

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

MARCH 2009



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Airport – 643 Aviation Drive, Mason, MI 48854
Pres: Bill Bezdek 351-0448 Vice Pres: Bill Purosky 214-2729 Treas: Sharron Hacker 740-4647
Secr: George Moore 536-1034 Editor: Warren Miller 214-2656 (all Area Code 517) www.EAA55.org

Climb and Maintain Flight Level 55

Joe and Cecile Pirch led off a wonderful pot-luck dinner last Saturday with their rendition of deep fried turkey. And the complementary courses that the attendees provided rounded out a most satisfying gathering. So many of you responded on the questionnaire that you very much enjoyed dinners and fellowship that I would like to arrange a pot-luck dinner once a month on a regular schedule. If anyone would like to pick a main entree and anchor the dinner please let me or any board member know.

The presentation at this month's meeting is about the design of jet engines. Al St. George worked for General Electric in this capacity many years ago and will be giving us some

Board of Directors Meeting
March 11, 2009, 7:00 pm
Chapter Membership Meeting
March 14, 2009
Breakfast 8-9 Meeting 9:30 am

interesting insights in to their working internals. It amazes me how close

engine designers came for many years with their engine driven superchargers and exhaust driven turbochargers without ever thinking of the next logical step. The big air-cooled radials and in-line water cooled engines designed in the 1930's all used them. Why did not anyone think to simply add fuel and a spark to the compressed air and point the discharge nozzle backwards! In principle they are so simple. Al will explain to us how engineers make them complicated.

Planning is proceeding smoothly for our summer events: the Dawn Patrol, MAD, and the Young Eagles rallies. Plan your summer around our activities and come and help out. Also, plan on attending Air Venture this year and camping with our group.

As we look to the skies in warming spring weather please don't forget to brush up on your flying skills. A comfortable armchair and a good book during the long

winter, nights do not begin to keep us current. Plan on spending some time with a flight instructor, reviewing basic things like stall recognition and the essential airspeeds that your particular plane needs to stay airborne. Take some aerobatic instruction. Learn tail dragger skills. Spend time under the hood to refresh your instrument skills. Plan on being a better pilot than you were last year.

And when ever you fly take someone with you.

Bill Bezdek, President

Breakfast Teams

<u>March</u>	<u>April</u>
Bartley Dixon	Don Frank
Ray Fink	Robert Harter
Ralph Gregus	Jennifer Huldin
Dave Groh	Deanna McAllister
Leo Holmes	Don McAllister
Ted Lakin	Gary Nesbitt
Gary Riddell	Dan Schiffer
Mark Stanton	Margaret Schiffer
	George Spencer

EAA Chapter 55

Board of Directors Meeting, February 11, 2009

BOD members present: President Bill Bezdek, vice president Bill Purosky, secretary George Moore, Al Spalding, Doug Koons, Vickie Vandenbelt.

Members in attendance: Joe Pirch, Kenneth Vandenbelt, Greg Hover.

Members in absentia: Sharron Hacker, represented by proxy and David James represented by proxy.

The meeting was called to order by president Bill Bezdek at 7:04 p.m. EST (2404 Z)

Secretary's Report: Moved, seconded and carried to approve as written.

Treasurer's Report: Moved by Bill Purosky, seconded by Vickie Vandenbelt and carried to approve as written.

Joe Pirch rendered a letter dated 2/11/09 outlining the basis and results of his audit. Joe shows comparison between the years 2007 and 2008 with percentage differences (gain or loss). The audit reveals approval of our records. Doug Koons moved and Bill Purosky seconded, carried unanimously. Many thanks Joe for a great job.

Reports from other officers or committees: Doug Koons indicated that 23 members have not yet paid annual dues.

Young Eagles: Doug Koons has secured insurance policy for our chapter and will arrange printing of hand-out sheets for our activities to the public schools to be given to students as a way of stimulating interest among young people.

