-Chairman and legislative committee leader, Chris Swathwood, is its most visible and significant achievement by the legislative committee to date.

Citing his efforts the past three years on the project, Swathwood explained, "this initiative was about more than just a license plate," he said. "It allowed us to start building important relationships at the capital and introduce the Association to our legislators, while at the same time raising awareness of the significant economic impact aviation has in the state of Colorado".

Because of CABA's active involvement in legislative issues the past few years, the Association has been invited to participate in several influential meetings, such as the Colorado Business Roundtable and the upcoming CDOT Division of Aeronautics strategic planning meetings. Swathwood, in his new role as Vice Chairman, will continue to lead CABA's Legislative Committee in 2017-2018, during which they plan to introduce another bill in the Colorado Legislature. .

ATC spin-off bill reintroduced in House, GA voices opposition June 22, 2017 by General Aviation News Staff

U.S. Rep. Bill Shuster has introduced a modified version of his legislation to privatize air traffic control. The revised bill would spin off ATC from the FAA, creating a private non-profit corporation run by a board of directors nominated by the aviation industry and the federal government.

First introduced in February 2016, the bill died with little support from other lawmakers and lots of opposition from the general aviation community. But now, with President Trump's backing, the reintroduced bill has more support than before due to changes that exempt general aviation from ATC user fees, according to the Pennsylvania Congressman.

But that's not what the GA alphabet groups are saying. Read the entire article, including statements by the GA alphabet groups, at

https://generalaviationnews.com/2017/06/22/atc-spin-off-bill-reintroduced-in-house-ga-voices-opposition/?utm_source=The+Pulse+Subscribers&utm_campaign=3c2db1da6a-TPOA_20170623&utm_medium=email&utm_term=0_62525a9780-3c2db1da6a-22322

Penny Hamilton, CPA member and a volunteer with the Emily Warner Field Aviation Museum at Granby/Grand County Airport in Colorado, sent in these photos, taken when a group of 8- to 12-year-old day campers visited the airport.



Did you read the ATC Privatization article
Denver Post, June 11, 2017
(Still available on the dpo.com website)

This is preaching to the choir but it's time we stop preaching inhouse and start outreach to the public. From now on, only positive comments about GA. When you chat with your neighbors or peers at work when there's a negative article or report, don't feed the trolls, but provide facts how GA contributes to the economy. I'm an engineer by trade & training, and only deal in facts and logic.

In the article cited above, Mr Simmons is quoted in the article as "some private pilots might just opt out of talking to air-traffic controllers". Dave Ruppel is quoted as "most of these folks — they don't have a lot of money. They are operating on a shoestring."

This only feeds the trolls - if you've read the comments, you understand what I mean.

This is a marketing crusade, a public relations effort. You'll never see an automobile ad touting how many people die in accidents every year, or exceed the speed limit, only the safety features of the cars. But accidents are the only time GA is mentioned in the media.

Promote positive benefits, including:

- 1) Public Benefit Flying (PBF) such as the many Angel Flight groups and Civil Air Patrol.
- 2) Training pilots for the airlines. The military cannot keep up with it's own pilot requirements. It used to be the primary source of airline pilots, but not anymore.
- 3) Safety - such as fire monitoring, flood monitoring, lost hikers, lost aircraft, emergency services, etc.
- 4) Economic benefit - in Colorado alone, according the the 2013 Economic report by Colorado Dept of Transportation, Division of Aeronautics, GA employs over 9,000 people, contribute over \$84 Million in taxes, and visitor-related spending contributes almost \$1 Billion to the Colorado economy.
- 5) We're not "those rich people who can afford it" -for those of us at the low end of GA, our airplanes cost about the same or less than a car.

Remind people that the airlines will always push the additional charges to the customer. Fuel prices have dropped dramatically, but the fuel surcharge still remains and it's unlikely to ever be rescinded. To quote from the Aug 25, 2016 article in Business Insider, "Many airlines have kept the fee, but put it under the label "carrier-imposed fees" or "carrier fees....On Delta's webpage, the company notes that "carrier-imposed surcharges" can amount to as much as \$650 for a one-way international flight."

