

2004 Summer Banding Stations at Fort Sill

Final Report on Ft. Sill Bird Banding for Summer 2004

Contract # W9124L-04-P-0133



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TABLE OF CONTENTS

Executive Summary.....	3
Introduction	
The MAPS Program.....	4
Location of the MAPS Site.....	5
Methods	
Establishment and Timing of Banding Station Operation.....	5
Banding Protocol.....	7
Results	
2004 Banding Summary.....	8
Recommendations.....	11
Acknowledgments.....	12
Literature Cited.....	12
Table 1.....	14
Table 2.....	14
Table 3.....	15
Table 4.....	16
Table 5.....	17
Table 6.....	18
Table 7.....	18
Figure 1.....	19
Figure 2.....	20
Figure 3.....	21
Figure 4.....	22
Figure 5.....	23
Figure 6.....	24
Figure 6.....	25
Appendix 1.....	26

EXECUTIVE SUMMARY

The Natural Resources and Enforcement Branch, Environmental Quality Division, Directorate of Public Safety at Ft. Sill contracted the Oklahoma Biological Survey (OBS) to implement a standardized avian monitoring protocol in April 2004. Using the MAPS protocol the OBS captured and marked birds at two



Louisiana Waterthrush

stations on Fort Sill; Geronimo Hill and West Cache Creek. Birds were captured on 8 days between 25 May and 31 July at each of these sites. These netting dates corresponded to time periods 3 through 10 as prescribed by the MAPS protocol for stations in Oklahoma's latitudinal band. On each of the 16 sampling days, OBS operated 10 mist nets. Total sampling effort was 1013 net hours (= 1 net open for 1 hour), which yielded 279 captures of 18 species. Of these captures 222 were banded with individually numbered aluminum bands, 41 were recaptures of birds banded previously, and 16 birds were released (e.g., hummingbirds) or escaped before being banded. An additional 34 species of birds were observed at the MAPS sites. Each captured bird was identified to species, aged, sexed, measured, weighed, banded with individually number bands, and released. The 3 most common species captured were year-around residents and comprised 43% of all captures. These species were: Northern Cardinals (n=36 newly banded), Blue-gray Gnatcatcher (n = 31), and Carolina Wrens (n = 24). All recaptured birds had been

originally captured and banded by OBS at Ft. Sill during this project period or during Autumn of 2003 at the Geronimo Hill site.

INTRODUCTION

The MAPS Program -- The Monitoring Avian Productivity and Survivorship



Summer Tanager

(MAPS) program began in 1989 with 16 bird-banding stations. Currently there are more than 500 stations dispersed across North America. Department of Defense is a primary cooperating agency in the MAPS Program and provides funds for this program through the DoD Legacy Program (www.dodlegacy.org). In April 2004, Ft. Sill contracted (#W9124L-04-P-0133) the Oklahoma Biological Survey (OBS) to implement the Monitoring Avian Productivity and Survivorship (MAPS) protocol developed by the Institute for Bird Population Studies (www.birdpop.org ; DeSante and Burton 1994). Two MAPS stations were initiated on Fort Sill in May 2004, which is in the South-Central region of the MAPS Network. There are relatively few MAPS stations in this region and there is only one other Maps station currently in Operation in Oklahoma. One MAPS site had previously been established by Roedel et al. (1994). Preliminary reconnaissance and autumn banding in 2003 indicated that the site used in 1994, Geronimo Hill on East Range, remained one of the best location for a MAPS station. An Additional MAPS station was located on West Cache Creek on Quanah Range

Location of the MAPS site—**GERONIMO HILL** - The sample site is near the Beef Creek and Baitso South Cemeteries along Beef Creek in Compartment A1. (34°41'N, 98°22'W; Figure 1). The site retains the name Geronimo Hill that was given to the site in 1994 and approved by the Institute for Bird Populations in September 1993 (Roedel et al 1994). The vegetation at the site is intermingled mature deciduous riparian forest and grassland and is bordered by alfalfa fields. This mix of habitat types is typical of the vegetation of the region and provided the opportunity to monitor the dominant breeding birds of the region. In addition the Geronimo Hill area is not used for military training, making access more reliable and allowing sampling in regularly scheduled intervals. For these reasons OBS re-established the Geronimo Hill banding site in autumn 2004.

WEST CACHE CREEK – This MAPS site is located on the north side of West Cache Creek in compartment L4 (34°39'N, 98°39'W; Figure 2) and is west of the south boundary low-water crossing of West Cache Creek. The habitat is a narrow band of riparian woodland that is dominated by mixed deciduous tree species with Johnson Grass and Poison Ivy as primary understory components. The forest structure of this site is less continuous and of smaller stature than found at Geronimo Hill. All of the nets were placed within 100 meters of West Cache Creek.

METHODS

Establishment and Timing of Banding Station

Operation- Fort Sill is within the latitudinal band where the MAPS protocol requires that station operation begin in



Red-eyed Vireo

Period 3 (May 21-30) (Desante et al. 2004). The OBS established net lanes and placed netting equipment at the two sites on 24 May 2004. Procedures used to trap, age, sex, mark, and identify birds were those of the MAPS program and are detailed in the Maps Procedures Manual. To summarize briefly, we re-established 10 net lanes to sample an area of 20ha at Geronimo Hill and West Cache Creek (Figure 1 and 2). Net locations at Geronimo Hill were selected based on the original locations of nets used in 1994 (Roedel et al. 1994). At West Cache Creek Net locations were selected to reflect the riparian nature of the area and to allow net checks on a 20-minute rotation. For future reference, UTM coordinates of the 10 net sites are provided in Tables 6 and 7.

As prescribed by the MAPS protocol 10 12-m nets were open from dawn for 6 hours on each day of operation. All nets used were 4-tier, 12 m long, 2.6 m tall, made of nylon-denier with 32mm mesh. Consequently, total effort ranged from 59 to 66 net hours per day. With 2-3 people OBS arrived on site at about 530 to have all nets open by 700. Nets were typically closed between 1230 and 1330.



Melody Brooks removes a bird from a mist net

Each of the 10 net lanes was operated for approximately the same number of hours throughout the fall (Tables 1 and 2). To standardize comparisons, we present most result with reference to net hours of effort. One net hour is equal to one 12 m long mist-net that is open for 1 hour.

2004 Summer Banding Stations at Fort Sill

The first day of netting was 25 May 2004 and the last day was 31 July 2004. Netting was conducted on 8 days at each site during this period. These days were spaced so that one fell within each of the 8, 10-day periods required for MAPS Stations at Oklahoma's latitude. These sampling days correspond to periods 3 through 10 of the MAPS protocol (DeSante et al. 2004)

Banding Protocol – Nets were checked every 20 to 30 minutes from the time they were opened until close. Each captured bird was removed from the net and placed in a cloth bag with a drawstring tie and carried to the banding table, which was centrally located in: the Baitso Cemetery parking lot at Geronimo Hill, or on the compartment road at West Cache Creek. At the banding table each



Kelly Bass (center) , Melody Brooks (left) and Adrian Garda at the Geromino Hill banding table

bird was identified to species and banded with a uniquely number aluminum bad (Table 3). Once birds were banded they were examined for characteristics that are useful in determining age and sex class. Our determinations followed those of Pyle (1997) and USFWS (1991). To determine age class we relied heavily on degree of skull ossification in most species. Other useful characteristics included feather wear and molt patterns. For most species age classes were recorded as hatching year (MAPS Code 2), after Hatching Year (MAPS Code = 1) or Unknown (MAPS Code = 0). For determining sex of birds we primarily relied on plumage color, bill color and eye color in most species. Recorded sex classes were male (M), female (F), or

unknown (U). Once age and sex criteria had been examined we measured the birds' wing chord (unflattened), bill length (tip to nares), and tarsus. These measurements followed the conventions of



Blue-gray Gnatcatcher wing showing molt

Ralph et al (1993). Once birds were measured the amount of fat present in the furcular groove

was scored from 0 to 6 (MAPS manual). Birds were then placed in a weighing cone and their mass was determined with an electronic balance to the nearest 0.1g. The balance was calibrated against a know weight (200g) several time every day. After weighing, birds were released. Typical processing of a bird required 10 minutes. The majority of this time was spent examining molt patterns, which can provide important confirmation of age and sex class determinations. Data on measurements and mass of birds is presented in Appendix 1. Data were recorded on standard MAPS banding sheets.

Data collected during banding were entered into standardized electronic formats of both the Bird Banding Laboratory (Band Manager Software) and for the MAPS Network (MAPSPROG software). These data have been submitted to the MAPS Program office of the Institute for Bird Populations.

RESULTS AND DISCUSSION

Data collected in 2004 --A total of 222 different individuals were captured and marked with unique numbered bands. Seven different band sizes were used in banding

captured birds (Table 3). Exactly half of these birds were captured at each of the two Maps Stations. These individuals comprised 18 species captured in 1013 net hours of effort. Another 16 birds were captured but were released or escaped



Painted Bunting

before being banded (Table 4, Figure 3). For 7 species (White-eyed Vireo, Carolina Chickadee, Carolina Wren, Blue-gray Gnatcatcher, Northern Cardinal, Indigo Bunting and Painted Bunting), we caught at least 5 individuals at each of the MAPS Stations. These 7 species comprised 84% and 73% of newly banded birds at West Cache Creek and Geronimo Hill, respectively. There were some species that were only common at one of the two MAPS sites. Specifically, there were 15 Louisiana Waterthrushes banded at Geronimo Hill, but none were captured at West Cache Creek. In contrast, Painted Buntings and Blue-gray gnatcatchers were captured more than twice as often at West Cache Creek than at Geronimo Hill. An additional 34 species were observed in the netting area during the study period (Table 4). Many of these species were large bodied or non-forest dwelling species that were unlikely to be captured in our mist nets.

