



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 52, November 2013

www.eachapter18.org

HEADLINES!

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Vangrunsven, Brown, Pasahow Join EAA Board Of Directors

New Board Members Bring Extensive And Diverse Aviation Community Backgrounds

Three aviators with extensive experience in diverse areas of the aviation community have joined the top leadership of the Experimental Aircraft Association (EAA) as the newest members of the EAA Board of Directors. Dick VanGrunsven, Joe Brown and David Pasahow were invited to join the board during the group's fall meeting on Nov. 14-15 at Oshkosh, WI. As Class III directors for EAA, they will each serve one-year renewable terms on the EAA board.

"Each of these three EAA members has a diverse aviation background and, more importantly, a longtime connection with our organization in multiple areas," said Jack Pelton, EAA's chairman of the board. "We are grateful that each of them has stepped forward to represent our membership and help lead the association as we pursue our mission of growing participation in aviation."

VanGrunsven (EAA 3204), of Hillsboro, Oregon, is founder and CEO of Van's Aircraft, which has become one of the largest kit aircraft manufacturers in the world with more than 8,500 airplanes completed worldwide. An EAA member since 1964, VanGrunsven has received EAA's Freedom of Flight Award and August Raspert Memorial Award, and is a member of the Society of Experimental Test Pilots. He is also a founding member of the Aircraft Kit Manufacturers Association (AKIA), an industry group created in 2012, and an enthusiastic sailplane pilot.

Brown (EAA 795555), of Centerville, Ohio, is president of Hartzell Propeller and chief operating officer of Tailwind Technologies, a holding company that owns Hartzell and three other aviation businesses, including Hartzell Engine Technologies. Brown, a graduate of Middlebury College, is an instrument-rated pilot who flies diverse aircraft ranging from a Glasair Sportsman to a TBM 850.

Pasahow (EAA 269376), of Dallas, Texas, is founder of Blue Line Advisors, an executive search and leadership firm focused on the aerospace, transportation and other selected sectors. He also has more than 30 years of experience in executive and leadership consulting services. An EAA member since 1986, Pasahow is a pilot and homebuilder who previously served on EAA's board from 1991-2009.

EAA's B-17 Makes NFL Debut Sunday

Aluminum Overcast takes pregame flyover at Lambeau Field

One of America's most historic military aircraft will fly over one of football's most venerable sites on Sunday, as EAA's B-17 Aluminum Overcast performs the pregame flyover at Lambeau Field before the Green Bay Packers-Minnesota Vikings game at noon (CST).

EAA was contacted by the Packers prior to the season after military flyovers were canceled to due to federal budget sequestration. The lack of military flyovers have given pilots of historic and recreational aircraft the opportunity to wow NFL crowds, such as the 49-ship RV aircraft flyover at Kansas City's Arrowhead Stadium earlier this fall.

"We look at this opportunity as an honor and a way to pay tribute to veterans while thrilling the Lambeau Field crowd," said Sean Elliott, EAA's vice president of advocacy and safety, who will be piloting the aircraft along with George Daubner of EAA's flight operations team.

While EAA and the Packers will be videotaping the flyover, fans at Lambeau Field are also encouraged to share their flyover photos and/or videos. Photos or links to YouTube or Vimeo videos can be sent to ehotline@eaa.org





PRESIDENT'S CORNER- JEFF POINT



President's Rant- November 2013

Welcome to the November Flypaper. Let's see- eleven Flypapers per year times six years in office equals... yikes. Sixty six times I have sat down at my computer and started by typing those words. Not being a writer by trade or by choice, this is usually not an easy task, but somehow I manage to pound out some prose, month after month. Writing a monthly column is one of the more visible duties of a chapter president, not one of the easier ones! As my better half often reminds me, some days my rantings are more coherent than others, and I appreciate you hanging in there with me for the last six years, through thick and thin, so to speak.

Yes, this meager effort represents my last column as president of Chapter 18, and the time has come to pass the torch. Three terms is enough for anyone, and with my new job, I just don't have the time to dedicate to the office that I once did. The time is right for someone new to step up and take the reigns (and the keyboard) of the chapter. Who will that someone be? It might just be

you, if you fail to show up for the November chapter meeting!