I cringed at the press conferences when "Canada and 40 other countries" have privatized ATC. As we all know, and *need to remind the public*, that no other country has the number of aircraft nor the number of daily of flights - Commercial, Military and General Aviation - as the USA.

Of course there's the inevitable *Environment Impact Argument*.

Some will persist with the complaint that all airplanes, Airlines & GA are major polluters. I agree that large, commercial airliners contribute large amounts of CO2. But so do all the cars on the US roads and highways. In a single day, those cars contribute far more than all the flights that same day.

Here are facts from the US Dept of Energy, Energy Information Administration, Independent Statistics and Analysis (until someone shuts this down, too) of CO2 emissions burning one gallon of various fuels:

18.36 pounds of CO2 per gallon Aviation Gasoline
19.60 pounds of CO2 per gallon of gasoline
21.10 pounds of CO2 per gallon of Jet Fuel
21.54 pounds of CO2 per gallon of Kerosene (most jet or commercial carriers)
22.40 pounds of CO2 per gallon of diesel fuel

To travel 1000 km (620 sm or 540 nm) consider a small sample of aircraft and CO2 emission rate.

Small piston aircraft (@ 120 mph, 10 gph)	Cherokee 180	2.6 pounds/km
Small jet	Bombardier	3.9 lb/km
Small pax jet	Boeing 737-400	21 lb/km
Heavy Jet	Boeing 747	68 lb/km

To be fair, the airlines carry huge amounts of cargo and/or hundreds of people, so the CO2/per person is substantially lower. But we're talking overall amounts.

From the Dept of Transportation, Bureau of Transportation Statistics:
https://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_statistics/html/table_01_11.html

Factor in the quantity of flights per day in the US based on FAA statistics:

There are 24,000 commercial flights per day.

There are less than 200,000 GA aircraft flying 18.1 Million hours in 2015 or averaging 90 hours per year per GA aircraft.

Remember that the bizjets (which can be a Boeing 737. Or larger.) are considered GA flights.

There are more than 240 Million cars in the US

There are more than 8 Million combination trucks burning diesel.

Conclusion: CO2 emissions from the GA fleet is not just negligible but irrelevant.

Some additional comments, from the same organization:

Pounds of CO2 emitted per million Btu of energy for various fuels:

Coal (anthracite)	214 to 228
Diesel fuel	161.3
Gasoline (without ethanol)	157.2

Interested in the carbon footprint of your next commercial flight? ICAO has a great calculator at:

<https://www.icao.int/environmental-protection/CarbonOffset/Pages/default.aspx>

Contact your Congressional contingent. Voice your opinion. Make it count.

blanche

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Check it out - Kimco moved to new offices. Talk to them about your printing needs. They do great work!

Hutchinson Flyin Bill Gust

The flight to KHUT was uneventful for those that flew in. The landing was another thing. We all had to practice our cross wind landing skills and we all passed. The Friday evening happy hour was enjoyed by all with discussions on where the best ice cream could be located. After breakfast on Saturday we headed to STRATICA, a salt mine 650 feet below the surface. After our safety



briefing we headed down to the mine for a fantastic tour and history of the mine and its operations. On our trolley ride the guide turned off all the lights and asked us to put our hands in front of our faces. We could not see our hands right in front of our noses. This was total darkness. Very interesting tour.

We all had lunch or a second breakfast at the old firehouse restaurant. The afternoon found us at the Kansas Cosmosphere, a Smithsonian quality museum. It includes exhibits from the early US space program through the space shuttle program. A digital movie was included as well as a flight in the Blue Angel simulator. Dinner was at the Airport Steakhouse. The ice cream folks had it alameda with their peach cobbler.

Sunday morning departure found us again testing our piloting skills. Strong winds had us doing cross wind take offs. We all made it off successfully. A fun and interesting Fly In.



Where in the World is Jer/ Eberhard today?



