

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JULY 2017

Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar; Mason Jewett Airport; 643 Aviation Drive, PO Box 443, Mason, MI 48854

→President: Pat Salow 517-565-3178 →Vice-President: Dave Courey 517-331-7097

→Treas: Al Spalding 517-881-8757 →Secr: Vickie Vandenbelt 517-589-5051 →Editor: Deanna McAlister 517-795-8171

www.EAA55.org



PRESIDENT'S MESSAGE

by Pat Salow (president@eaa55.org)

Oshkosh 2017 is July 24th-30th and is celebrating the 50th anniversary of the Apollo Space Program. Oshkosh is an example of logistics to the extreme, coordination of staff, volunteers, vendors, aircraft; the list could go on and on. The goal is to create a safe, educational and entertaining experience for all. Chapter 55 on a much smaller scale creates and executes the same aviation experience with safety as the number one priority.

Last month was the first of three Young Eagles events along with the Dawn Patrol; both went well with no incidents. There is always that chance that something may not go as planned or expected – like a hangar tenant deciding to move an airplane that rarely goes out through the crowd on an event day. Thanks to the ever vigilant Chapter 55 members the aircraft was safely escorted down the taxiway, for this I thank the Chapter 55 volunteers who saw the need to protect the public.

Saturday, July 8th is the second Young Eagles event for 2017. Once again watch for situations that need an extra hand or second set of eyes. Safety is everyone's responsibility. At Chapter 55:

- S = Safe
- A = Aviation
- F = For
- E=Everyone

Thank you to the Chapter 55 members for always making this a priority.

Happy (and Safe) Flying

BOARD MEETING: 7:00pm: Wed; July 5th
MEMBERSHIP MEETING: 9:30am; Sat; July 8th
with Breakfast served from 8:00am to 9:00am



Many thanks to our June Breakfast Team of Bill Bezdek, Dave Cook, Karen Meirndorf, Tom Sheehan, Jim & Carol Spry. And, no thanks to the person who was supposed to take a picture.

BREAKFAST TEAMS:

<u>July</u>	<u>August</u>
Benjamin Crandall	Dale Foerchler
Ed Crouse	Ron Gorsline
Mary Gowans	Chuck Hacker
Greg Harris	Steve Houghton
Greg & Karen Hover	Jim Palmer
Dave James	Michael Rosencrans
Jadranka Komnecic	Judith Pierzynovski
Bruce Thorburn	Reychell Rozell
	John Schwartz

SCHEDULED PROGRAMS:

JUNE-JULY-AUGUST 2017:

Young Eagle Rallys

SEPTEMBER 2017:

Gary Knaggs; FAAst Program (topic TBD)

OCTOBER 2017:

PROGRAM NEEDED

NOVEMBER 2017:

Todd Cotter; Winter Flying Prep & Maintenance

DECEMBER 2017:

Randy Collier; "He's Making a List & Checking It Twice"

JANUARY 2018:

Allan Hollaway; Maker Space & 3D Printing

FEBRUARY 2018:

Rick Sutton; Flight #2501 crash in Lake Michigan 1950

MORE IDEAS WANTED

EAA 55 Chapter 55 Board of Directors Meeting

June 7, 2017 → Meeting was called to order by President Pat Salow at 7:00pm. → Present: Pat Salow, Al Spalding, Vickie Vandenberg, Mark Bathurst, John Bobcik, Bob Clark, Margie Clark, Doug Koons, Warren Miller; Bill Purosky, Ken Vandenberg & Jack Voss. Absent: Dave Courey. → Secretary's Report of 5/10/17; Bill Purosky motioned to accept the minutes as published; Doug Koons supported; all approved. → Treasurer's report of 5/31/17; Bill Purosky motioned to accept; Jack Voss supported; all approved. → Programs; need ideas for October. → Chapter Facilities & Equipment Utilization Policy; John Bobcik made a motion to accept the policy with revisions discussed; Jack Voss supported; all approved. Vickie Vandenberg to update and post to website. → Website Software & host; tabled for Dave Courey to report. → Meeting Room; Doug Koons has installed new LED lights; cost about \$688; finish work will be done in the fall. → Consumer Rebate on lights; tabled for Pat Salow. → Membership meeting start time; discussed expediting for Young Eagle months. → Friday night set up for YE; will planes be out?? → YE Credits for 2017; Margie Clark to advise. → YE Business Cards; info from Steve Houghton to Pat Salow. → CACC-Aviation Academy contacted Vickie Vandenberg to advise they raised excess funds this year and elected to donate to EAA55 for our YE program. → YE