Of the 222 birds banded in summer 2004, 34 (15%) were recaptured once and 2 (<1%) were recaptured twice. At Geronimo Hill, 88 birds were banded in the fall of 2003 (Kelly et al. 2004). Of these birds, 3 were recaptured in the summer of 2004 at Geronimo Hill: 1 Northern Cardinal, 1 Tufted titmouse, and 1 Carolina Wren. The

recaptures were divided among 9 species all of which had at least 6 individuals captured during the summer. The three most often recaptured species were Northern Cardinals (N = 9) and Blue-gray gnatcatchers (N = 6), Louisiana Waterthrushes (N = 5). One indigo bunting that was captured had a malformed bill.

Capture rates varied substantially from week to week (Figure 4) and among nets (Figure 5). Capture rates were high on the 1st week of day of banding at each site. Likewise number of captures tended to be low in late July. Nets also varied substantially in numbers of captures during the summer. Total captures ranged from low of 3 birds at net 7 at Geronimo Hill to a high of 23



Indigo Bunting with malformed bill

a

birds at nets 4 and 9 also at Geronimo Hill. As suggested by the fact that the nets with the greatest and fewest captures were at Geronimo Hill, the overall variation in number captures per net appear to be smaller at West Cache Creek than at Geronimo Hill. The reasons for these patterns in captures-per-net remain unclear. They are unlikely to be explained by hours of net operation as these were similar among all nets.

Most bird-banding protocols suggest or require that nets be opened at dawn and operated for 6 hours (MAPS manual, Ralph et al 1995). This protocol is used to ensure sampling from dawn until 0900, which is usually the most productive period. We, however, captured more birds in late morning than at dawn. Peak capture rates

occurred between 1000 and 1300 (Figure 6). No birds were captured prior to 0700 and few birds were captured between 0700 and 0800. There is no obvious reason why the majority of captures at Ft Sill occurred later in the morning.

RECOMMENDATIONS: MANAGEMENT, RESEARCH, AND MONITORING

Continued monitoring of the Ft. Sill MAPS station is a high priority for at least two reasons. **First** the MAPS program is predicated on using 5 or more years of data



White-eyed Vireo

to assess the survivorship of breeding birds that are common within a region. Without a 5 year commitment it is unlikely that robust estimates of survivorship can be produced even for relatively common species. At this point little can be said about the survivorship of birds at Ft. Sill. **Second**, within the south central region of the MAPS network as of 2000, there are relatively few ongoing maps collection stations. Most of these are in Texas (27) with a few in Missouri (6) and Kansas (8). Interestingly at most locations in Texas and Kansas it appears that a single operator (e.g. Ft. Riley and Ft. Hood have multiple MAPS stations in operation). In contrast, there was only one station in Arkansas, two in Louisiana and two in Oklahoma. The Oklahoma sites are in the far eastern part of the state (Wagoner County) and few of the Texas or Kansas stations are in the western portion of the state. Therefore the Ft. Sill station has the potential to help fill a geographical void in the MAPS Network. If MAPS monitoring is

continued at Ft. Sill it will also be important to quantify the habitat condition at each net site according to the MAPS protocol.

Understanding the survivorship of birds and its relationship to military land uses requires a commitment over a multi-year time frame. Only through this commitment can information of the survivorship and productivity of breeding birds be accurately quantified and used to guide natural resource management policy. Given the Department of Defense's national level support of this program, maintaining a MAPS station at Ft. Sill over the ensuing years is an important monitoring objective.

ACKNOWLEDGMENTS

Kelly Bass, Melody Brooks, Mary Burton, Matt Chumchal, Carri Deen, Adrian Garda, Tinker Hulen, and Juilette Hulen, Jacqueline Paritte, helped with fieldwork during this project.

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2004 Summer Banding Stations at Fort Sill

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2004 Summer Banding Stations at Fort Sill

Table 1. 2004 summary of mist-netting effort at Geronimo Hill banding station, Fort Sill, Oklahoma

Date	Nets Opened	Mean Opening time	Mean Closing time	Net-hours
25-May-04	1-10	0640	1310	65.8
3-Jun-04	1-10	0630	1300	65.3
14-Jun-04	1-10	0630	1320	66.2
25-Jun-04	1-10	0620	1300	66.0
30-Jun-04	1-10	0630	1230	60.0
10-Jul-04	1-10	0610	1240	65.0
25-Jul-04	1-10	0610	1220	61.8
30-Jul-04	1-10	0640	1250	63.5

Table 2. 2004 summary of mist-netting effort at West Cache Creek banding station, Fort Sill, Oklahoma

Date	Nets Opened	Mean Opening time	Mean Closing time	Net-hours
26-May-04	1-10	0700	1320	64.2
4-Jun-04	1-10	0610	1300	66.5
15-Jun-04	1-10	0620	1250	62.7
26-Jun-04	1-10	0610	1220	61.5
5-Jul-04	1-10	0630	1240	62.0
11-Jul-04	1-10	0630	1220	59.0
26-Jul-04	1-10	0620	1240	62.7
31-Jul-04	1-10	0630	1240	60.7

2004 Summer Banding Stations at Fort Sill

Table 3. Band sizes and numbers used at Geronimo Hill and West Cache Creek MAPS stations, Fort Sill, Oklahoma during Summer 2004.

Band size	Beginning number	End number
0A	2310-27716	2310-27752
0A	2310-27779	2310-27780
0	1890-19521	1890-19565
0	1890-19597	1890-19597
1	1831-81501	1831-81556
1	1831-81598	1831-81600
1B	1901-26601	1901-26642
1A	1801-96904	1801-96906
2	752-69604	752-69622
2	752-69648	752-69674
3	1573-66709	1573-66709

2004 Summer Banding Stations at Fort Sill

Table 4. Bird Species captured in mist nets (Cap), number of new bands applied (New) , recaptures (Re) and unbanded birds (Un) during autumn 2003 and summer 1994 at Geronimo Hill, Fort Sill, Oklahoma.

No.	Common name	Scientific name	Code	West Cache Creek				Geronimo Hill			
				Cap ^a	New	Re	Un	Cap ^a	New	Re	Un
1	Ruby-throated Hummingbird	<i>Archilocus colubris</i>	RTHU	3	0	0	3	0	0	0	0
2	Red-bellied Woodpecker	<i>Melanerpes carolinus</i>	RBWO	1	1	0	0	1	0	0	1
3	Downy Woodpecker	<i>Picoides pubescens</i>	DOWO	1	1	0	0	3	3	0	0
4	Great-crested Flycatcher	<i>Myiarchus crinitus</i>	GCFL	0	0	0	0	1	1	0	0
5	Red- eyed Vireo	<i>Vireo gilvus</i>	REVI	4	4	0	0	0	0	0	0
6	White-eyed Vireo	<i>Vireo griseus</i>	WEVI	20	16	3	1	7	6	1	0
7	Carolina Chickadee	<i>Poecile carolinensis</i>	CACH	10	9	1	0	12	10	1	1
8	Tufted Titmouse	<i>Baeolophus bicolor</i>	ETTI	2	2	0	0	6	4	2	0
9	Carolina Wren	<i>Thryomanes ludovicanus</i>	CARW	8	4	0	4	26	20	4	2
10	Blue-gray Gnatcatcher	<i>Poliophtila caerulea</i>	BGGN	31	25	6	0	7	6	1	0
11	Brown Thrasher	<i>Toxostoma longirostre</i>	BRTH	0	0	0	0	2	2	0	0
12	Black and white Warbler	<i>Mniotilta moticilla</i>	BAWW	4	4	0	0	1	1	0	0
13	Louisiana Waterthrush	<i>Seriurus motacilla</i>	LOWA	0	0	0	0	20	15	5	0
14	Summer Tanager	<i>Piranga rubra</i>	SUTA	3	3	0	0	1	1	0	0
15	Indigo Bunting	<i>Passerina cyanea</i>	INBU	10	7	3	0	12	10	2	0
16	Painted Bunting	<i>Passerina ciris</i>	PABU	22	17	4	1	8	8	0	0
17	Northern Cardinal	<i>Cardinalis cardinalis</i>	NOCA	21	15	5	1	26	21	4	1
18	Brown-headed Cowbird	<i>Molothrus ater</i>	BHCO	1	1	0	0	1	1	0	0
Total				144	111	22	11	135	111	19	5

^a Cap = total captures; new = new bands placed on birds; re = recaptures; un = unbanded.

2004 Summer Banding Stations at Fort Sill

Table 5. Species of birds observed, but not captured in mist nets at the Geronimo Hill banding station in Autumn 2003. Numbers indicate how many banding sessions (of 8 total) that species was detected.

No.	Common name	Scientific name	West Cache Creek	Geronimo Hill
1	Little Blue Heron	<i>Egretta caerulea</i>	1	0
2	Snowy Egret	<i>Egretta thula</i>	1	0
3	Great Blue Heron	<i>Ardea herodias</i>	2	0
4	Turkey Vulture	<i>Cathartes aura</i>	5	5
5	Mississippi Kite	<i>Ictinia mississippiensis</i>	5	1
6	Red-shouldered Hawk	<i>Buteo lineatus</i>	1	0
7	Swainson's Hawk	<i>Buteo swainsonii</i>	1	2
8	Wild Turkey	<i>Meleagris gallopavo</i>	2	1
9	Northern Bobwhite	<i>Colinus virginianus</i>	7	8
10	Mourning Dove	<i>Zenaida macroura</i>	6	7
11	Yellow-billed Cuckoo	<i>Coccyzus americanus</i>	8	8
12	Barred Owl	<i>Strix varia</i>	2	8
13	Common Nighthawk	<i>Chordeiles minor</i>	0	1
14	Chuck Will's Widow	<i>Caprimulgus carolinensis</i>	3	0
15	Belted Kingfisher	<i>Ceryle alcyon</i>	1	0
16	Eastern Wood Peewee	<i>Contopus virens</i>	2	7
17	Acadian Flycatcher	<i>Empidonax virescens</i>	0	1
18	Eastern Phoebe	<i>Sayornis phoebe</i>	3	6
19	Scissor-tailed Flycatcher	<i>Tyrannus forficatus</i>	3	1
20	Blue Jay	<i>Corvus cyanetus</i>	0	1
21	American Crow	<i>Corvus brachyrhynchos</i>	1	0
22	Purple Martin	<i>Progne subis</i>	0	1
23	Barn Swallow	<i>Hirundo rustica</i>	4	0
24	White-breasted Nuthatch	<i>Sitta carolinensis</i>	0	1
25	Northern Mockingbird	<i>Mimus polyglottus</i>	0	2
26	Gray Catbird	<i>Dumtella carolinensis</i>	0	2
27	Common Yellowthroat	<i>Geothlypis trichas</i>	1	0
28	Field Sparrow	<i>Spizella pusilla</i>	5	7
29	Lark Sparrow	<i>Condestes grammacus</i>	2	2
30	Dickcissel	<i>Spiza americana</i>	2	8
31	Blue Grosbeak	<i>Guiraca caerulea</i>	0	1
32	Eastern Meadowlark	<i>Sturna neglecta</i>	1	2
33	Common Grackle	<i>Quiscalus quiscula</i>	0	3
34	American Goldfinch	<i>Carduelis tristis</i>	4	2

2004 Summer Banding Stations at Fort Sill

Table 6 . UTM coordinates of net lanes at the Geronimo Hill MAPS station Ft. Sill Oklahoma. Coordinates reflect the 1927 North American Datum.