Newberry Scholarship: Vickie Vandenbelt reported the recommendations of the Scholarship Committee (Vickie, Doug, Al) from the four applications that were submitted. It was moved, seconded and carried that a \$1500.00 award go to Jadranka Komnenic-Baydoun and a \$1,000.00 award go to Cheryl Wenzinger. Vickie then moved that \$500.00 as a one time merit scholarship be awarded to Alexander Roberts. It was moved, seconded and carried to approve. Vickie V to contact Phil Tartalone at EMU regarding distribution of the funds.

MAD planning: 4th Wednesday of each month at 7:00 p.m.

Hangar Leases: Now completed and ready to implement and will published on our web site which will be updated by Bill Bezdek.

New Business:

We are saddened by the death of Dick Wilke. Al Spalding moved that Dick's 2009 annual dues for Chapter 55 to be returned to Dick's wife. Motion seconded and carried.

Also, Jim Cushing's wife passed away. Flowers have been sent on behalf of Chapter 55.

Teachers' Conference: Vickie V has been contacted by Judge Silver. The conference will be held at Kalamazoo Air Zoo on 5/16/09. EAA55 was invited to have a table setup. Vickie will confirm with Judge Silver what costs would be involved & report back to the BOD.

Member of the Year Award: for 2008 still pending return of the plaque.

Social Events:

Fly Out/Drive Out to Chapter 113, Plymouth Mettetal: Good opportunity for our members to enjoy a chili social on February 21, 2009.

Joe & Cecile Pirch will host 2/28/09 potluck & will provide turkeys. Bill Bezdek suggests that we have a social potluck once a month.

Hangar problems: Greg Hover and Doug Koons have discovered a problem with the builders' hangar entrance door which needs repair. Doug Koons moved that he be allocated \$300 for the repair. Motion seconded by Bill Purosky and carried unanimously.

Good Public Relations with Ingham County

Opportunity: Doug Koons requests some labor needed from our chapter, about 6 to 10 people, to assist the Ingham County in repair of a bridge over a drainage ditch at old Grand River Park. Proposal to be presented by Doug at the February General Meeting.

Bill Purosky moved to adjourn, seconded and carried. Meeting adjourned at 8:15 p.m. (0015 Z).

EAA Chapter 55

General Membership Meeting, February 14, 2009

Meeting was called to order at 9:34 a.m. by Bill Bezdek. The National Anthem was played. The minutes from the last meeting in January were discussed. A motion was made by Craig to accept the minutes as presented in the newsletter. It was supported by Rick Dallas and after no additional discussion was passed by voice vote unanimously.

The breakfast Group was thanked for the fine breakfast. Guests were introduced and Connie was welcomed back after her surgery. The Treasurers report was given by Doug Koons in the physical absence of Sharron Hacker. A motion to accept the treasure's report as presented was made by Tom Botsford, supported by Rick Dallas and passed by voice vote unanimously. Joe Pirch reported that he had audited the organization per the Bylaws and found that the financial presentation by the treasurer reflected the present condition financially. Copies of the report are available to any member who wishes to see it. Committee reports were called for next on the agenda. Doug Koons reported that he had applied for the insurance for all of the planned Young Eagles flights. Three dates were set and he had ordered all materials needed for the events. The dates are the second Saturday of June, July and August. A short report on membership was also made. Doug mentioned that the dues for the year are due. About 20 members are still missing their dues for 2009.

Bill Bezdek reported some sad news that Dick Wilkie had died a of lung cancer. There is to be a service in Florida and another one in the spring of the year in our area. Bill will keep us posted of that date when it is firm.

Phil Tartalone, an EMU professor and member of our chapter, made a thankful comment for the awarding of the Newberry scholarship. Hopefully, the recipients will be at the March Meeting.

An additional scholarship award of \$500 was made this year to a flight student that the committee for the award felt was deserving. This is a one time award for this year only.

The new lease contracts for leasing space in the hangar or the builders hangar are on the web site for anyone to review. Bill Bezdek awarded a recognition award to Bob Smith for being a Tech Counselor for 2008.