Goodies; Margie Clark/Vickie Vandenberg discussed ordering a few items. → Silent Auction; per info in newsletter. → MACC; advertising in new map publication; Margie Clark made a motion to do a 1/4 page panel for \$395; Mark Bathurst supported; 11 in favor; 1 nay; motion passed. Anniversary Potluck; July 9th; Margie Clark made a motion that EAA55 provide the pulled pork at a cost not to exceed \$100; Doug Koons supported; all approved. Start time 4:00pm; eat at 5:00pm; bring a dish to pass and non-alcoholic beverages (pop & water also for sale at EAA55). → Banners; DP & MAD revised for new dates but getting worn. → Chapter parking; need to monitor where and how people are parking so as not to inhibit or block taxiway plane traffic. → Meeting adjourned at 7:44pm → Respectfully submitted, Vickie Vandenberg

EAA Chapter 55 Membership Meeting June 10, 2017

→ Meeting was called to order at 9:34am by President Salow with approximately 31 members and 2 guests present. → Following the National Anthem, Pat Salow thanked the breakfast team and July team announced. → Introduction of visitors followed. → Secretary's Report 5/13/17; motion to approve; supported; all approved. → Treasurer's Report 5/31/17; motion to approve; supported; all approved. → Anniversary Potluck; July 9th; chapter will provide pulled pork. → Silent Auction; bidding open until end of July meeting. → Programs; need suggestions for October; → New lights; thank you Doug Koons. → TEW notice about filming on runway. → Parking; all members please monitor where people park; do not obstruct taxiways. → Need VOLUNTEERS for DP, YE and MAD; signup sheets available. → Relay for Life; big thanks from Karen Meirndorf for support of her team. → Meeting adjourned at 9:46am. → Respectfully submitted, Vickie Vandenberg



YOUNG EAGLES

by Margie Clark (margie@eaa55.org)

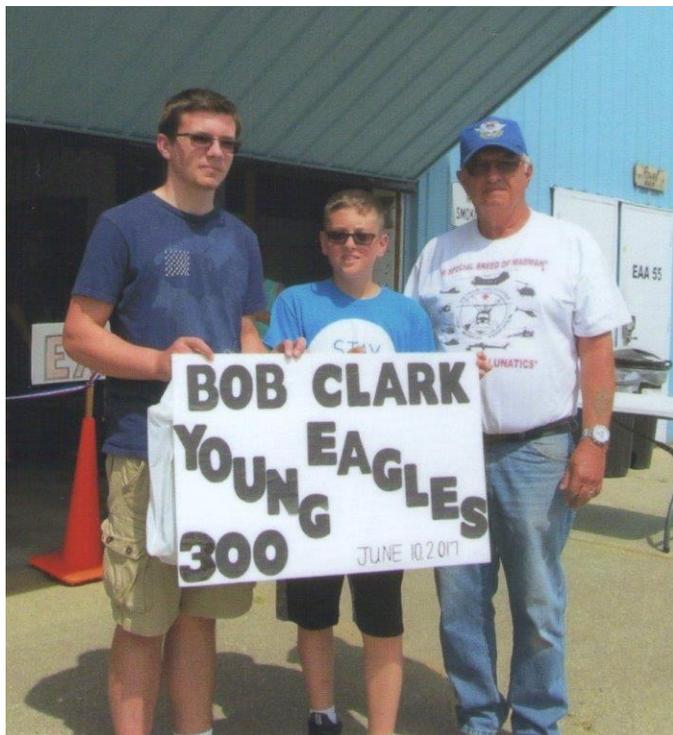
This Saturday will be our second rally of the year.