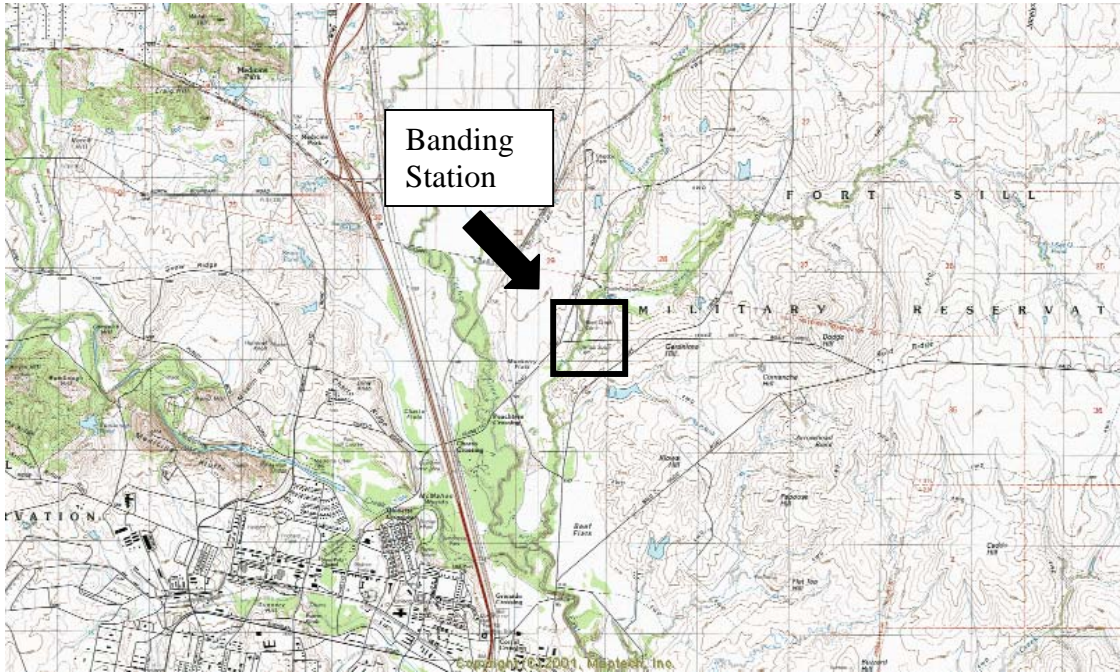
Net	ZONE	Universal Transverse Mercator	
		Easting	Northing
1	14S	557368	3838915
2	14S	557801	3839313
3	14S	557766	3839267
4	14S	557720	3839156
5	14S	557657	3839135
6	14S	557609	3839083
7	14S	557527	3838917
8	14S	557504	3838890
9	14S	557482	3838853
10	14S	557438	3838935

Table 7 . UTM coordinates of net lanes at the West Cache Creek MAPS station Ft. Sill Oklahoma. Coordinates reflect the 1927 North American Datum.

Net	ZONE	Universal Transverse Mercator	
		Easting	Northing
1	14S	0532041	3834120
2	14S	0532017	3834136
3	14S	0532016	3834161
4	14S	0531988	3834159
5	14S	0531973	3834151
6	14S	0531966	3834176
7	14S	0531948	3834161
8	14S	0531916	3834185
9	14S	0531882	3834189
10	14S	0531916	3834160

2004 Summer Banding Stations at Fort Sill

A.



B.

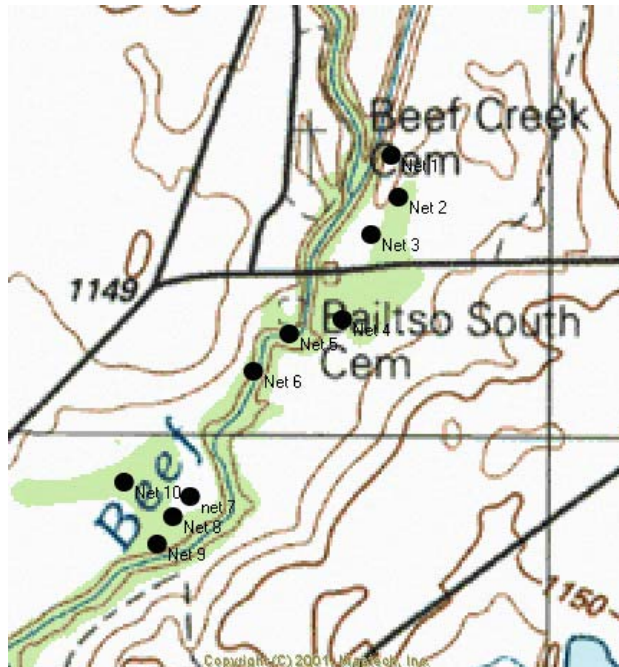


Figure 1. Location of the Geronimo Hill Site within Ft. Sill (A) and the locations of the 10 nets (black circles) within the Geronimo Hill Banding site (B). See Table 5 for UTM coordinates of nets.

2004 Summer Banding Stations at Fort Sill

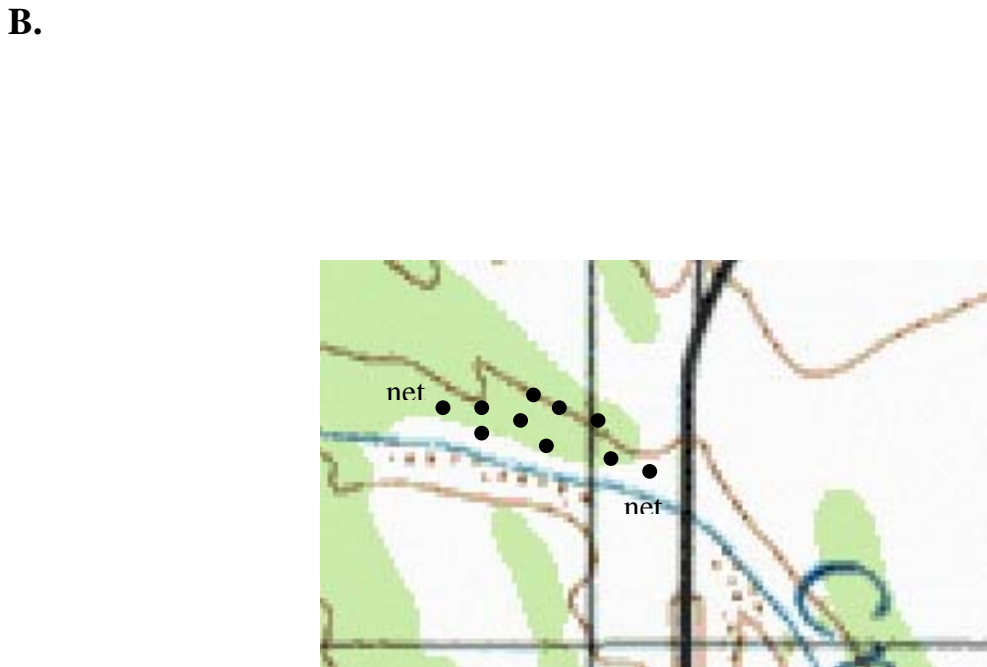
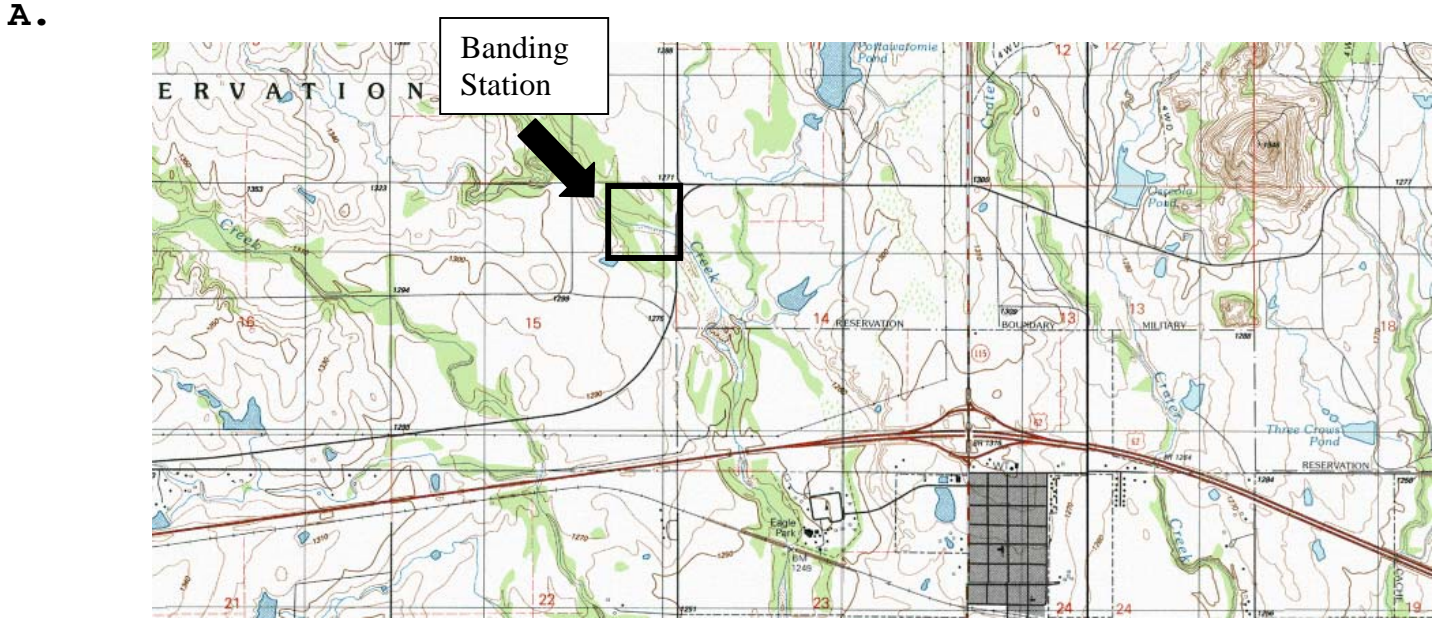


Figure 2. Location of the West Cache Creek MAPS Site within Ft. Sill (A) and the locations of the 10 nets (black circles) within the West Cache Creek Banding site (B). See Table 6 for UTM coordinates of nets.