TIDBITS

By Vickie Vandenbelt

NEWBERRY AVIATION SCHOLARSHIP AWARDS:

At the February board meeting, the board approved the selection of EMU students Jadranka Komnenic-Baydoun to receive our \$1500 pilot program scholarship and Cheryl Wenzinger to receive our \$1000 management program scholarship. Additionally, the board approved a one-time merit scholarship award to Alexander Roberts in the amount of \$500. As our scholarship recipients, they have been invited to our March meeting for introduction to members of the chapter. They will also be made Honorary Members for this year.

GREAT LAKES INTERNATL. AVIATION CONFERENCE:

The GLIAC was held at the Rock Financial Showplace, Novi, Michigan, on January 30th & 31st, 2009. EAA was well represented with booths hosted by Chapters 55 (Mason), 113 (Canton/Mettetal), 384 (Brighton), and 1056 (Howell/Livingston Co). National headquarters had supplied us with Sport Aviation, Sport Pilot, Warbird, Aerobatic, and Vintage magazines - along with brochures about EAA, Young Eagles and more.

It was a great opportunity to talk with pilots and mechanics from Michigan, Indiana, Ohio, and beyond. Even many of the other exhibitors stopped by and were amazed at what EAA has to offer. It was also a great opportunity for members of our chapter to meet members of the other chapters represented. We were able to discuss how they run their chapters and their activities.

We also shared info about EAA with the many students who stopped by our booth. One was from Ecuador!

The conference seminars provided education and information on a variety of aviation topics over the course of the two-day event, concluding with keynote speaker Lane Wallace from *Flying Magazine*. Overall, GLAIC provided an excellent opportunity to learn and to network with other aviation enthusiasts.

USE OF THE MEETING ROOM/TABLES/CHAIRS:

Our meeting room and/or our **old** tables & chairs are available to members for their use. We do request that you reserve the room and/or the equipment in advance. There is a sign-up sheet clipped to the bulletin board in the meeting room. Just fill in the information requested. We have added a column to fill in when you return equipment.

NOTE: Our new tables & chairs are for the exclusive use in the meeting room.

LETTER TO THE EDITOR:

One suggestion on the member survey was that we initiate a "Letter to the Editor" column in our newsletter. I think that is a great idea and I can't imagine any reason not to initiate this right away. I have always been told that our newsletter is for the members and by the members. And, I would think that member submissions would always be welcome - whether it be a "Letter" or an article for publication. I think it would be great if members submitted an update on their projects; places they have flown; other places they have visited; or other stuff members might want to check out.

I was told (confirmed by the US Post Office) that the newsletter is limited to six pages due to mailing costs. We have an outstanding newsletter editor, Mr. Warren Miller, and I would like to call upon him to give us all some guidelines for our submissions.

BOOKS ADDED TO LIBRARY:

We will have another thank you going out - this time to Chapter 113 Canton/Mettetal. They have generously donated their surplus books to our library. They sent a large quantity last year & two more boxes were sent back after their potluck last week. Our thanks to Barb Cook, their librarian.



Young Eagles

By Doug Koons

No news to report this month.

Notes From Cape Juby

by Terry Lutz

Many years ago, on a particularly hot day in Fort Worth, TX, I was walking up the front steps of the General Dynamics production facility, which was adjacent to the runway at Carswell AFB. On his way down the steps was someone I recognized. Since I knew it was his last day at work before retiring, I did a short intercept, introduced myself, and shook the hand of Harry Hillaker. Mr. Hillaker passed away in January at the age of 89.

To place this person in a rather unique part aeronautical history, I'm going to give you three other names: Edgar Schmued, Ed Heinemann, and Kelly Johnson. Those three men were the designers of small, high performance, and extremely effective fighter aircraft. Their airplanes were the legendary P-51 Mustang, the A-4 Skyhawk, and the F-104 Starfighter. Harry Hillaker was the designer of the F-16 Fighting Falcon. What these designers proved was that a small, lightweight, single-engine fighter has greater range, more maneuverability, with lower visual and radar signatures than their larger, twin engine counterparts.