I'm looking for lots of volunteers to work registration, bag stuffing and ground control as well as qualified pilots. Please do plan on coming out and giving a hand.

We start immediately following the membership meeting.

As we all know, many hands make light work. Looking forward to seeing you on Saturday.

Safe flying!!



Bob Clark flew his 300th young eagle!



Pre flight the eagles with Greg Rheeder



ADULT EAGLES

by Greg Rheeder (greg@eaa55.org)

Hello all. We have had some summer time success with the adult eagle program. More specifically we

have flown a few intro flights. Each one is a potential new pilot or potential new member to our ranks at Chapter 55. We as current members need to focus on growing our chapter for the future. So remember, if you know some adult interested in flight take them for a ride or pass their info to me and I'll make sure they enjoy a six month free membership in EAA along with a great first flight.



NOTES FROM CAPE JUBY

by Terry L. Lutz

(terry.lutz@attglobal.net)

It seems like just yesterday, but I remember all the details from that day so long ago. I was working at Hughes Flying Service at the Lansing airport, had finished up work, and was looking forward to a flying lesson in N7176F, a 1966 Cessna 150. My instructor, Lyle Rowell, flew with me for about 30 minutes, and after we landed, he asked me stop on the ramp. He hopped out and told me to take it solo and make 3 touch and goes. It was about 7pm, the winds were light from the northeast, and Runway 06 was in use at the Lansing Airport. Back then there were hangars and FBOs on the west ramp, so a lot of people were there to grade my landings.

The date was June 10th, 1967. My first logbook shows I had 9+05 when I soloed, and 35+05 when I took my Private Pilot check ride with Ray Wheeler. Fifty years later, my current logbook shows 19,494 hours, including 3,362 hours sitting sideways on the engineer's panel in the B727. A bit of math reveals that I've spent 2.23 years above the earth.

My first logbook is signed by Jim McDivitt (Gemini and Apollo astronaut), Scott Crossfield (flew the X-15 and most of the X-planes), Bill Falck (builder and pilot of race #92 "Rivets"), Art Davis (local barnstormer), Paul Garber (at the time curator of the Smithsonian Air & Space museum), and Bob Hoover.

Many things have occurred in aviation and in the world around us since 1967. Here are a few of my observations and experiences over the last half-century. Two years after soloing, I was at the University of Michigan and enrolled in the Air Force ROTC program. I could fly space available on military transports, and managed to find my way to Cape Canaveral to watch the incredible Saturn V launch Apollo 11 to the moon. I can still feel the tremendous sound reverberating in my chest. A few

days later, on a black and white TV, I watched Neil Armstrong take “one small step for a man” onto the lunar surface.

After USAF pilot training, I was sent to Zweibrucken, Germany to fly the F-4 Phantom II in support of the NATO mission against the communist countries to the east. One of my targets was a Soviet airfield near Ceske Budejovice, Czechoslovakia. Years later, I would meet a Czech airline pilot named Karel Mundel. He told me of a summer home his family had in Bohemia before the Russians invaded Czechoslovakia. I asked him what town it was near, and his answer was “Ceske Budjovice”.

Nancy and I took the train to Berlin during the Cold War. We stayed at US facilities in the Templehof Airport, the main airport used during the Berlin Airlift, and visited Checkpoint Charlie when it was still possible for an East Berliner to be shot while trying to cross to the west. We returned to Berlin many years later, and drove all around the former East Berlin in an East German car called a Trabant. Only a few sections of the wall remained, and no shots were fired.

