

EAA MILE HIGH CHAPTER



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NEWSLETTER
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VOLUME 9, ISSUE 12, DECEMBER, 1986

THIS MONTH: This month's meeting will be a banquet held at Colacci's Restaurant in Louisville on Saturday, December 13, 1986 at 7:30 P.M. Served will be spaghetti with meatballs, salad, bread, and a choice of coffee or tea. The price is \$7.35 including tax and tip, and there will be a cash bar. If you would rather order another item from the menu, feel free to. Guests are welcome, and no reservations are required. Hope to see everyone there! Look for the map on the back cover of this Newsletter.

LAST MONTH: With 65 members and guests in attendance, the meeting of November 8, 1986 was called to order at 7:50 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the October meeting were approved as published in the Newsletter.

Guests: Guests present were Tim Larsen of Denver -- a Colorado Aero Tech student who is rebuilding a 1946 Aeronca L-16, Tony Coltrin of Westminster -- who is the son of member Art Coltrin, Steve Franseen of Denver -- who is building a Vari Eze, Gene EATINGER of Denver -- who owns a 1977 Cessna 172 and a 1967 Aero Commander Darter, and Bruce Miller of Boulder -- who runs the Cloud Base glider operation at the Boulder Airport and presented the slide program for the evening.

Treasurer's Report: Savings Account \$857.39, Checking Account \$686.79, Steve Ansley Memorial Fund \$342.39

Old Business: Kirby brought up the subject of transferring money from the combined balance of savings and checking to the Steve Ansley Memorial Fund, which had been delayed one month in order to have a Treasurer's Report. The membership voted again this year to transfer approximately 10% of this combined balance (\$120.00) to the Memorial Fund, which brought its balance to \$462.39. Kirby reminded everyone of the upcoming Christmas Banquet, which would be held at Colacci's Restaurant in Louisville on Saturday, December 13, 1986 at 7:30 P.M. He said that he hadn't gotten a final figure on the cost of the meal, but felt it would be in the low \$7.00 range. All other arrangements had been taken care of, and complete details would be in the December Newsletter. Kirby talked about the Fly-In Pancake Breakfast that had been scheduled for earlier in the day, but had been weathered out. The Greeley Fly-In Committee, who was sponsoring the event, decided to forget about trying it again this year, and would reschedule it in March. Along the same lines, the Committee was selling calendars, which Treasurer Cathy Sheeon had a good supply of. In years past, the Committee had made a pretty good profit from the Greeley Fly-In, and had either given the calendars to the individual EAA Chapters that participated or charged them only half of the cost of the cal-

Old Business cont: endars in order to say thanks for the support. With the weather being what it was at Greeley this year, the Committee decided to charge \$5.00 for each calendar in order to make up some of the lost money. It would be up to each Chapter to decide whether to make a profit on top of that or not. Chapter 43 voted to leave the amount at \$5.00.

New Business: Kirby announced that everyone in Chapter 43 was cordially invited to attend the next Colorado Antiquers meeting on Wednesday, December 3, 1986 at 7:30 P.M. in the Rocky Mountain Energy Center Auditorium. The guest speaker would be Richard L. Collins, who is the Editor of Flying Magazine. He was coming into town specifically to talk to the group, and a really good turnout was desired.

Gene's Corner: Gene Horsman reported that after six months of earnest testing, Beech Aircraft and the FAA have discovered the V-tail Bonanza apparently has a problem. The company on October 11, 1986 mailed out safety letters to owners of all the 7,000 or so Bonanzas in the fleet, telling them to slow down - a lot - to ensure safe operating margins. These "temporary" restrictions are to be in effect until testing and analysis are completed - in the next six months hopefully. In the wake of the Cerritos midair collision, proposals have been made to require Mode C equipped transponders for flight above 4,000 feet agl and in all terminal airspace served by radar. Opponents to the proposals argue that they would do little to enhance safety because of increased radar scope clutter and increased controller workload. Also, in many areas of the country a transponder readout above 4,000 feet would not even appear on a radar screen. Statistics on midair collisions show that more than half of them take place at or below 500 feet, and more than 75% occur at or below 3,000 feet. The new proposals would not improve this situation.