The concept of Energy Maneuverability was developed by Major John Boyd, after his assignment as an instructor pilot at the Fighter Weapons School at Nellis AFB. At the time, Boyd was flying the F-100 Super Sabre. The F-100 was a second generation jet fighter. The F-4 was in the third generation, and the F-15 in the fourth generation. But look at the trend: increasingly larger, twin engine airplanes.

I remember flying the T-38 at Edwards AFB as a low radar cross-section target for F-15 radar testing. We would orbit a T-38 at each end of a perfectly straight, 40 mile line scratched into the desert that we called the "Cords Road". On the F-15 pilot's call, we would head down the road and toward the F-15 at different speeds and altitudes. Dave Peterson, at the time a test pilot with the F-16 Combined Test Force, would turn inbound, and as soon as he saw the F-15 he would transmit "I see a large fighter aircraft at my 12 o'clock!"

That little jab from Dave was true. During air-to-air combat sorties, I could pick out an F-4 at about 10 nm, particularly if the pilot was in a turn and showing lots of planform. But against the F-16, I rarely had a visual tally beyond 4-5 nm (*remember this distance). Which one would you want to be flying in combat?

Comparing the maneuver capability of Soviet fighters with these increasingly larger US designs, Boyd developed the concept of Energy Maneuverability: find the regions of the combat envelope where maneuver capability is highest, without losing energy. For example, below 420 knots, the F-4 begins to burn energy, but the Mig-21 is efficient down to 390 knots, a 30 knot advantage in combat. Boyd soon

learned that a smaller airplane should be developed with improved aerodynamics, higher thrust to weight ratio, and lower fuel consumption should be developed to counter Soviet capabilities.

Harry Hillaker was listening to the "fighter mafia". This was a small group of influential officers and industry officials who were bucking the trend to build larger, "all purpose" fighters. Knowing the capability of the F-15, Boyd proposed a "high-cost/low-cost" mix of airplanes, where smaller, lighter, more capable fighters would complement the larger ones. This concept is remains viable today, as the debate rages over the F-22 (big airplane, two engines), and the F-35 (small airplane, one engine).

The Air Force issued a Request For Proposal in January 1972 for the Light Weight Fighter competition. Two proposals were selected, one from General Dynamics which became the YF-16, and one from Northrop which became the YF-17. A fly-off competition was completed and three years later, in January 1975, the Secretary of the Air Force, John McLucas, announced that the YF-16 had won the competition.

Hillaker designed the F-16 around some simple and innovative concepts. The first and most important concept is vortex lift, where the strake that extends forward along the fuselage creates a vortex that brings high velocity air down into the flow over the wing. Aided by leading edge flaps that are scheduled as a function of Mach number and angle of attack, the F-16 was capable of lift coefficients 30% greater than existing fighters. More than 200 different leading edge shapes were tested in the wind tunnel to get it right.

The second concept was relaxed static stability, where the airplane is actually operated with the cg 2% aft of the normal cg limit. To fly the airplane precisely requires a fly-by-wire control system. Add a high g ejection seat, bubble canopy, and side-stick controller and you have a fighter aircraft that is very hard to beat in combat.

In September 1976, I was assigned to the Engineering Branch at Wright-Patterson AFB. The Viet Nam war had ended, and my great job flying the F-4 had turned into a desk job. Undeterred, I walked into the Commander's office of the local MAC Detachment, even before meeting my boss in Engineering. Lt Col Billy Chadd was looking for a few people who really liked to fly, and promised me one flight a month in the T-39. I checked into Engineering with a little more bounce in my step.

At the time, I had no knowledge of John Boyd, but I knew all about the F-16. One of my first tasks was to program the aerodynamics of the F-16 into the LAMARS simulator (Large Amplitude Multi-mode Aerospace Research Simulator). The program was designed to test head-up display symbology that allowed the pilot to capitalize on Boyd's Energy Maneuverability concepts.