2004 Summer Banding Stations at Fort Sill

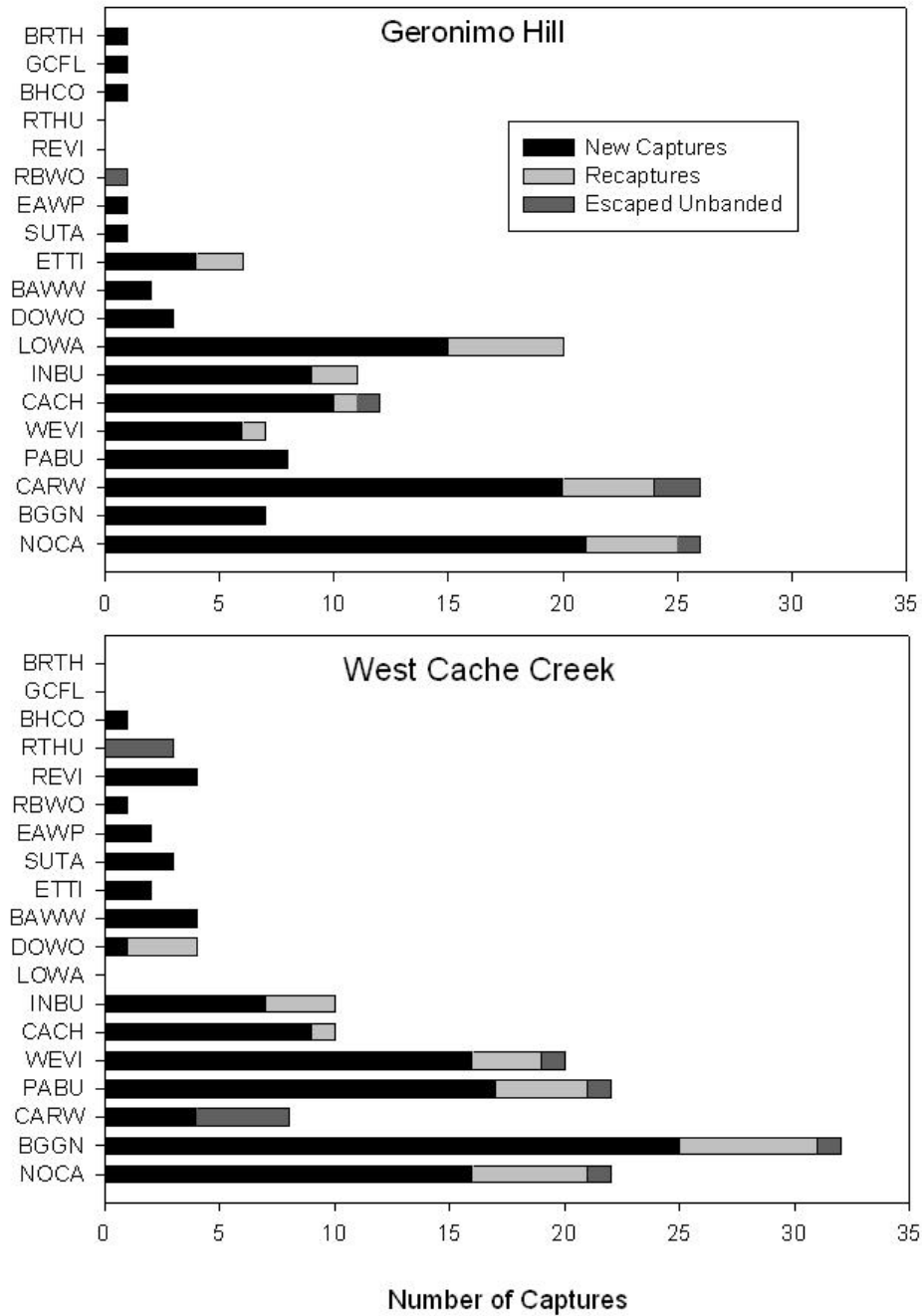


Figure 3. Number of captures per species at Geronimo Hill and West Cache Creek MAPS Stations in the Summer of 2004. See table 3 for species names.

2004 Summer Banding Stations at Fort Sill

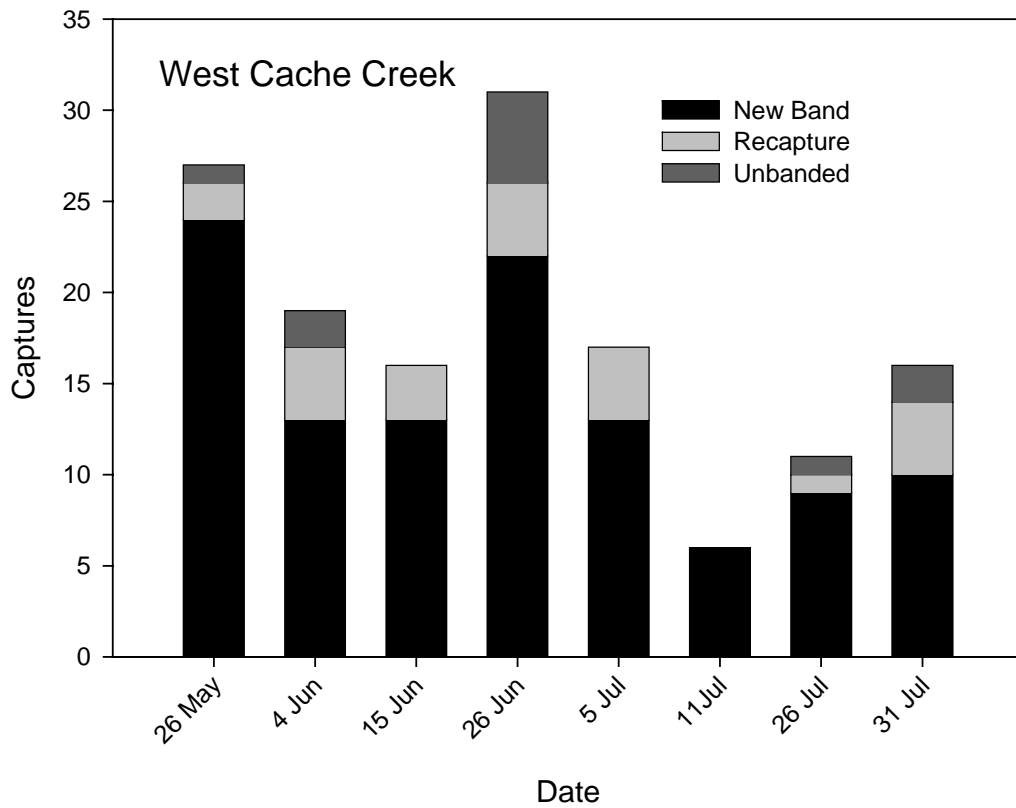
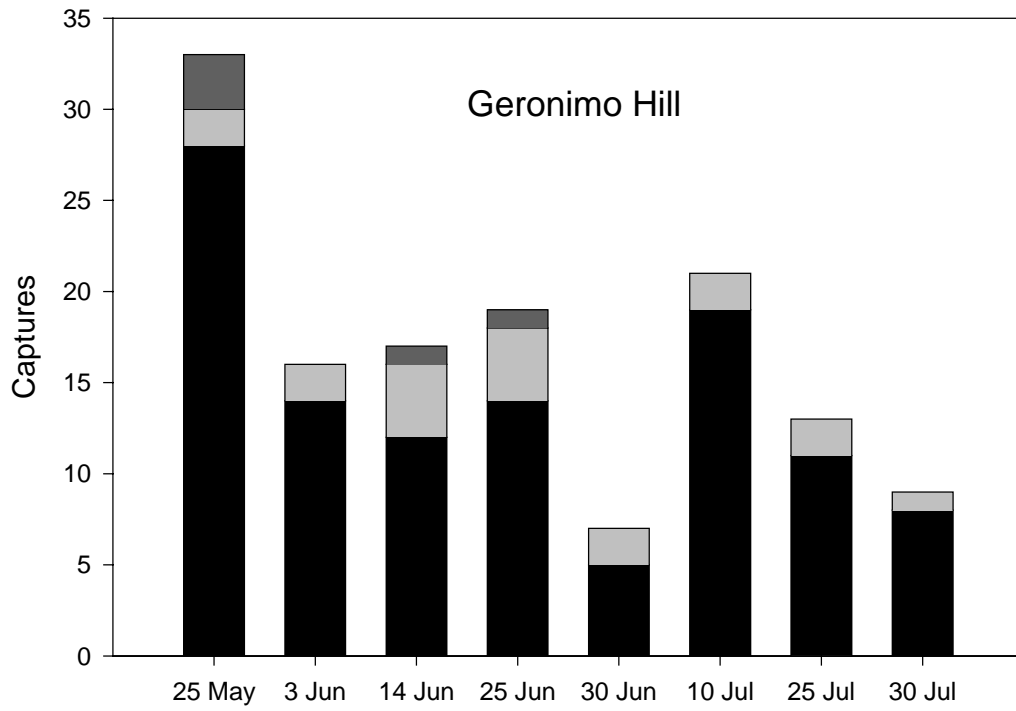


Fig. 4. Captures by session in Summer 2004 showing number of banded birds, recaptures and unbanded birds (does not account for unequal net hours for some sessions).