Progress Reports: Gary Perdue stood and proudly informed everyone that his Moni had its first flight on September 27, 1986. He let someone else do the test flights, and on the second landing, the main wheel (this is the glider version of the airplane) failed. The area surrounding the wheel was slightly damaged, and the prop was destroyed. Gary is going to put a heavier wheel and tire back on, and has a new prop on order. He is looking forward to getting it back in the air, and everyone congratulated him for completing the project. Ron Denight also stood and announced that his Special had flown again after much modification. This time he made a new instrument panel and modified the fuel tank to fit the new panel, made a completely new sliding canopy which changed the looks of the airplane entirely, and built a new empennage (including bulkheads) to eliminate the oilcanning of the sides of the fuselage. He had only flown a couple of hours, so couldn't tell what performance gains he had made with the modifications. Everyone also congratulated Ron for his accomplishment.

A&P: The business portion of the meeting adjourned for coffee at 8:35 P.M. After the break, Bruce Miller, who runs The Cloud Base glider operation at the Boulder Airport, gave an excellent slide presentation of a trip that he and a group of friends took in June of 1980. The glider trip started in Columbus, New Mexico and ended in Eureka, Montana. The program was set to music, and all of us at the meeting wished that we had been on the trip. Many thanks again, Bruce!

The Potential Demise of The Great American Flying Circus and IAC Chapter 16

by Mike Rye

I find myself turning the pages of the aviation magazines, looking for those things which strike my fancy, my wanderlust to be flying low across this great nation. I find myself dreaming of the sights, smells, the fragrances of the land and in general, soaking up the vastness of this nation. I find myself daydreaming of the places not seen and the people not spoken to and wishing I could spend more of my time in my magic carpet than here working my trade. I find myself relishing the times of sharing, both the pain and frustration of building my frail craft and the joy of the freedom this simple machine brings into my life. I find these things are a central part of my being, nearly as powerful a drive as my love for my fellows and my need to care for my family.

I find myself deeply disappointed when those who brought me to this maddening sport seem to turn away from its roots and angered when they suggest we curtail our activities, the flights of fancy that bring us to the roots of the sport. I find it vexing to read the journals of the brotherhood and have some of our greatest accomplishments lumped into the category of carefree adventures, without consideration for the needs and rights of others around us. In the pages of Sport Aviation and Sport Aerobatics, I have found the solace and comfort needed to mourn the passing of friends and cheer the successes of others. In the pages of the magazines, I have learned the craft of airplane building and the skills of flight in unusual attitudes. In the pages of recent issues, I have heard what I fear is the death-knell of the sport.

I was a young aero-engineering student, desperately trying to learn the mystical relations of ordinary differentials. I was up to me eye-balls in DV/DT and needed to get a break. Hal Gier, a graduate student who built a Fly-Baby, grabbed me out of my cubby and hauled me down to Lowery Air Force Base to hear some fellow by the name of Poberezny tell us about home made airplanes. The round, cherubic face spoke with energy and authority about the freedoms of individual pursuit of excellence, long before Quality Curcles were in vogue. He spoke of the need of the nation to find new designs and new technologies to save the potential failure of sport aviation from the hands of run-away inflation and the harbinger of rocketing fuel costs. He spoke with eloquence and conviction that the cause of experimental aviation rested with the little man, the home-builder. Those words burned in my young and virgin rememberly banks and still haunt me today.

I never became an engineer, although my job title now calls me one. I never became an airplane designer, although there are ideas of mine flying around in several designs, including one which ventures into space and returns. I never lost the thrill for flight and still cling to the imperative put forth by Poberezny that night so long ago, go tell the story to others and let them know what fun there is by doing something as brash as building your own airplane and, even more, having the gall to fly it.

Now, after having served the mistress of flight these many years in as many capacities as I can find, I fear this free flight is coming rapidly to a close. This chapter in our history, the ability for the common man to forge the components necessary to free one's self from the earth, may be closed, not by the specter of rising costs and insurance liabilities, but by apathy, the fear that we cannot beat the rising odds against us.