To get the information I needed, I spent a lot of time at the F-16 System Program Office, located in a beautiful building that was the original home of the Air Force Museum. I spent most of my time in the Test Directorate, which was a lot of fun all by itself. Most lunch hours were spent watching flight test photography, or watching film of 4 lb chickens hitting F-16 canopies at 350 knots. It was a specialized group. Two were test pilots, one had been maintenance officer for the Thunderbirds, and another had worked on the SR-71 program.

After a couple of months of work, one of the guys in the Test Directorate said that they had an empty desk and that I should do my work there. "Maybe the boss will notice." It wasn't long before Col John Ludwig stopped at that desk and said, "Say, who are you anyway? I don't remember hiring anyone new." I introduced myself and explained the LAMARS F-16 simulation in some detail. It wasn't long before he hired me into the Test Directorate, and the smile on my face grew even wider. John Ludwig proved to be a great boss and an even better teacher, who would critique in great detail everything I wrote. The word processor had not been invented yet, and I spent a lot of time at the typewriter.

The Generals in Washington remained skeptical of the F-16. They could not believe a small, light weight airplane had greater range than a larger, twin engine design. Yes, a larger airplane has more internal volume for fuel, but the larger airplane weighs more, has more drag, and needs more power to push all that drag.

To prove the point, the F-16 Combined Test Force Director, Col Jim Rider, flew one of the prototypes with two external fuel tanks non-stop from Edwards AFB in California to Andrews AFB in Maryland, without air-to-air refueling. As it happened, I had flown into Andrews on my one flight a month in the T-39, and was headed back to Wright-Patterson. In the climb passing about 12,000 feet, 20 miles or so west of Washington Dulles Airport, I spotted an F-16 descending in the opposite direction (*recall the range). It was rather incredible to be in the air at the same time, and pass within range of a visual tally on Jim Rider, quietly making fighter aviation history.

When I started working on the F-16 program, one F-16A Full Scale Development aircraft was flying, and when I left 3 years later, all 8 FSD airplanes were in the test program. I was responsible for flight control system development, high AOA testing, F-16B ejection seat testing, and structural loads testing. The internal design of the sidestick controller is largely the result of my effort to go through all the flight test data and recommend a configuration optimized for the fighter pilot.

While I was at Edwards, I had the chance to fly the F-16B, but never thought I would have the chance to fly it operationally. Then an assignment to an Air Defense squadron came along, and I was able to fly the F-16 for 3 years and about 350 hours. I found it to be the most capable airplane I had ever flown. Frequently during air combat maneuvering, I would literally think where I wanted to be, and with small pressures on the stick, I could go there.

On my last flight in the F-16, I decided to see how fast I could climb from 10,000 feet to 40,000 feet. With no external tanks and 50% internal fuel, I lit the burner at 5,000 feet, accelerated to 0.9 Mach and quickly rotated the nose to 55 degrees nose high. Maintaining 0.9 Mach, I hacked the clock passing 10,000 feet. The airplane was still at 0.9 Mach and climbing with 35 degrees nose high when I stopped the clock passing 40,000 feet. Elapsed time: 54 seconds. Thank you John Boyd, and thank you Harry Hillaker!

I have been doing some thinking about the USAirways flight that ditched in the Hudson River, and think that there may be some lessons learned there for us light airplane pilots. Until then, watch out for the winds, weather, and turbulence of Spring, and always remember to help your fellow pilot when they need it.

From the Flight Surgeon

Gregory Pinnell, MD

Senior AME/Flight Surgeon USAFR

Although you wouldn't think so from the weather, the springtime allergy season is around the corner and most of us suffer at least occasional problems.

If you use antihistamines remember that CFR (FAR) 91.17 does not allow "any drug that affects the persons faculties in any way contrary to safety." A smart choice would be to use non-sedating medications such as Allegra, Clarinex or Claritin. Nasal spray steroids are effective also and allowed by the FAA. Nasal decongestants like Afrin are effective but should be only used in certain situations. Confused? Call or write through www.OK2FLY.com and we will be happy to guide you through the array of available medications. Fly safe!