Handy Reference

June 1, 2017

House

District 1 - Diana DeGette	http://degette.house.gov/
Phone: (303) 844-4988	
District 2 - Jared Polis	http://polis.house.gov/
Phone: (970) 226-1239	Ft Collins Office
Phone: (303) 484-9596	Boulder Office
District 3 - Scott Tipton	http://tipton.house.gov/
GA Caucus member	
P: (719) 587-5105	Alamosa Office
P: (970) 241-2499	Grand Junction Office
P: (719) 542-1073	Pueblo Office
P: (970) 259-1490	Durango Office
District 4 - Ken Buck	http://buck.house.gov/
Phone: (720) 639-9165	Castle Rock Office
Phone: (970) 702-2136	Greeley Office
District 5 - Doug Lamborn	http://lamborn.house.gov/
Phone: (719) 520-0055	Colorado Springs Office
Phone: (719) 520-0055	Buena Vista Office
District 6 - Mike Coffman	http://coffman.house.gov/
Phone: 720.748.7514	Aurora Office
District 7 - Ed Perlmutter	http://perlmutter.house.gov/
Phone: (303) 274-7944	Lakewood Office

Senate

Cory Gardner	http://www.gardner.senate.gov/
Phone: (303) 391-5777	Denver Office
see website for other offices	
Michael Bennet	http://bennet.senate.gov/
Phone: 303-455-7600	Denver Office
see website for other offices	

Colorado Pilots Association Renewing Members

Lisa Knutson	Richard Fraser	Thomas Newman
Terry Barbo	Brian Watkins	Chet Jewell
Walt Barbo	Bud Sittig	John Thich
Gail Sutton	Carlos Godoy	Frank McLaughlin
Larry Lewark	Mitch Bowers	David Rabazzi
Jim Flohr	David DeBruin	Ronald Zasadzinski
Steve Petersen	Michael McGuire	Larry Knox
John Bode II	Eric Jensen	Paul Starley
Jeremy Kornreich	David Micheletti	John Webb
David Ryan	Vern Burke	Wayne Fry
Brian Litch	Cindy Jewell	William Gee
Roger Carstens	Leonard Ginther	Paul Weschler
John Hollstein	Kraig Lorenzen	Ken Maydew
Bruce Burt	Rick Marcellus	Danny Hanie
Gary Rohr	Margaret Lamb	

Colorado Pilots Association Welcomes New Members!

Sean Hakes
 Thomas Short
 Henry Schauer
 Joseph Bovaconti
 David Smith
 Jason Breeden
 Jenifer Webster
 George Warton
 Mark Hoyle
 Scott Snider
 Vance Krier

David den Otter
 Michael Bowden
 Perry Null
 Alan Duff

Corporate Members

Lost Paddle Rafting
 James Wick



FLY MART

FLYING COLORADO MOUNTAIN WEATHER,

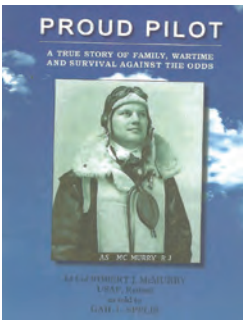
by Margaret Lamb,

Has 72+ color illustrations of mountain cloud types and tells how to safely fly mountain microscale weather & turbulence. Also discusses numerous mountain flying crashes due to downdrafts of different types, especially on windward sides of mountain chains. Risk analysis relates mountain flying to avalanche hazards; discusses Lindbergh and Beryl Markham..

Order from www.nighthawkpress.com

\$24.95 & \$4.95 S&H.

PROUD PILOT: A True Story of Family, Wartime and Survival Against the Odds,



by Lt Col Robert J. McMurry, USAF (R), as told by his daughter, Gail L. Spelis

This personal, heart-warming, sometimes chilling book follows a young man, now 95, born to fly. Beginning in WW II instructing B-17 pilots, flying the most Berlin Airlift flights, completing five separate rescues in one flight in the RB-29, Bob McMurry had a full career. See lots of photos of aircraft, family, and great places to live and visit around the world. \$24.99, Professional Press, Chapel Hill NC or www.gailspelisauthor.com



Don't forget - you can have the CPA logo on almost ANYTHING! Just head over to the CPA Store at Lands End