2004 Summer Banding Stations at Fort Sill

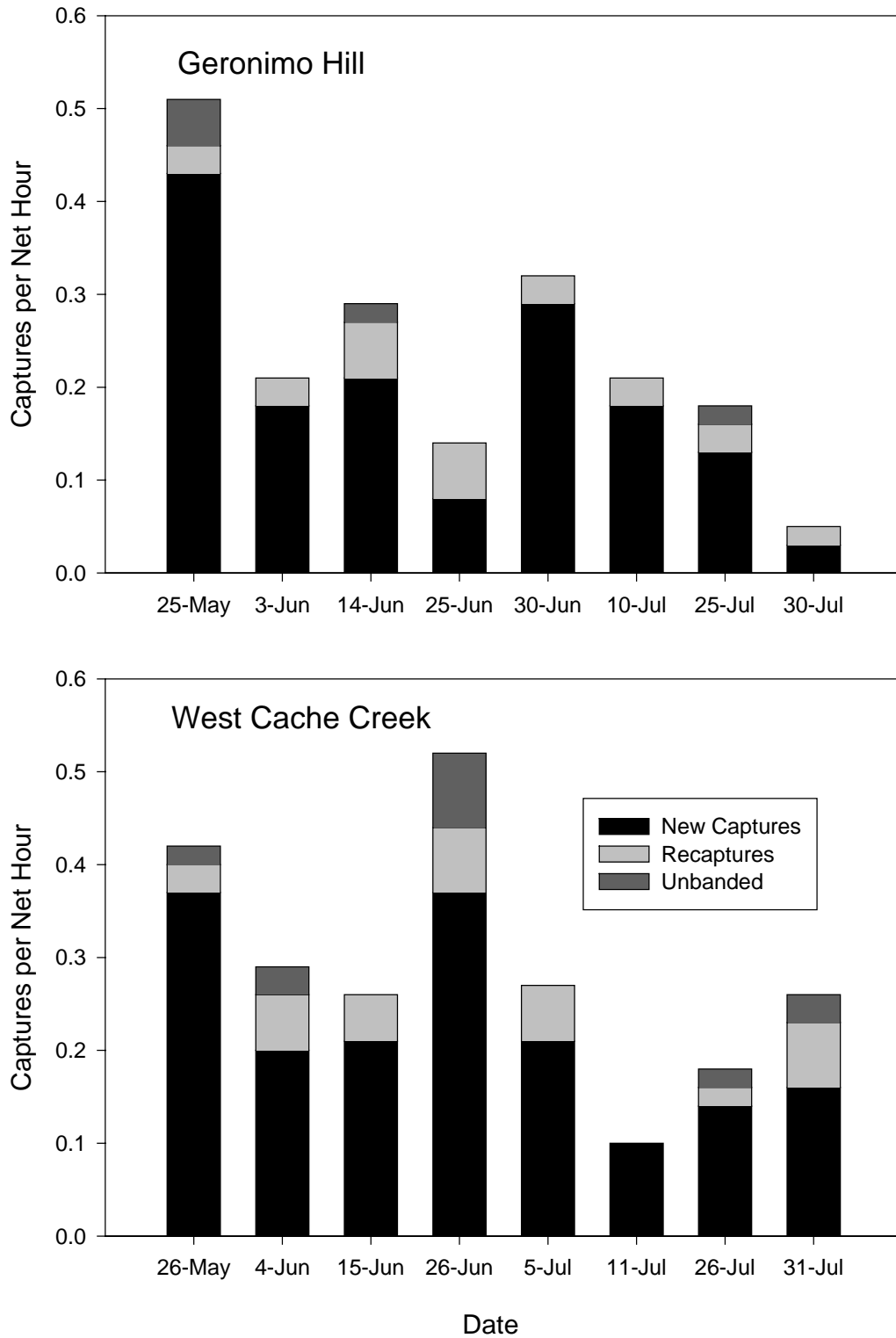


Fig. 5. Number of captures per net-hour by session at Geronimo Hill and West Cache Creek MAPS Stations, Ft Sill, OK in summer 2004

2004 Summer Banding Stations at Fort Sill

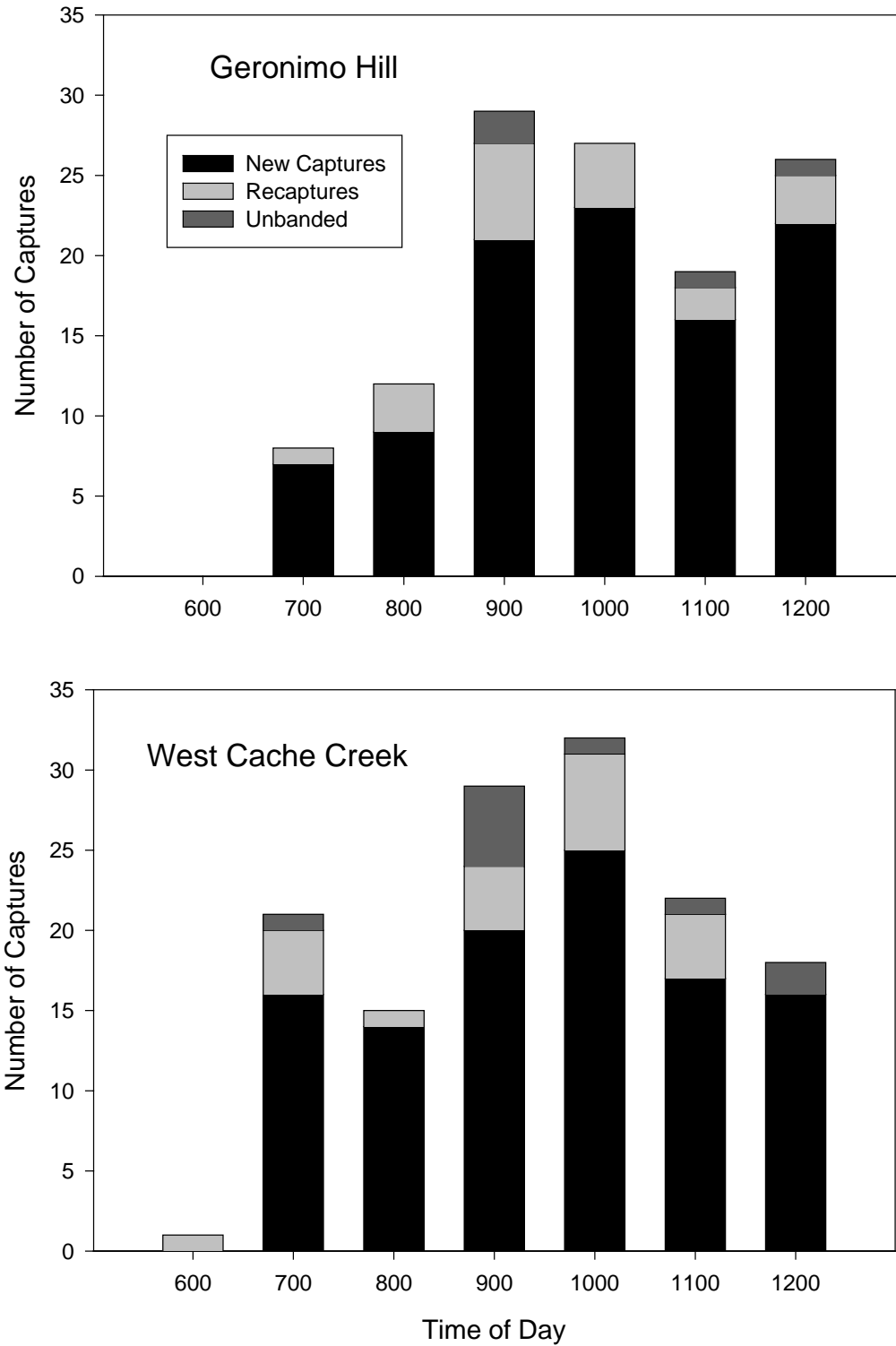


Fig. 6. Total captures in each 1-h time period in Summer 2004 (time shown represents beginning of time period)