After returning to the States, I was assigned to work on the F-16 Full Scale Development program. The F-16 would become the first all fly-by-wire fighter aircraft. It was a pioneering effort, and my contribution was the production definition of the side stick controller. Without consensus on various iterations of the design, I proposed a well-defined test program that resulted in the final design for production. It would be 12 more years before I could fly the F-16 operationally.

After flying the A-10 at the factory in Hagerstown, Maryland, I was selected to attend the USAF Test Pilot School. During my time at Edwards AFB, the first landing of the Space Shuttle would be made on the dry lakebed. I remember very distinctly the night before the landing. There was a brilliant display of the aurora borealis in the night sky above southern California. Not only was this a very rare sight, the lights in the sky were crimson, not light green as they normally appear. It was almost as if the heavens were celebrating the Shuttle’s return. After hearing the double sonic boom, the Shuttle arrived in a sweeping left turn and landed on lakebed runway 23. The next morning I landed a T-38 in the very tracks made by Columbia on the lakebed.

In the next few years, I would leave active duty but continue to serve in the New York Air National Guard. I flew for Calspan Corporation for 4 years. They still are the “Skunk Works” for flight control research. One of the projects they worked on while I was there was a flight control requirement for a transport airplane weighing 1 million pounds. The project test pilot on the program, Chuck Berthe, told me he doubted an airplane would ever fly at that weight.

In 1989 I was hired by Northwest Airlines and began my airline career in the flight engineer’s seat on the B727. It was a great seat to observe the airline world and the many personalities that would occupy the left and right seats. With my background in flight test, I began doing volunteer air safety work for the Air Line Pilots Association. The A320, the first all fly-by-wire transport, had just entered service. ALPA wanted to know more about fly-by-wire, and I was able to fly and report on most of the new aircraft coming from Airbus, Boeing, and Embraer (in Brazil).

When the World Trade Center was attacked in 2001, I was part of the industry effort to provide better security and effect countermeasures against terrorism. I am perhaps the only pilot to fly counter-terrorist maneuvers in both Airbus and Boeing fly-by-wire aircraft.

In 1994, I retired after 24 years of military service. I managed to fly all but about 6 months of those 24 years. Looking back, I cannot forget the people I knew who gave their lives in service to their country:

- Dave Osborne – U of M classmate, F-4 training accident
- Gary Woods – pilot training classmate, T-38 wing separation
- Giancarlo Juanello – Italian classmate, F-104 accident in the Alps
- Claudio Ciocca – Italian classmate, F-104 night landing accident
- Jim Furley – F-4 loss of control accident
- Carmen Lucci and Doug Halliday – Experimental B-26 wing separation
- Bob Wenning – Schweitzer TG-7 loss of control accident

- Bill Nusz – F-16 mid-air collision with his T-38
- Joe Bill Dryden – F-16 loss of flight controls

One Sunday morning in 2005, I received a job offer to join the Airbus test team in Toulouse, France. A year later, I was flight-testing the A380, and all the other Airbus models. I remember having 2 “grand slam” weeks, where I flew the A320, A330, A340, and A380 all in the same week. On March 19, 2007, I made the first A380 landing in the US at New York’s Kennedy International Airport. Michael Bloomberg, the Mayor of New York City at the time, joined me for a tour of the cockpit. Later that year, I flew the A380 for two laps of Hong Kong Harbor, below the tops of the high-rise buildings.

In the 7 years I was at Airbus, I flew the A380 with 2 FAA Administrators, Chuck Yeager, and both Chesley “Sully” Sullenberger and his First Officer Jeff Skiles. I flew the A380 at a weight of just over 1.25 million pounds, exceeding Chuck Berthe’s prediction by quite a bit. Through my contacts in the US, Airbus invited the Boeing VP of Flight Test to Toulouse to fly the A380. We were then invited to Seattle to fly the B787. This was unthinkable at the time, but it has resulted in annual meetings among several major manufacturers to discuss flight test safety during certification.