CHAPTER 55 - CLASSIFIEDS:

FOR SALE: DTV antenna; this new, awesome-performing DTV antenna from Moore Energy Conversion Systems connecting with either a converter for analog TV or new digital TV is available. MECS will deliver for wholesale price of 18.87 + 1.13 sales tax = \$20.00. Why pay \$1,000.00 for a new TV? Why purchase an antenna for \$100.00 or more? This one is affordable. Contact George Moore for details or purchase 517-536-1034

FOR SALE:

Telex ProCom 200 noise canceling headphones w/boom microphone. New; in original box; must attach plugs for your particular radio to plain wires. Negotiable. Contact Bartlett Smith 517-676-2146

Burn barrels; 55 gallon drums. \$5.00 Contact Dave Groh 517-676-4416

Generator; Generac 4000w. \$350.00. Contact Greg Hover 517-676-5126

2 Lots (approx .40 acres ea) in Sugar Springs Residential Community, approx. 10 miles north of Gladwin MI; on a 3500 ft. grass airstrip; many extras. \$15,900.00. Contact Doug Simons 517-626-6790

Wicks one inch seat cushions, blue, with front map pocket. Set of 2. \$120.00. Contact Patrick Salow 517-565-3178

New surplus hardware. Save 30%-50% on hose clamps, Dzus, continental rocker hose clamps, spark plugs, prop clamp bolts, & more. Contact Dave Groh 517-676-4416 or www.yesteryearaviation.com

Avon Products & Natural Beauty Soaps. For a copy of the latest brochure, contact Deanna McAlister 517-596-2506 or visit www.naturalbeautysoaps.net/deanna

WANTED: copy of Flying Magazine - February 2006 issue. Contact Fred Honhart as he needs this issue to complete a set to donate to the library.

FREE TO GOOD HOME: Sporty's Electronic E6B Flight Computer; like new. Retail value \$90.00. Contact VickieV 517-589-5051

FREE: EAA Sport Aviation magazine collection; complete 1959 thru 2000. Organized in boxes by years w/some indexes by Bergeron. One condition—entire collection must go. Contact Bart Smith 517-676-2146

WILLING TO LOAN: Jigs & Fixtures for a Zenith 701. Contact Chuck Hacker 517-740-9222

PLACE YOUR AD HERE! Contact Warren or Vickie for the next edition!

JUST IN CASE YOU NEED A LAUGH

Remember it takes a college degree to fly a plane, but only a high school diploma to fix one; a reassurance to those of us who fly routinely in our jobs. After every flight, UPS pilots fill out a form, called a 'gripe sheet,' which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humor. Here are some actual maintenance complaints submitted by UPS pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers. By the way, UPS is the only major airline that has never, ever, had an accident.

P: Left inside main tire almost needs replacement.
S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit
S: Something tightened in cockpit

P: Dead bugs on windshield.
S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what friction locks are for.

P: IFF inoperative in OFF mode.
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.
S : Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search

P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.
*

P: Target radar hums.
S: Reprogrammed target radar with lyrics.
*

P: Mouse in cockpit.
S: Cat installed.

And the best one for last

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.
S: Took hammer away from the midget.

While taxiing at London's Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727.

An irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!"

Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour, and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?"

"Yes, ma'am," the humbled crew responded.

GUIDELINES FOR NEWSLETTER SUBMISSIONS

Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Heathrow was definitely running high.

Just then an unknown pilot broke the silence and keyed his microphone, asking in a beautiful southern drawl:

"Darlin', wasn't I married to you once?"

Always provide submissions in Word Format, version 97-2002 OR if your version is newer, provide your submittal in Rich Text Format (rtf) which provides a format for text and graphics interchange that can be used with different output devices.

The News Editor will have the prerogative of editing the submission (spacing, grammar, spelling, etc.).

Photographs are also welcome.