It seems the inexorable linkage between the freedom of flying and the dogged pursuit of the denial of that freedom, by one form of buracracy or another, has finally come to visit the Great American Flying Circus and its parent organization, IAC Chapter 16, the Denver Aerobatic Club. The victor in this battle, the apathy and recalcitrant fear of the unknown, has won against the National Headquarters of Poperezny's Experimental Airplane Association/International Aerobatic Club (EAA/IAC) in Hales Corners. The monster within, the fear of not being able to accomplish the goals we have undertaken and maintain the relations with the people we have touched in the six year tenure of this organization, draws close to bringing this local entity to an end. Let me give you a fast background history of what has transpired to this point.

Before I go much further, let me share with you from whence the writer commeth. A long time ago, in a county far away, I, Michael Ryer was a member of IAC 12, Boulder, Colorado. I flew a mighty Citabria and became a legend in my own time for making a non-inverted, 115 horse bird seem to hang up-side-down effortlessly. In addition to the usual chapter duties (President, Treasurer and editor of the newsletter) I campaigned my little plane all over the place, hopping rides and getting people interested in the idea of aerobatics as a logical extension of flying in the regular manner. I acquired a Pitts and a loose relationship with a nut by the name of Ron Webster, who introduced me to the wonderful, strange world of airshow flying and announcing. In this interim period, I began to get the idea that aerobatics, as viewed by the conventional Cessna driver, was the domain of the steeley blue eyed, hairy chested pilot. Au Contrer, I began the campaign that any pilot can also learn the rudiments of a loop, spin and roll and spent many a Saturday doing just that, between the Metro-State Aviation Fairs and staging various flying events with the local EAA chapters, I became regarded as a true proponent of grass roots, sport aviation and aerobatics.

Time and happenings separated me from my beloved Boulder and, during a stint with Martin Marietta down in Pueblo, I ran across Terry Bentley from Steamboat Springs. Terry, and the local EAA chapter, were staging a fly-in and wanted an airshow to go with it. Remember Webster from my checkered past? Well, the lessons learned were applied to Steamboat and the Great American Flying Circus was reborn from an idea of Dick Bach. A travelling band of barnstormers, living by a unique code of the sky, would come to Steamboat and fly for their EAA pretheren. This band, composed of members of IAC Chapter 16, flew only for the fun of it, not for hire. We stayed in a beautiful condo belonging to Bob Day, were treated to a van from the local Chevy dealer and wined and dined at the finest watering hole that Steamboat had to offer, Terry's Back Yard Bar-B-Que. Over the five years that the relationship continued, three doctors bought three, more or less matching, 172's and hopped ride for a little over twelve hundred first time passengers. They called themselves the Teeney Weeney Airlines and never did learn to hit a barrel with a sack of flour. Poperezny graced the event twice (he owns a home there) and the FAA came too, because it was safe and fun and, 'cause the fishing in the Yampa is great in the early fall.

The Circus also flew at the Rocky Mountain Regional Fly-In, first at Fort Collins/Loveland then at Greeley. The Fly-In, one of the largest in this part of the country, has seen the Circus entertain its EAA counter-parts and involve all aspects of the sport aviation, from sky diving with the Rocky Mountain Barking Spyderys Sky-Diving Team to the sailplanes of the Black Forrest Glider Port, all flying for their friends and cohorts in crime, uncompensated and for the fun of it.

The Circus was invited to Scotts Bluff, Nebraska and most recently, Gillette Wyoming, to perform with the EAA chapters hosting their local fly-ins. Still the code remained unchanged, gas to and from, a place to stay on Saturday night and a party for the folks who made the whole thing possible. In Scotts Bluff, the local balloon folks put on a slide show beyond the quality seen in I-MAX, with music and photographs which literally brought tears to your eyes with their beauty. The feeling of comradeship and a sense of togetherness in the art of flight and all its manifestations could not possibly have been higher.