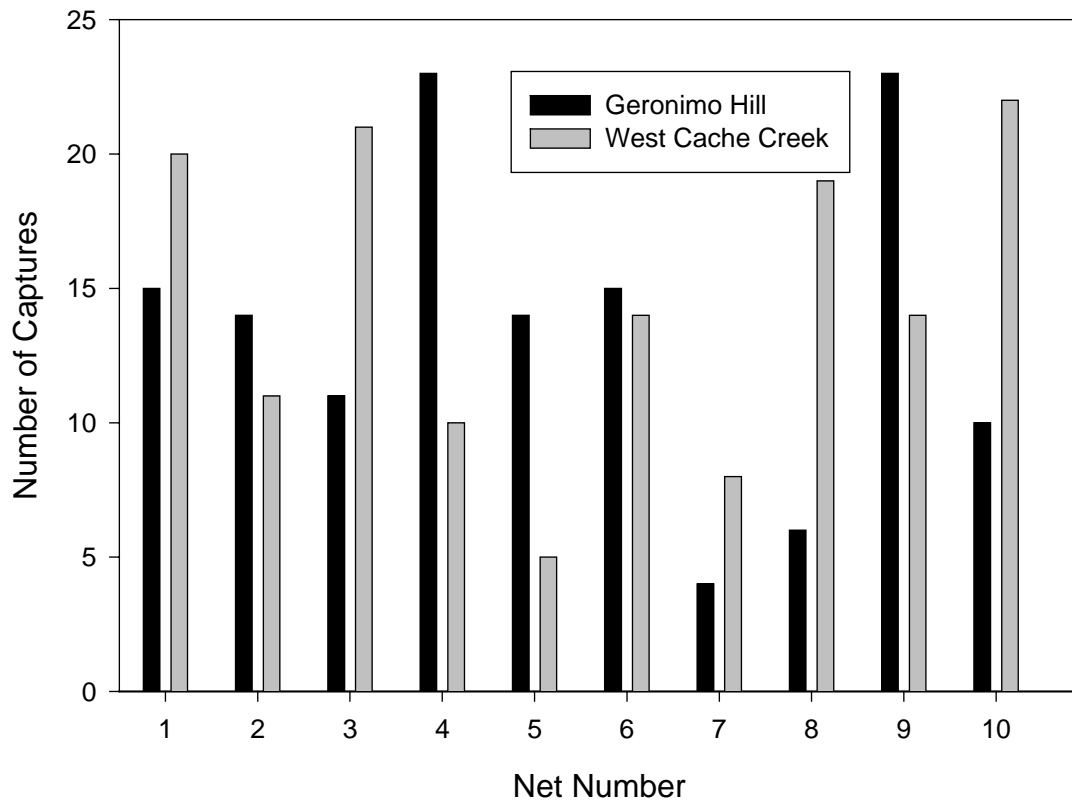


Fig. 7. Number of Captures by net lane at Geronimo Hill Banding Station, Ft. Sill, OK in Autumn 2003

Appendix 1. List of all birds captured at two MAPS Stations on Fort Sill during summer 2004.

LOC	STATION	SPECIES	BS	New?	BAND NO.	SEX	WING	WEIGHT	DATE	TIME	NET
FTSI	CACR	INBU	0	R	189019526	F	62	13.0	6/4/2004	063	04
FTSI	CACR	CARW	1B	N	190126618	U	58	19.5	6/15/2004	070	04
FTSI	CACR	BGGN	0A	N	231027839	M	51	5.7	7/11/2004	070	03
FTSI	CACR	PABU	1	R	183181511	F	67	18.0	6/15/2004	070	02
FTSI	CACR	CARW	1B	N	190126625	U	60	17.6	7/5/2004	071	01
FTSI	CACR	BGGN	0A	N	231027832	U	49	5.5	7/5/2004	071	01
FTSI	CACR	NOCA	2	N	075269607	M	88	40.8	7/5/2004	071	01
FTSI	CACR	REVI	1	N	183181554	U	76	14.2	7/31/2004	073	01
FTSI	CACR	CARW	1B	N	190126622	F	63	15.9	6/26/2004	073	01
FTSI	CACR	BGGN	0A	R	231027830	M	51	5.2	7/26/2004	073	05
FTSI	CACR	BGGN	0A	N	231027840	U	51	5.7	7/11/2004	073	02
FTSI	CACR	PABU	1	N	183181539	U	70	17.9	6/26/2004	073	01
FTSI	CACR	RTHU	U	U		U	0	0.0	6/26/2004	074	10
FTSI	CACR	BGGN	0A	R	231027740	U	51	6.0	7/31/2004	074	04
FTSI	CACR	BGGN	0A	N	231027743	U	51	5.4	7/26/2004	074	8
FTSI	CACR	NOCA	2	N	075269663	M	90	42.9	6/4/2004	074	08
FTSI	CACR	NOCA	2	N	075269671	M	90	39.0	5/26/2004	074	02
FTSI	CACR	NOCA	2	N	075269672	F	93	45.0	5/26/2004	074	04
FTSI	CACR	PABU	1	N	183181540	M	72	15.3	6/26/2004	074	03
FTSI	CACR	PABU	1	N	183181541	M	74	15.0	6/26/2004	074	03
FTSI	CACR	PABU	1	R	183181522	M	73	16.2	7/5/2004	075	06
FTSI	CACR	PABU	1	N	183181546	M	70	15.4	7/5/2004	075	06
FTSI	CACR	WEVI	0	N	189019563	U	63	11.4	7/26/2004	080	03
FTSI	CACR	CACH	0	N	189019540	U	65	10.7	6/15/2004	081	01
FTSI	CACR	CACH	0	N	189019541	U	61	10.3	6/15/2004	081	01
FTSI	CACR	SUTA	1B	N	190126606	F	89	31.0	5/26/2004	081	03
FTSI	CACR	SUTA	1B	N	190126612	M	89	28.0	5/26/2004	081	03
FTSI	CACR	WEVI	0	N	189019558	U	57	10.2	7/5/2004	082	01
FTSI	CACR	CACH	0	N	189019564	U	56	11.0	7/31/2004	082	01
FTSI	CACR	NOCA	2	N	075269667	M	96	40.5	5/26/2004	082	08
FTSI	CACR	NOCA	2	N	075269669	F	92	48.0	5/26/2004	082	08
FTSI	CACR	PABU	1	N	183181507	M	68	13.0	5/26/2004	082	08
FTSI	CACR	WEVI	0A	R	189019563	U	58	11.5	7/31/2004	083	01
FTSI	CACR	REVI	1	N	183181555	U	78	18.5	7/31/2004	083	01
FTSI	CACR	BGGN	0A	N	231027833	U	51	5.7	7/5/2004	083	09
FTSI	CACR	NOCA	2	N	075269668	M	92	42.0	5/26/2004	083	09
FTSI	CACR	INBU	0	N	189019526	F	62	12.0	5/26/2004	084	04
FTSI	CACR	RTHU	U	U		U	0	0.0	6/26/2004	090	10
FTSI	CACR	WEVI	0	N	189019550	U	58	11.7	6/26/2004	090	8
FTSI	CACR	WEVI	0	N	189019551	U	59	10.4	6/26/2004	090	08
FTSI	CACR	WEVI	0	N	189019552	U	57	10.1	6/26/2004	090	07
FTSI	CACR	WEVI	U	U		U	0	0.0	6/26/2004	090	07
FTSI	CACR	CACH	0	R	189019528	U	59	8.7	6/26/2004	090	07
FTSI	CACR	CARW	U	U		U	0	0.0	6/4/2004	090	08
FTSI	CACR	CARW	U	U		U	0	0.0	6/26/2004	090	07
FTSI	CACR	BGGN	0A	N	231027825	F	51	0.0	6/26/2004	090	10
FTSI	CACR	BGGN	0A	N	231027826	U	51	5.5	6/26/2004	090	10
FTSI	CACR	SUTA	1B	N	190126613	M	88	28.0	5/26/2004	090	01

FTSI	CACR	NOCA	2	N	075269605	F	87	35.4	6/26/2004	090	07
FTSI	CACR	NOCA	2	N	075269662	M	91	44.4	6/4/2004	090	08
FTSI	CACR	NOCA	2	R	075269672	F	92	40.6	6/15/2004	090	01
FTSI	CACR	PABU	1	N	183181521	M	69	15.9	6/4/2004	090	03
FTSI	CACR	PABU	1	N	183181528	F	68	14.8	6/15/2004	090	10
FTSI	CACR	PABU	1	N	183181542	F	67	15.8	6/26/2004	090	10
FTSI	CACR	NOCA	2	N	075269661	M	94	39.1	6/4/2004	091	01
FTSI	CACR	NOCA	2	R	075269670	M	91	41.4	6/4/2004	091	03
FTSI	CACR	NOCA	2	R	075269671	M	94	39.1	6/4/2004	091	01
FTSI	CACR	RTHU	U	U		U	0	0.0	7/31/2004	092	10
FTSI	CACR	BGGN	0A	N	231027748	U	52	6.7	7/31/2004	092	7
FTSI	CACR	BGGN	0A	N	231027749	F	51	5.6	7/31/2004	092	4
FTSI	CACR	RBWO	2	N	075269617	M	128	72.2	7/26/2004	094	01
FTSI	CACR	INBU	1	N	183181523	M	68	14.2	6/4/2004	094	06
FTSI	CACR	INBU	1	N	183181529	F	63	15.0	6/15/2004	094	05
FTSI	CACR	PABU	1	N	183181522	M	72	16.2	6/4/2004	094	06
FTSI	CACR	BHCO	1A	N	180196905	F	96	30.0	5/26/2004	094	09
FTSI	CACR	BGGN	0A	N	231027744	U	52	6.1	7/26/2004	095	03
FTSI	CACR	WEVI	0	R	189019550	U	0	0.0	6/26/2004	100	01
FTSI	CACR	WEVI	0	N	189019553	U	59	11.1	6/26/2004	100	05
FTSI	CACR	CARW	1B	N	190126623	U	61	23.1	6/26/2004	100	08
FTSI	CACR	BGGN	0A	R	231027732	U	0	0.0	7/5/2004	100	02
FTSI	CACR	BGGN	0A	N	231027750	U	51	6.2	7/31/2004	100	10
FTSI	CACR	BGGN	0A	R	231027835	U	52	5.5	7/5/2004	100	02
FTSI	CACR	BGGN	0A	N	231027836	M	52	5.7	7/5/2004	100	02
FTSI	CACR	INBU	1	N	183181543	M	65	13.4	6/26/2004	100	10
FTSI	CACR	PABU	1	R	183181507	M	68	13.0	5/26/2004	100	10
FTSI	CACR	PABU	1	N	183181508	M	71	15.5	5/26/2004	100	10
FTSI	CACR	BGGN	0A	N	231027834	U	51	6.8	7/5/2004	101	10
FTSI	CACR	DOWO	1B	N	190126619	F	91	23.8	6/15/2004	102	06
FTSI	CACR	WEVI	0	N	189019542	F	59	12.6	6/15/2004	102	03
FTSI	CACR	WEVI	0	N	189019543	U	57	10.6	6/15/2004	102	04
FTSI	CACR	WEVI	0	N	189019599	U	59	0.0	6/4/2004	102	10
FTSI	CACR	NOCA	2	N	075269618	F	90	41.5	7/26/2004	102	06
FTSI	CACR	INBU	0	R	189019526	F	0	13.6	6/4/2004	102	04
FTSI	CACR	WEVI	0	N	189019562	U	61	11.5	7/11/2004	103	06
FTSI	CACR	BGGN	0A	N	231027879	M	50	6.4	7/11/2004	103	09
FTSI	CACR	BGGN	0A	N	231027880	U	52	6.0	7/11/2004	103	02
FTSI	CACR	NOCA	2	R	075269661	M	91	38.3	7/31/2004	103	02
FTSI	CACR	INBU	1	N	183181509	F	64	15.0	5/26/2004	103	01
FTSI	CACR	CACH	0	N	189019527	U	62	11.0	5/26/2004	104	06
FTSI	CACR	CACH	0	N	189019528	U	59	9.5	5/26/2004	104	06
FTSI	CACR	CACH	0	N	189019529	U	66	12.0	5/26/2004	104	06
FTSI	CACR	CACH	0	N	189019530	F	62	7.5	5/26/2004	104	06
FTSI	CACR	EAWP	0A	N	231027751	U	84	6.7	7/31/2004	105	03
FTSI	CACR	EAWP	0A	N	231027752	U	79	15.7	7/31/2004	105	03
FTSI	CACR	BGGN	0A	N	231027821	M	52	6.1	6/4/2004	105	08
FTSI	CACR	NOCA	2	N	075269619	M	88	39.9	7/26/2004	105	08
FTSI	CACR	PABU	1	N	183181552	U	70	14.7	7/26/2004	105	10
FTSI	CACR	PABU	U	U		U	0	0.0	7/26/2004	105	03
FTSI	CACR	BGGN	U	U		U	52	6.6	6/26/2004	110	03