As is customary, our November meeting promises to be the best-attended of the year, as we long ago realized that our bylaws do not prohibit in-absentia nomination to office. You need to be there in person to decline the nomination, hence the packed house that always is the November meeting! Mercifully, the November meeting will not be all politics. Once we count the ballots and sweep up the chads from the floor, we will get back to the important business of the chapter, which is building and flying airplanes. The chapter recently converted a big pile of cash into a shiny new tool, a Snap-on digital borescope. Several of us have played around with the new scope, giving the innards of our engines a good going-over, and I must say that this is one valuable tool! To that end, our very own Prof. Hedgecock has collected a couple of old cylinders and will be using the new borescope to present an informative program on how to do engine inspections using this tool. This gizmo has the ability to function not only as a borescope but as a camera, taking crystal clear images of whatever is being looked at, for later analysis and archiving. It can also be hooked up to a projector, so the entire room can see what is going on, and that is what we will be doing on Tuesday as Dave demos the process of cylinder inspections for us. Should be an interesting and informative program.

"the time has come to pass the torch"



Continued on page 3

PRESIDENT'S CORNER- JEFF POINT CONT'D



"I would like to take a moment recognize a trio of these long-haired hippy types"

Before I close for the month, a bit of a side note. I've officially reached the age where I can now look back on the generation (or two) behind me and say, as did my parents' and grandparents' generations before me, that there is no hope for kids these days and the country is going to hell in a hand basket as a result. While there may be a lot of truth in this assessment, there are always exceptions to the rule, and I want to take a moment and recognize a few of them. While our chapter, and EAA as a larger organization has gotten older as of late, we still have quite a bit of young blood coming into the organization. These young punks, with their long hair and loud music, like it or not represent the future of the organization, and of the country, and I would like to take a moment recognize a trio of these long-haired hippy types. Or at least, they used to be. You see, over the last couple of months, no less than three of our chapter kids have flown the coup, to no less a place than the little summer camp known as Marine Corps Recruit Depot San Diego. While we can all be justifiable proud of them, special recognition must go to Paul and Cynthia Comte, Tony and Kellie Phillips and Gert and Penny Van der Sanden. For their efforts over the last 18 years, the chapter congratulates them, and is bust-our-buttons proud to congratulate Private Alex Comte, Private Aaron Phillips and Private Bill Van der Sanden, United States Marine Corps!

That is all for now. Until next month, keep your airspeed up and OOH RAH!





CALENDAR OF EVENTS

- Chapter 18 Monthly Meeting** Tuesday November 26th 7:30 pm at the Timmerman Airport CAP Hanger 9393 W. Appleton Ave. Milwaukee, WI 53225 Elections this month. Don't be late or you may end up being the new president.
- No Chapter Meeting in December** Everyone is invited to join the December Chapter 18 Board Meeting held at El Fuego, 909 W. Layton Ave. Date: TBA.
- EAA's Christmas in the Air** Monday, December 2, 2013 3:00 p.m. - 8:00 p.m. EAA AirVenture Museum, Oshkosh, WI, USA A festive atmosphere, tasty refreshments, and holiday performances from local groups await you! See Santa arrive by helicopter at 6:30 p.m Just "Plane" Chocolate Holiday treat sampling starting at 5:30 p.m. Museum gift shop will be open with extended hours Presenting sponsor Oshkosh Corporation For more information, call (920) 426-6169. <http://www.airventuremuseum.org/christmasintheair/>
- EAA Wright Brothers Memorial Banquet** Friday, December 13, 2013 6:00 p.m. - 9:30 p.m. EAA AirVenture Museum, Oshkosh, WI, USA The effort to re-create one of aviation history's most beautiful but unproven designs will be the highlight presentation at EAA's annual Wright Brothers Memorial Banquet on Friday, December 13, at the EAA AirVenture Museum in Oshkosh. Join us as EAA member Scotty Wilson describes his quest to build a full-scale, flyable reproduction of the Bugatti 100P racer, the most historically significant airplane that never flew. Tickets are \$50 for EAA members and guest, \$60 for non-members/guest. <http://www.AirVentureMuseum.org>

November 2013						
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December 2013						
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29	30	31				



JOIN CHAPTER 18 TODAY! Still considered the "best deal in aviation" by Chapter 18 president Jeff Point. Fill out the info below and give it to our membership coordinator Ken Klima at the next meeting. (Annual Dues are \$10, plus \$5 for name plate)

Name: _____

Address: _____

Phone: _____

Email: _____

FLYING REPORT



Test Pilot Bill Weaver tells about a Mach 3.18 in-flight breakup of an SR-71 Blackbird

Among professional aviators, there's a well-worn saying: Flying is simply hours of boredom punctuated by moments of stark terror. But I don't recall too many periods of boredom during my 30-year career with Lockheed, most of which was spent as a test pilot. By far, the most memorable flight occurred on Jan. 25, 1966.