All told, the Circus has about twenty active pilots, the bulk from Chapter 16, and the balance from other EAA chapters, members all, and proud of the fact that they are privileged to bring the fun of sport flying to their counterparts in other EAA activities. We have talked to major flying clubs and people standing on the ramp Saturday morning. We have consumed gallons of coffee and given numerous people their first taste of precision flying: from the man I met in Slidell, Louisiana, with the Navion and had never done a chandelle in it, to the man who could not spend another day on God's Green Earth without an Eagle and went out and bought one. We display that aerobatics is not just for the privileged few, but for anyone willing to undertake the process of honing their piloting skills and becoming a precision pilot.

I still believe the goal of Chapter 16 is to promote sport aerobatics through a series of flying activities. I believe that talk is cheap and actions speak far louder than words. Chapter 16 has hosted monthly play-days at Calhan International for over five years (and never an accident has darkened the day), generated fly-outs to airports all along the front range (from Meadowlake to St. Francis, from La Junta to Fort Collins), made a trek to Mecca in the summer of '85 (with five aircraft and seven pilots, trading flights into freedom for dinner and beer) and a stall/spin clinic (co-sponsored by the FAA and a major commercial, flying club) attended by over a hundred pilots. That is the position from which the writer commeth.

Today, after all is said and done, Chapter 16 is a vital and growing organization. In March of this year, a judges school was held, the Stall/Spin Clinic was done and the Calhan Contest (Pikes Peak Regional) was conducted. All these activities transpired without a single mis-hap and, in an educated guess, we touched over two hundred pilots with the exciting sport of competitive aerobatics. These are the pilots who have flown with us and seen the world from a different point of view. Unfortunately, Greeley was rained out this year, but Gillette was not. Gillette was flown by seven pilots and attended by twenty-one other Chapter members, flying an additional eight aircraft to the high plains of Wyoming. The Fly-In hosted over three thousand people and the Circus flew for a two hour airshow. Not bad for a bunch of folks, out living the 30's barnstormer dream in 1986.

Sadly, there are clouds on this and other horizons. Sadly, there are losses to the Circus. A great potential exists that we may lose the whole thing to an enemy from within. The enemy is the lack of strong and vocal leadership, unafraid to challenge the conventional levels of thinking and spend more time telling us what we can do, rather than what we cannot. To resolve the growing impact of Liability Insurance on our sport, we must (in concert and with the support of the total organization) develop alternative solutions to the proposal that we park our airplanes, or fly as singular individuals in a sky filled with single entities.

Let me explain what I mean.

The love affair of Steamboat Springs faltered and died two years ago when the cost for insuring the Fly-In soared from about three hundred bucks to a current level in excess of a thousand a day. The local EAA chapter, some fifteen members strong, admittedly some well heeled, felt the insurance burden was too great to be carried. The fly-in had always been a free-bee to the local community and, even after generous donations by the Chamber and other groups, the costs simply could not be met. We, of Chapter 16, solemnly raised a glass when the word came from Terry that the fly-in was cancelled, forever. Insurance costs were the factor that broke the small mountain town chapter's ability to have a gathering. They folded their tents and slipped quietly into the past.

Steamboat Springs begat the experience at Scotts Bluff and its death was a harbinger of things to come. Bill Heilig put the event together for the Nebraska Homebuilders and the Circus got to come to town for two years. The larger community went for a real airshow format, in conjunction with the Fly-In. The insurance costs exceeded half the gate receipts for the two years it was conducted, and sadly, Bill was informed by the Kiwanis that it made more money, per dollar invested, in pancake breakfasts than in Fly-Ins (seems pancake breakfasts are significantly easier to insure, but, after having eaten many a fly-in pancake, I wonder if they are any safer?). Sorry, no backing for 1986, sorry, no Flying Circus.

Steamboat and Scotts Bluff fell to the rising cost of seeing that the sue happy idiots, loose in the world, could not get to any of the people who worked so hard for the fun of a weekend in August and September. 1986 brought the spectre of insurance full into the light at Gillette.

Barb and Dan Croy, EAA Chapter 767 in Gillette, after having come to Greeley for three years running, decided Wyoming needed a similar event. They began the arduous process of putting together a major fly-in. One of their principle criteria was that all pilots attending have an opportunity to fly. That meant fly-by, flour bombing, spot landing, balloon busting and of course, airshow. Enter the national EAA. Dan contacted the friendly folks at Hales Corners and got some rather disturbing information. He found out that the cost was \$1250 per Million Dollars coverage. The county insured the airport, through a separate insurer, for Five Million dollars and this covered all operations on the field, from the Aspen Airlines operations to the fellow putting toilet paper in the potties.