FTSI	CACR	BGGN	0A	N	231027827	U	50	6.0	6/26/2004	110	03
FTSI	CACR	BGGN	0A	N	231027828	U	52	6.4	6/26/2004	110	03
FTSI	CACR	BGGN	0A	N	231027829	F	51	6.0	6/26/2004	110	06
FTSI	CACR	NOCA	2	N	075269608	M	96	40.9	7/5/2004	110	07
FTSI	CACR	PABU	1	N	183181544	F	67	16.0	6/26/2004	111	08
FTSI	CACR	PABU	1	N	183181551	M	66	16.3	7/11/2004	111	08
FTSI	CACR	WEVI	0	R	189019532	M	59	11.1	6/26/2004	112	10
FTSI	CACR	BGGN	0A	N	231027746	F	50	5.9	7/26/2004	112	06
FTSI	CACR	PABU	1	N	183181510	U	63	16.0	5/26/2004	112	03
FTSI	CACR	ETTI	1B	N	190126614	U	83	30.1	6/4/2004	113	10
FTSI	CACR	ETTI	1B	N	190126615	U	77	22.1	6/4/2004	113	10
FTSI	CACR	BGGN	0A	R	231027736	U	0	0.0	7/5/2004	113	04
FTSI	CACR	BGGN	0A	N	231027745	F	51	5.9	7/26/2004	113	08
FTSI	CACR	WEVI	0	N	189019559	U	60	11.8	7/5/2004	114	09
FTSI	CACR	REVI	1	N	183181547	U	73	15.3	7/5/2004	114	09
FTSI	CACR	REVI	1	N	183181556	U	73	17.9	7/31/2004	114	02
FTSI	CACR	CACH	0	N	189019544	U	65	9.5	6/15/2004	114	09
FTSI	CACR	BGGN	0A	N	231027837	M	50	6.8	7/5/2004	114	09
FTSI	CACR	INBU	1	R	183181530	M	66	13.7	7/31/2004	114	10
FTSI	CACR	PABU	1	N	183181511	F	66	20.0	5/26/2004	115	02
FTSI	CACR	PABU	1	R	183181528	F	0	0.0	6/15/2004	115	10
FTSI	CACR	WEVI	0	N	189019554	U	58	10.7	6/26/2004	120	01
FTSI	CACR	BGGN	0A	N	231027830	M	51	5.5	6/26/2004	120	03
FTSI	CACR	INBU	1	N	183181530	M	68	13.4	6/15/2004	120	07
FTSI	CACR	WEVI	0	N	189019545	U	59	11.2	6/15/2004	121	04
FTSI	CACR	BGGN	0A	N	231027831	U	50	5.8	6/26/2004	121	08
FTSI	CACR	BAWW	0A	N	231027720	M	71	10.0	5/26/2004	121	09
FTSI	CACR	NOCA	2	N	075269666	F	86	37.0	5/26/2004	121	09
FTSI	CACR	INBU	1	N	183181531	M	66	13.7	6/15/2004	121	03
FTSI	CACR	CARW	U	U		U	61	0.0	6/4/2004	122	10
FTSI	CACR	BAWW	0	N	189019535	U	71	10.7	6/4/2004	122	10
FTSI	CACR	BAWW	0	N	189019536	U	66	9.8	6/4/2004	122	10
FTSI	CACR	PABU	1	N	183181524	M	74	16.5	6/4/2004	122	08
FTSI	CACR	PABU	1	N	183181545	M	71	16.6	6/26/2004	122	05
FTSI	CACR	WEVI	0	N	189019531	U	59	11.5	5/26/2004	124	05
FTSI	CACR	CARW	U	U		U	0	0.0	5/26/2004	124	03
FTSI	CACR	CACH	0	N	189019560	U	61	10.0	7/5/2004	125	09
FTSI	CACR	BGGN	0A	N	231027823	U	50	6.1	6/15/2004	125	08
FTSI	CACR	BAWW	0	N	189019546	U	68	9.9	6/25/2004	125	08
FTSI	CACR	WEVI	0	N	189019532	M	59	14.0	5/26/2004	130	06
FTSI	CACR	WEVI	0	N	189019565	U	57	12.1	7/31/2004	130	09
FTSI	CACR	NOCA	2	N	075269665	F	88	40.0	5/26/2004	133	09
FTSI	CACR	NOCA	2	R	075269669	F	92	48.0	5/26/2004	133	09
FTSI	CACR	BGGN	0A	R	231027827	U	0	0.0	6/26/2004		
FTSI	CACR	NOCA	U	U		U	0	0.0	7/31/2004		02
FTSI	GEHI	NOCA	2	N	075269612	U	87	37.2	7/25/2004	070	01
FTSI	GEHI	LOWA	1	R	183181512	F	80	0.0	6/14/2004	071	05
FTSI	GEHI	CARW	1B	N	190122637	U	58	19.9	7/25/2004	072	06
FTSI	GEHI	NOCA	2	N	075269609	F	89	45.4	7/10/2004	072	10
FTSI	GEHI	NOCA	2	N	075269610	U	86	39.0	7/10/2004	072	10
FTSI	GEHI	INBU	1	N	183181502	M	67	14.0	5/25/2004	072	05

FTSI	GEHI	PABU	1	N	183181501	M	73	16.0	5/25/2004	072	09
FTSI	GEHI	NOCA	2	N	075269613	M	96	44.4	7/25/2004	073	10
FTSI	GEHI	GCFL	1A	N	180196904	U	104	36.5	5/25/2004	080	02
FTSI	GEHI	BGGN	0A	N	231027822	M	51	5.9	6/14/2004	080	08
FTSI	GEHI	WEVI	0A	R	231027718	U	60	10.4	6/25/2004	082	02
FTSI	GEHI	CARW	1B	R	190126616	U	58	17.0	7/10/2004	082	04
FTSI	GEHI	CARW	1B	N	190126626	U	59	20.8	7/10/2004	082	04
FTSI	GEHI	LOWA	1	N	183181512	F	82	22.3	6/3/2004	082	04
FTSI	GEHI	LOWA	1	R	183181536	U	79	21.3	7/10/2004	082	04
FTSI	GEHI	LOWA	1	N	183181553	U	76	18.4	7/30/2004	083	08
FTSI	GEHI	NOCA	2	N	075269620	M	89	41.6	7/30/2004	083	10
FTSI	GEHI	BGGN	0A	N	231027716	U	51	7.5	5/25/2004	084	08
FTSI	GEHI	NOCA	2	N	075269659	M	94	38.2	6/14/2004	084	01
FTSI	GEHI	NOCA	2	N	075269660	M	94	39.2	6/14/2004	084	07
FTSI	GEHI	NOCA	U	U		M	0	0.0	6/25/2004	090	10
FTSI	GEHI	WEVI	0	N	189019522	U	59	11.0	5/25/2004	091	03
FTSI	GEHI	CACH	0	N	189019521	U	63	12.0	5/25/2004	091	01
FTSI	GEHI	CACH	0	N	189019523	U	62	11.0	5/25/2004	091	01
FTSI	GEHI	CACH	0	N	189019524	U	61	10.5	5/25/2004	091	01
FTSI	GEHI	CACH	U	U		U	0	0.0	5/25/2004	091	01
FTSI	GEHI	BGGN	0A	N	231027841	U	52	5.6	7/25/2004	091	06
FTSI	GEHI	NOCA	2	N	075269614	F	89	43.5	7/25/2004	091	09
FTSI	GEHI	NOCA	2	N	075269648	M	97	43.1	6/25/2004	091	08
FTSI	GEHI	NOCA	2	R	075269664	M	95	43.3	6/30/2004	091	01
FTSI	GEHI	NOCA	2	N	075269673	F	88	39.0	5/25/2004	091	03
FTSI	GEHI	NOCA	2	N	075269674	M	94	47.5	5/25/2004	091	03
FTSI	GEHI	PABU	1	N	183181513	F	66	17.2	6/3/2004	091	09
FTSI	GEHI	PABU	1	N	183181514	M	72	14.8	6/3/2004	091	09
FTSI	GEHI	ETTI	1B	N	190122638	U	77	19.6	7/25/2004	092	06
FTSI	GEHI	ETTI	0A	R	231027820	U	78	18.9	7/25/2004	092	06
FTSI	GEHI	CARW	1B	N	190126616	U	58	0.0	6/14/2004	094	04
FTSI	GEHI	NOCA	2	N	075269657	M	96	42.9	6/14/2004	094	04
FTSI	GEHI	NOCA	2	N	075269658	U	88	36.8	6/14/2004	094	04
FTSI	GEHI	WEVI	0	N	189019533	U	63	13.0	6/3/2004	095	09
FTSI	GEHI	ETTI	1B	R	179114156	U	78	20.9	6/3/2004	095	01
FTSI	GEHI	CARW	1B	R	179114162	U	60	20.8	6/3/2004	095	08
FTSI	GEHI	CARW	1B	N	190126601	U	55	17.5	5/25/2004	095	
FTSI	GEHI	CARW	1B	N	190126627	U	58	18.6	7/10/2004	095	02
FTSI	GEHI	LOWA	1B	N	190126602	M	89	21.0	5/25/2004	095	06
FTSI	GEHI	LOWA	0A	R	231027717	U	80	18.7	6/25/2004	095	03
FTSI	GEHI	NOCA	2	N	075269621	M	96	42.4	7/30/2004	095	03
FTSI	GEHI	INBU	1	R	183181502	M	67	14.0	7/30/2004	095	04
FTSI	GEHI	INBU	1	N	183181515	M	64	14.0	6/3/2004	095	04
FTSI	GEHI	WEVI	0	N	189019555	U	60	11.0	6/30/2004	100	02
FTSI	GEHI	WEVI	0	N	189019556	U	62	12.5	6/30/2004	100	02
FTSI	GEHI	CARW	1B	N	190126617	U	56	17.5	6/14/2004	101	07
FTSI	GEHI	LOWA	1	N	183181525	U	83	20.7	6/14/2004	101	05
FTSI	GEHI	LOWA	1B	N	190126603	U	72	20.0	5/25/2004	101	04
FTSI	GEHI	LOWA	0A	N	231027717	U	77	19.0	5/25/2004	101	04
FTSI	GEHI	NOCA	2	R	075269604	M	92	38.5	6/30/2004	101	01
FTSI	GEHI	NOCA	2	N	075269615	M	88	42.5	7/25/2004	101	01