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

July 8-9	U87	Smiley Creek, ID
July 15	4V0 &	Kenney Reservoir, CO. Mountain Splash-In
July 22-23	0V3	Minden, NE
Aug 21	KAIA	The Solar Eclipse! Alliance, NE
Sept 15-17	KOGD	Ogden UT (Hill AFB)
Oct 6-8	69V	Huntington, UT

CPA and Other Events

July 1	KGNB	EAA 1267 Annual Pancake Breakfast
July 15	CO15	Kelly Airpark Flyin & Pancake Breakfast
* July 15	KANK	Salida Air Fair & Pancake Breakfast
July 24-30	KOSH	AirVenture
Aug 5	KBJC	CPA Mtn/High Elevation Airport Ground Schoo
* Aug 12	KEIK	Erie Air Fair & Pancake Breakfast
Aug 26	KAEG	Land of Enchantment Flyin (NM Pilots Assoc)
Sept 2	KSBS	Wild West Air Fest
Sept 16	1V6	Fremont County Air Show, Flyin & Pancake breakfast
Sept 23-24	7V2	Mountain Harvest Festival
* Sept 23-24	KCOS	Pikes Peak Regional Airshow - Thunderbirds! Warbirds!

No date yet

KFTG	CPA Pot Luck
KFMM	Fort Morgan Flyin/Glenn Miller Festival

Website Survey

Remember the suvey last month? Results are in, we're totalling the up, and will have raw data and details on the website RSN (Real Soon Now). Email will go out to the membership when posted.

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Jim Jenkins

Colorado 99s *vacant*

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EAA *vacant*

Silver Wings

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United States Pilots Assoc. (USPA)

Robert Braun
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ALAMOSA (ALS)/ SAN LUIS VALLEY <i>vacant</i>	<i>FREMONT CNTY/CANON CITY (1V6) - vacant</i>	PUEBLO (PUB) Torry Krutze 719/546-0888 (H) torryk@mindspring.com
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<i>BURLINGTON / EASTERN COLORADO (ITR) - Vacant</i>	GRANBY (GNB) Mike Jolovich 970/887-2189 (H) 970/887-9225 (W) mjolovich@rkymtnhi.com	ROCKY MTN METRO (BJC) Daril Cinquanta 303/423-9846 (H&W) CQ7014@aol.com
CENTENNIAL (APA) Bob Doubek 303/771-8148 idacrase@4dv.net	GRAND JUNCTION (GJT) <i>- Vacant</i>	SALIDA / CHAFFEE COUNTY (ANK) Patti Arthur Direct: 979-307-3424 Fax: 719-539-2206 parthur@pattiarthur.com
COS SPRINGS (COS) <i>- Vacant</i>	GREELEY (GXY) Darrel Dilley 970/590-6426 (C) DLDilley@aol.com	SPRINGFIELD (8V7) John Webb 303/796-7739 (H) 303/946-1874 (cell) n2534x@msn.com
<i>CRAIG/MOFFAT (CAG)</i> <i>-- Vacant</i>	<i>JEFFCO - see Rocky Mtn Metro</i>	
CRAWFORD (99V) Rob Duncan	KREMMLING (20V) Ron Lewark 303/668-3089 (H) 303/668-3093 (W) c185guy@aol.com	STEAMBOAT SPRINGS (SBS) Joe Birkinbine 970/879-1636 (W) atpfinancial@springsips.com
DELTA-BLAKE (KAJZ) Scott Morse 970/856-7453 morsesk@gmail.com	LONGMONT (LMO) Howard Morgan 303/774-1118 (H&C) howiem@comcast.net	TELLURIDE (TEX) <i>vacant</i>
DURANGO/LA PLATA (DRO) Paul Staby 970/259-7577 jpstaby@msn.com	<i>MEEKER / RANGELY (EEO)</i> <i>- Vacant</i>	<i>WALSENBURG (4V1) Vacant</i>
ERIE (KEIK) Jerry Schofield 303/663-3963 (H) 303/663-3973 (W) jschofld@aol.com	MONTROSE (MTJ) Bill Patterson 970/249-2199 (H) 970/209-1449 (cell) bpatterson@montrose.net	WRAY (2V5) Lucile Bledsoe 970/332-5143 (H) 970/332-4955 (W) lmbledsoe@plains.net

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