The flying activities would need a separate rider of some sort. In order to insure the airport, Dan approached the EAA and asked the usual questions. He was flabbergasted to discover that the insurance was available through AVEMCO, but that any flying event, like spot landings, was specifically excluded from the EAA policy! Dan, already weak in the knees from the idea that the flying might be seriously curtailed, got the price quote. To match the airport coverage, his policy was going to exceed Six Thousand Dollars (interestingly this exceeded the total annual premium paid by the county for the airport). Bill said thanks and went shopping. Shannon and Lucks provided the needed coverage, based on loss experiences at the airport (none) and said that the flying events would be included. Total premium, about Thirty-Five Hundred Dollars. This covered the airport, the local chapter, all the pilots, every one except the National EAA.

It is now Friday, August 22, 1986, the day before the fly-in and Poberezny is motorcycling his way home, to the cooler lands north. He stopped to spend the night in Gillette and, wonder of wonders, saw the poster advertising the airshow and fly-in. The small town of Gillette, about twenty thousand souls, was a-buzz with activity for this event. The townies have donated time, money and effort toward this happening and all are working toward a good time. The Holiday Inn has offered special room rates. There is free gasoline for those who fly in the days events, there is a party that night. Its all there, not just for the Flying Circus, but for the people who have sweated bullets to bring this to pass. The airport is neat as a pin and Paul calls Dan to inquire if there is insurance for this event. Mind you, he is not calling to see if his presence will help the cause or if there is anything he can do to help, he is calling to see if his rear-quarters are covered by insurance. Seems he cannot recall whether this is a sanctioned event, covered by EAA policies. Dan assures him it is. Paul then calls his insurance wizard at Oshkosh, Harry Hanish, and re-asks the question. Turns out, through no fault of his own, Dan had not named the National and International EAA on the policy. Why should he, he reasoned, they never have attended any functions in their part of the world and this event is being put on by the local EAA chapter and the Chamber of Commerce. Wrong raisin eyes, you had better include the EAA, cause you are using the corporate name in the poster, exposing the parent organization to a situation of contingent liability. This Dan complied with, under great duress and to the tune of eight hundred dollars. Seems the National EAA is not quite as good a risk as the local fellows who were added free to the policy.

The fly-in flew and a good time was had by all. Total gate receipts covered expenses and everyone went home happy, Paul to the "Ya sure" land and the rest of us to our respective haunts. All, that is except Dan, he was a little more than unhappy with the attitude of the National EAA. At any rate, he had a beer and let it go 'till next year.

The Circus looked forward to Greeley, the next week-end and when Friday, September 5, 1986, finally arrived, some of the gang headed north to Greeley. The nello's and hugs abounded and we got ready for a great week-end, celebrating flying and having fun. This was the last event of the summer for most of us and we wanted it to go out with a bang.

Well it did, the bang of thunder and lightening. It rained all day Saturday and low ceilings Sunday sent us all home without an airshow. We did meet an interesting gentleman from La Crosse who was flying the country in his VW powered homebuilt. We talked to many of our friends over coffee as we watched the rain fall. Insurance reared its ugly head, since this fly-in, like the one in Gillette, ran into the problem of insurance costs covering things assumed normal at fly-ins, spot landings and flour bombing.

The assembled multitude began to wonder about the coverage required by the EAA/IAC for the conduct of normal chapter business. Over dinner Saturday night, Ryer was empowered by the Tong to sort out some of the requirements of our activities and here lies the crux of all this, it appears the EAA/IAC does not want any of us flying.

Ryer called the hallowed offices of Hanish and Chapman, national EAA/IAC Insurance Coordinators, and started asking questions. Lisa Chapman was most cordial and provided direct answers to direct questions and some interesting interpretations to some hypothetical ones. Ryer first found out that the official insurer of the EAA is AVEMCO, also witness their ads in the magazines. AVEMCO has a number of interesting coverages available. One is the Chapter Insurance for liability at certain events. For an annual \$25 premium, your chapter can be insured for \$1M for any event like a pic-nic, mall display and meeting. However, friends, don't start any engines. Seems there is no flying coverage for this low annual fee. A real bargain, I guess, if some fool gags to death on a popsicle stick.