Looking back, when I learned to fly, aviation people and organizations were quick to criticize one another. Accidents were always the fault of the pilot, due to poor planning or bad judgment. The situation is a lot different today. The tremendous strides in airline safety are because we have searched exhaustively for the true cause of accidents, and one-by-one tried to eliminate them. Often, new technology is the solution. Enhanced ground-proximity warning systems are one example. In the military, the F-16 now has what is called auto-GCAS, where the system senses ground collisions and performs the pull-up automatically. Four pilots have been saved so far with this cutting-edge system.

Looking forward, I hope that the next 50 years will see the development of supersonic air travel. It is mind-boggling that the Mach 3 SR-71 would fly and be retired in my lifetime, yet the technology was never adapted to passenger carrying aircraft. And I hope to one day see “single-stage to orbit”, where a

spacecraft takes off from the surface and accelerates into space. I’ve read numerous articles which say it’s not possible, but I’ve got a sign in my workshop that says “Impossible is Temporary” (this helps a lot when building your own airplane!).

One other observation after 50 years in aviation is that nothing happens without the help of others. We all stand on the shoulders of giants who came before. So when someone asks to stand on your shoulders, stand tall and lend a hand.

THE EAA MISSION: To grow participation in aviation, by inspiring people to fly, build, volunteer and outreach to promote aviation.



TIDBITS
by Vickie Vandebelt (vickie@eaa55.org)

THOUGHTS & PRAYERS: A few weeks ago, member Mary Gowans fell backwards and hit her head/neck on a shredder and broke her neck. She emailed me that she spent the week in the hospital and is now convalescing Burcham Hills Rehab. You can email her at gowans@msu.edu.

THOUGHTS & PRAYERS: for Ward Harris as he undergoes chemotherapy treatments.

THOUGHTS & PRAYERS: for Kyle Bradford who is losing sight in one eye. He gave me a call and explained that it is like a stroke in the eye. As a result, he has decided to sell his two Pietenpols (see Classified Ads). But, he will continue to work on completing his bi-plane.

MICHIGAN AERONAUTICAL CHART: The 2017 charts have been mailed. There was a notice with the chart: If you wish to receive a chart from MDOT next year, go online to this link: <https://www.research.net/r/VTJSJWHJ>. Complete a short form and indicate you wish to receive a chart.

MASON DURING WWII: The new book "**Blue Stars in Every Window**" is now on sale for \$30 at Ware's, Kean's, Bestseller's, Maple Street. Mall and the Mason Area Historical Museum. The book contains stories about the home-front as well as articles about 300 area veterans (including Ernie

Lutz). The Historical Museum can ship the book to a friend or relative who lives out of town at a cost of \$5. Call 517- 676-5314 if interested in this.

GONE WEST: past member and TEW tenant James McFarland, 69, of East Lansing died June 6, 2017. A Service of Remembrance will be held July 14th at 3:00pm at Edgewood United Church, 469 Hagadorn Road, East Lansing, MI. Followed by a Celebration of his life at 5:30pm at Hotwater Works, 2116 E. Michigan Avenue, Lansing, MI

SILENT AUCTION: Reminder that the current "Chapter 55 Silent Auction" bidding will close at the conclusion of our July meeting. Winning bid makers will be notified shortly thereafter. We have Airplane Pattern Fabric; Flight Safety Helmet; Ear Protectors (2); Microwave; Fluorescent Bulbs (abt 50) plus Transformers & Boxes used in meeting room.

FROM RON PEARCE: British Airways Flight 5390; about 6 minutes long but it Will Have You on the Edge of Your Seat. Extremely interesting and a Great True Story.

<http://www.coolestone.com/media/16644/British-Airways-Flight-5390/>

DO YOU HAVE ANY NEWS OR INFO TO SHARE??

Contributions to "WingTips" are welcome and can be made by contacting Deanna McAlister (zirconmoon@hotmail.com)
Deadline: 1st of each month.



EDITORS PROLIX
By Deanna McAlister
(zirconmoon@hotmail.com)

Fly some eagles, adult or young!!!