FTSI	GEHI	NOCA	2	R	075269698	F	89	48.5	7/25/2004	101	06
FTSI	GEHI	CARW	1B	N	190126604	U	63	22.5	5/25/2004	102	06
FTSI	GEHI	CACH	0	N	189019525	F	60	10.5	5/25/2004	103	09
FTSI	GEHI	CARW	1B	N	190122641	U	55	17.5	7/30/2004	103	03
FTSI	GEHI	BGGN	0A	N	231027747	F	50	5.9	7/30/2004	103	01
FTSI	GEHI	LOWA	1	N	183181548	U	81	20.3	7/10/2004	103	04
FTSI	GEHI	INBU	1	N	183181533	F	59	13.8	6/25/2004	103	10
FTSI	GEHI	BGGN	0A	N	231027742	U	51	6.3	7/25/2004	104	07
FTSI	GEHI	EAWP	0	N	189019547	U	84	0.0	6/25/2004	105	05
FTSI	GEHI	CARW	1	R	190122616	U	0	0.0	6/14/2004	105	05
FTSI	GEHI	CARW	1B	N	190122628	U	60	19.4	7/10/2004	105	09
FTSI	GEHI	CARW	1B	N	190122629	U	60	20.3	7/10/2004	105	09
FTSI	GEHI	CARW	1B	N	190122630	U	61	19.3	7/10/2004	105	09
FTSI	GEHI	CARW	1B	N	190126698	F	57	14.5	6/25/2004	105	06
FTSI	GEHI	BAWW	0	N	189019548	U	69	9.7	6/25/2004	105	06
FTSI	GEHI	LOWA	1B	N	190126605	U	71	20.0	5/25/2004	105	02
FTSI	GEHI	LOWA	0A	R	231027717	U	77	19.0	5/25/2004	105	02
FTSI	GEHI	NOCA	2	N	075269611	F	86	40.6	7/10/2004	105	09
FTSI	GEHI	INBU	1	N	183181600	M	68	13.5	5/25/2004	105	02
FTSI	GEHI	BRTH	3	N	157366709	F	104	67.8	7/30/2004	110	06
FTSI	GEHI	NOCA	2	N	075269604	M	95	39.2	6/25/2004	110	05
FTSI	GEHI	INBU	1	N	183181516	F	59	13.0	6/3/2004	110	05
FTSI	GEHI	INBU	1	N	183181549	F	62	14.8	7/10/2004	110	10
FTSI	GEHI	NOCA	2	N	075269622	F	90	40.6	7/30/2004	111	09
FTSI	GEHI	NOCA	2	N	075269664	M	96	41.6	6/3/2004	112	01
FTSI	GEHI	INBU	1	N	183181503	M	66	14.5	5/25/2004	112	06
FTSI	GEHI	CARW	1B	R	190126617	U	56	17.3	6/25/2004	113	04
FTSI	GEHI	LOWA	1	R	183181517	M	79	18.5	6/25/2004	113	04
FTSI	GEHI	LOWA	1	N	183181534	U	71	19.3	6/25/2004	113	04
FTSI	GEHI	WEVI	0	N	189019518	U	58	12.0	5/25/2004	114	04
FTSI	GEHI	CACH	0	N	189019561	U	65	11.4	7/10/2004	114	09
FTSI	GEHI	ETTI	1B	N	190122631	U	80	20.7	7/10/2004	114	09
FTSI	GEHI	CARW	U	U		U	0	0.0	6/14/2004	114	08
FTSI	GEHI	LOWA	1	N	183181518	M	83	0.0	6/3/2004	114	05
FTSI	GEHI	PABU	1	N	183181535	U	71	16.6	6/25/2004	114	03
FTSI	GEHI	PABU	1	N	183181550	M	70	16.2	7/10/2004	114	09
FTSI	GEHI	CACH	0	N	189019534	U	65	10.6	6/3/2004	115	07
FTSI	GEHI	SUTA	1B	N	190122642	F	86	26.2	7/30/2004	115	01
FTSI	GEHI	LOWA	1	N	183181517	M	79	0.0	6/3/2004	120	05
FTSI	GEHI	NOCA	2	N	075269616	F	85	39.8	7/25/2004	120	02
FTSI	GEHI	DOWO	1B	N	190126607	U	92	29.0	5/25/2004	121	09
FTSI	GEHI	DOWO	1B	N	190126611	F	92	25.5	5/25/2004	121	09
FTSI	GEHI	CACH	1	N	183181599	F	62	10.0	5/25/2004	121	09
FTSI	GEHI	CACH	0	R	189019525	F	0	0.0	5/25/2004	121	02
FTSI	GEHI	CARW	1B	N	190126610	U	0	21.0	5/25/2004	121	06
FTSI	GEHI	PABU	1	N	183181504	M	71	10.5	5/25/2004	121	03
FTSI	GEHI	RBWO	U	U		U	0	0.0	5/25/2004	122	09
FTSI	GEHI	DOWO	1B	N	190122636	U	89	23.8	7/10/2004	122	02
FTSI	GEHI	CACH	0	N	189019519	U	60	9.0	5/25/2004	122	09
FTSI	GEHI	PABU	1	N	183181526	U	69	13.3	6/14/2004	122	01
FTSI	GEHI	CACH	0	N	189019537	U	62	10.7	6/14/2004	123	09

FTSI	GEHI	BWWA	0	N	189019539	M	67	10.6	6/14/2004	123	03
FTSI	GEHI	LOWA	1	N	183181519	M	82	19.8	6/3/2004	123	04
FTSI	GEHI	INBU	1	R	183181516	F	63	12.0	6/14/2004	123	03
FTSI	GEHI	INBU	1	N	183181527	U	61	11.8	6/14/2004	123	03
FTSI	GEHI	BHCO	1A	N	180196906	F	0	0.0	6/3/2004	123	02
FTSI	GEHI	CARW	1B	N	190122639	U	55	17.9	7/25/2004	124	09
FTSI	GEHI	CARW	1B	N	190122640	U	61	20.2	7/25/2004	124	09
FTSI	GEHI	BGGN	0A	N	231027838	M	52	6.6	7/10/2004	124	01
FTSI	GEHI	NOCA	2	R	075269658	U	0	0.0	6/14/2004	124	04
FTSI	GEHI	WEVI	0	N	189019557	U	58	12.3	6/30/2004	125	10
FTSI	GEHI	CARW	1B	N	190126624	U	59	19.2	6/30/2004	125	10
FTSI	GEHI	BGGN	0A	N	231027800	M	51	6.2	6/3/2004	125	02
FTSI	GEHI	NOCA	2	N	075269606	F	90	45.0	6/30/2004	125	10
FTSI	GEHI	CARW	1B	N	190122632	U	59	21.6	7/10/2004	130	05
FTSI	GEHI	CARW	1B	N	190122633	F	0	0.0	7/10/2004	130	05
FTSI	GEHI	CARW	1B	N	190122634	U	60	20.5	7/10/2004	130	05
FTSI	GEHI	CARW	1B	N	190122635	U	57	18.1	7/10/2004	130	05
FTSI	GEHI	LOWA	1	N	183181520	U	80	19.0	6/3/2004	130	06
FTSI	GEHI	INBU	1	N	183181505	M	61	13.0	5/25/2004	130	05
FTSI	GEHI	INBU	1	N	183181506	F	65	13.5	5/25/2004	130	06
FTSI	GEHI	ETTI	1B	N	190126620	U	78	18.1	6/25/2004	131	04
FTSI	GEHI	ETTI	1B	N	190126621	U	79	22.2	6/25/2004	131	04
FTSI	GEHI	CARW	U	U		U	0	0.0	5/25/2004	131	09
FTSI	GEHI	LOWA	1	N	183181536	U	70	18.2	6/25/2004	131	04
FTSI	GEHI	LOWA	1	N	183181537	U	72	18.3	6/25/2004	131	04
FTSI	GEHI	PABU	1	N	183181538	U	72	16.0	6/25/2004	131	04
FTSI	GEHI	CACH	0	N	189019549	U	65	11.0	6/25/2004	132	02