"Well," says Ryer, "what about flying events?"

There is coverage available. There are four classes of risk. Class one is a small flying event, like our play-day, for members only. The ticket is \$200 per day. A class two event, flying for members and invited guests, carries a price tag of \$200 per day plus an added amount depending on the number of people invited. There goes the ball game on play-days and, you guessed it, the well received Stall/Spin Clinic with its hundred and nine registered pilots, not to mention family members and other hangers on. A class three event is a small fly-in, like the one at Steamboat Springs. If you have one of these, you can fly in, park and do fly-bys. If any one can do a descent slow roll or two, above five hundred feet, have at it, 'cause an "Aerial Demonstration" is covered. The price tag is a minimum thousand dollars per day plus, depending on whether more than your aunt and uncle arrive to participate in the fun. A class four event is an Oskkosh sized affair. I did not get a price on this one, 'cause it was not formulated and nobody has had one, and two, I doubted I'd need that kind of coverage.

I then asked if there was any way to beat the wrap, how could we gather, like the Bible says, in ones or twos in the name of aerobatics and not need this kind of coverage. Simple replied Ms. Chapman, do not advertise the event, like in your newsletter, do not identify yourselves as members of the EAA and/or IAC and finally, scrape all thos neat little EAA/IAC stickers off your planes. I guess she means the American Flag one that IAC issued a number of years ago to support the World Team.

Ryer has requested and will include, with this article, the information sent from EAA/IAC national on the exact insurance requirements. There you have it.

It seems the idea of promoting the sport of competitive aerobatics and sport aviation is not to be done, at least with the cognizance and support of the national organization without airplanes or vast amounts of insurance. The way I figure it, the monthly play days will cost us a minimum of \$200 per day or \$4800 per year and the annual Chapter premium, \$25, seems fairly insignificant. This added to the annual fee most of us pay for liability, brings the total to a rather significant sum. Funny, I can't recall any of our members every sustaining a liability claim, can you?