LCC - MASON JEWETT CAMPUS
By Mark Bathurst
(bathursm@star.lcc.edu)

As previously discussed, our second year students graduate August 1. They have spent two years in LCC's Aviation Technology program, which equates

to 2,026 classroom and lab hours spread over 26 courses. They were in school six hours a day, five days a week for six semesters. They are obviously proud of their accomplishments. The next step is FAA licensure as Airframe and Powerplant (A&P) technicians and then employment in the industry.

Prior to licensure, the FAA requires A&P applicants to take three written examinations. The examinations are comprehensive in nature and cover the general, airframe and powerplant subjects taught during their program. Upon successful completion of the written exams, an applicant appears before an FAA Designated Mechanic Examiner (DME) for two evaluations. The Airframe and Powerplant examinations each consist of both an oral and practical portion, and each typically lasts most of a day. Upon successful completion, the DME awards the applicant her/his A&P license and the gainful employment search ensues.

Today's job market couldn't be stronger for our graduates. A number of airlines have contacted us inquiring as to when our students graduate and how many are in the class. Starting salaries at the regional airlines range from \$17-\$19 an hour, and the major airlines start at about \$30 an hour. After eight years with a major airline, licensed A&P technicians make over \$100,000 per year before any overtime, bonuses, profit sharing and other salary enhancements. Major aircraft repair facilities and airframe, engine and component manufacturers all offer a similar range of starting salaries and salary progression.

A newly-minted A&P technician will start in a specific area with an airline or repair facility, and can expect close supervision for an extended period of time. Each employer has a rigorous training program new employees must follow, and progression to other areas of the company are based on employer needs and an individual's mastery of assigned subject matter. At the airlines for example, a new employee will be assigned to a "back shop" such as structures, systems (hydraulics, pneumatics, electrical, landing gear, etc.) for a period of time. Line maintenance (working at the terminal gates) is considered the ultimate accomplishment since there is time compression to ensure flights depart on time while dealing with the myriad of issues a technician may encounter in a modern jet passenger or cargo aircraft. Advancing to a line maintenance position typically takes a number of years.

We expect our graduates to have multiple job offers with the opportunity to live virtually anywhere in the country they choose. Given the current and forecast future shortage of licensed A&P technicians, we expect the demand to continue and even increase. Starting salaries will have to go up to attract skilled technicians, and that is a true advantage for our current and prospective students.

BE SURE TO LIKE "EAA CHAPTER 55" ON FACEBOOK !!

CHAPTER 55 CLASSIFIEDS

Pietenpol Aircraft; two; willing to discuss any offer; for complete information contact Kyle Bradford; 517-663-3083

David Clark 10-13X Active Noise Reduction Headsets (3); new \$579.00; asking \$300.00 each. David Clark 10-13.4 Passive Noise Reduction Headset; new \$260.00; asking \$125.00. Bendix King KX 99 Portable Nav/Com Aviation Radio; includes a headset adapter, Ni-cad battery, & charger; new \$700.00; asking \$200.00. Sky Ox SK 12-15 Fifteen Cubic Foot Oxygen System; four Outlet Regulator; plus accessories; new \$655.00; asking \$250.00. Ken-Lab (Kenyon) KS-4 Handheld Gyro Stabilizer; info <http://www.ken-lab.com/stabilizer-guide.html> ; new \$2,072.00; asking \$800.00. Eastern Avionics Portable Intercom; \$25.00. Garmin GPS 195; outdated & too old to update; free. Phil Tartalone ptartalone@mac.com

Graco Series 700, HVLP paint sprayer, Model 7N73109; with several nozzles and accessories; plus 3M respirator; make offer Gary Nicola; glnicola@att.net or 517-898-6387.