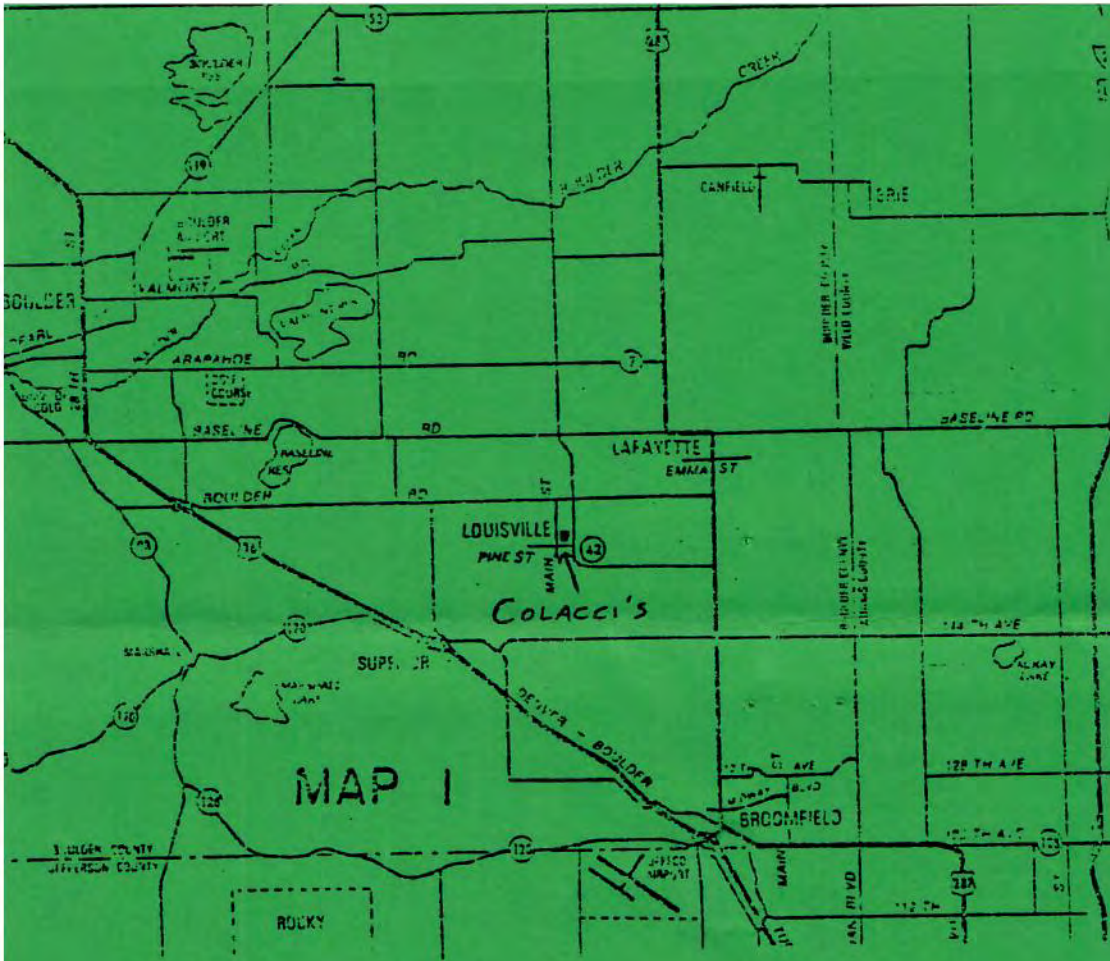
This lengthy disertation brings me to the focal point of the issue, how, if at all, are we to promote the sport of competitive aerobatics and sport aviation? We may very well be the last of a nearly extinct breed of pilots, some of us have lived the dream of the Circus and so many others may never get a chance to do so. If the insurance industry is to be believed, these rates are appropriate and proper. I believe they reflect the total loss history of the industry and not that of insuring flying events for contingent liability. Feature this: Ryer, flying his Forrest agency insured Pitts, arrives at Calhan and practices with Barrow, also flying his insured S-1-S. They are flying over the field which is insured by Dave and Ed Glaser for such foolisnness as crashing into a passing school bus or nailing a runway light. What is the need of the added coverage, except to insure the national and the chapter are not proceeded against. I could care less about the national, in that they have never shown their individual or collective faces at any of our events, save travelling the country with a hand out seeking money for more and impressive edifaces to the founding fathers. I am concerned about the chapter, since as an officer, I experience exposure for the behavior of others that I have invited together to loop and roll. This issue is relevant and bears investigation. The solution to the national concern is simple, dis-associate ourselves from the national or get the national to do something about its position in this struggle.

I have been impressed over the years with Paul Poberezny's charismatic leadership of this organization. He is a captivating speaker and addresses a subject near and dear to our hearts, flying. In the last few years it seems his song has changed. It seems the organization at the headwaters of the Mississippi is more concerned with protecting the monuments to the past glories of EAA development, as opposed to ensuring its continued survival.

If, in fact, the chapter cannot find a middle ground for this insurance issue, we will become just another of the social, meeting organizations which already festoon the Front Range around Denver. IAC 16 may as well close down if we cannot promote the sport, since that is all we have to offer, all we do is fly. If I cannot invite perspective members to come join us, or invite or current membership to play at Calhan through the mechanism of the Newsletter, than why have the organization at all.

If you share the viewpoint set forth in this, send a letter to Pope Paul asking him to use the power of the 117,000 members of EAA to find some way to insure our activities for less that \$4850 a year. Ryer will keep looking for one and hopefully, the Circus can keep trading aerobatics for a place to stay and party Saturday night.

Here is how to get to
Louisville and Colacci's
for our bash on Dec. 13.
Hope to see you all there.



Look for the Beacon

Colacci's
RESTAURANT, INC.

Home made Italian Pasta

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Louisville, Colorado 80027

MERRY
CHRISTMAS AND
HAPPY NEW YEAR TO
ALL OF YOU !!

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