1/4" 5-ply Birch faces w/Popular inner plies, MIL P6070, \$30 ea; .040, 2024-T3, 2'x4', \$15 ea; upholstery fabric; abt 2 yds; Voltage Regulator, Cessna PN C6110010201, \$100; Hand Mic, \$50; David Clark headset, \$150. Prices negotiable. Gary Nicola; glnicola@att.net or 517-898-6387.

Small Index brand vertical mill; \$400; **Jeff Shaud 517-712-6482**

ASA CX2 Flight Computer; works great; \$65.00; Greg Rheeder 517-315-3247

EAA Chapter 55 Calendars; reduced to \$3.00 each; see Al Spalding or Pat Salow at meeting.

Maple Syrup; 2017 New Crop Available in Pints, Quarts, and Half Gallons; John & Connie Bobcik 517-543-8238 or jbobcik@gmail.com
Honey; various sizes; Gordon Hempstone 517-515-1454

IN SEARCH OF: Empty copy paper boxes; just drop off at EAA. Vickie@eaa55.org

Contact Deanna or Vickie to place your ad here!

Mason Jewett Field FBO:
Great Lakes Air Repair
517-525-3673
Maintenance - Painting - Upholstery - Engines

POCKET CALENDAR:

Jul 8 = EAA55 YE; 10am-2pm
Jul 9 = EAA55 Anniv Potluck
Jul 24-30 = AirVenture
Aug 12 = EAA55 YE; 10am-2pm
Aug 19 = EAA55 MAD; 7:30-2:00pm
Sept 2-4 = Thunder Over Michigan
Dec 10 = Christmas Party

FLYERS FROM OTHER AIRPORTS
POSTED IN TEW TERMINAL

WEB EVENT CALENDARS:

<http://www.eaa.org/en/eaa/events>
<http://www.fly-ins.com/>
<http://www.michigan.gov/aero/>



EAA55 = Pilots & Builders

By Vickie Vandenberg

Who is working on or completed homebuilts or restorations ... your input for changes or corrections would be appreciated.

- Erric Baker; Mini-Max project
- Kyle Bradford; several Pietenpol
- John & Connie Bobcik; Kitfox
- Dave Cook/Greg Hover; RV-6A
- Ed Crouse; Rans
- Grant Dowell; Citabria Restoration
- Ken Drewyor; Kitfox
- Mike Franzago; Starduster project
- Ron Gorsline; Zenith 650
- Ralph Gregus; Zenith 750
- Dave Groh; Stearman/AT-6 restoration
- Chuck Hacker; Zenith 701
- Greg Harris; Zenith 750 project
- Gordon Hempstone; Avid Magnum project
- Steve Houghton; RV-7A
- Doug Koons/Bill Purosky; Glastar project
- Wm. (Bill) Long; Kolb Firefly Ultralight
- Terry Lutz; RV-8
- Tim Martinson; RV-6A & RV-12 project
- Chuck Moore; REVO Light Sport Evolution Aircraft
- George Moore; KIS Pulsar 150

- Gary Nicola; Grumman Tiger restoration
- Jim Palmer; Glasair III
- Steve Potvin; RV-7 project
- Pat Salow; Zenith 701
- Drew Seguin; Carbon Cub project
- Jeff Shaud; RV-7 project
- Jim Spry; RV-8
- Craig Tucker; Gyrobee Gyroplane project
- Ken Vandenberg; Stearman project
- John VanderMolen; Zenith 750 project



High density altitude can make your plane fly like a dog!

WINGTIPS is published monthly by *EAA Chapter 55 of Mason, Michigan*, for the use, education and enjoyment of Chapter members and supporters. Accurate information transfer is our goal; however readers should verify dates and times prior to attending an event.

DEADLINE FOR SUBMISSIONS is the last Saturday of the month. The Editor reserves the right to edit all submitted material. Photos, sketches or artwork sent by email must be in JPEG or BMP format. Text must be in a Word format or copyable from the email. Submissions may be sent by regular mail and must be accompanied by prepaid postage if you want them returned. Submissions should be sent to: Deanna McAlister, Newsletter Editor.

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