Jim Zwayer, a Lockheed flight-test specialist, and I were evaluating systems on an SR-71 Blackbird test from Edwards. We also were investigating procedures designed to reduce trim drag and improve high-Mach cruise performance. The latter involved flying with the center-of-gravity (CG) located further aft than normal, reducing the Blackbird's longitudinal stability.

We took off from Edwards at 11:20 a.m. and completed the mission's first leg without incident. After refueling from a KC-135 tanker, we turned eastbound, accelerated to a Mach 3.2-cruise speed and climbed to 78,000 ft., our initial cruise-climb altitude. Several minutes into cruise, the right engine inlet's automatic control system malfunctioned, requiring a switch to manual control. The SR-71's inlet configuration was automatically adjusted during supersonic flight to decelerate airflow in the duct, slowing it to subsonic speed before reaching the engine's face. This was accomplished by the inlet's center-body spike translating aft, and by modulating the inlet's forward bypass doors.

Normally, these actions were scheduled automatically as a function of Mach number, positioning the normal shock wave (where air flow becomes subsonic) inside the inlet to ensure optimum engine performance. Without proper scheduling, disturbances inside the inlet could result in the shock wave being expelled forward - a phenomenon known as an "inlet unstart."

That causes an instantaneous loss of engine thrust, explosive banging noises and violent yawing of the aircraft—like being in a train wreck. Unstarts were not uncommon at that time in the SR-71's development, but a properly functioning system would recapture the shock wave and restore normal operation.

On the planned test profile, we entered a programmed 35-deg. bank turn to the right. An immediate unstart occurred on the right engine, forcing the aircraft to roll further right and start to pitch up. I jammed the control stick as far left and forward as it would go. No response. I instantly knew we were in for a wild ride. I attempted to tell Jim what was happening and to stay with the airplane until we reached a lower speed and altitude. I didn't think the chances of surviving an ejection at Mach 3.18 and 78,800 ft. were very good. However, g-forces built up so rapidly that my words came out garbled and unintelligible, as confirmed later by the cockpit voice recorder.

The cumulative effects of system malfunctions, reduced longitudinal stability, increased angle-of-attack in the turn, supersonic speed, high altitude and other factors imposed forces on the airframe that exceeded flight control authority and the Stability Augmentation System's ability to

restore control. Everything seemed to unfold in slow motion. I learned later the time from event onset to catastrophic departure from controlled flight was only 2-3 seconds. Still trying to communicate with Jim, I blacked out, succumbing to extremely high g-forces. Then the SR-71 . . . literally . . . disintegrated around us. From that point, I was just along for the ride. And my next recollection was a hazy thought that I was having a bad dream. Maybe I'll wake up and get out of this mess, I mused. Gradually regaining consciousness, I realized this was no dream; it had really happened. That also was disturbing, because I **COULD NOT HAVE SURVIVED** what had just happened.



I must be dead. Since I didn't feel bad - just a detached sense of euphoria. I decided being dead wasn't so bad after all. As full awareness took hold, I realized I was not dead. But somehow I had separated from the airplane. I had no idea how this could have happened. I hadn't initiated an ejection. The sound of rushing air and what sounded like straps flapping in the wind confirmed I was falling, but I couldn't see anything. My pressure suit's face plate had frozen over and I was staring at a layer of ice.

The pressure suit was inflated, so I knew an emergency oxygen cylinder in the seat kit attached to my parachute harness was functioning. It not only supplied breathing oxygen, but also pressurized the suit, preventing my blood from boiling at extremely high altitudes. I didn't appreciate it at the time, but the suit's pressurization had also provided physical protection from intense buffeting and g-forces. That inflated suit had become my own escape capsule.

My next concern was about stability and tumbling. Air density at high altitude is insufficient to resist a body's tumbling motions, and centrifugal forces high enough to cause physical injury could develop quickly. For that reason, the SR-71's parachute system was designed to automatically deploy a small-diameter stabilizing chute shortly after ejection and seat separation. Since I had not intentionally activated the ejection system, and assuming all automatic functions depended on a proper ejection sequence, it occurred to me the stabilizing chute may not have deployed.

However, I quickly determined I was falling vertically and not tumbling. The little chute must have deployed and was doing its job. Next concern: the main parachute, which was designed to open automatically at 15,000 ft. Again I had no assurance the automatic-opening function would work. I couldn't ascertain my altitude because I still couldn't see through the iced-up faceplate. There was no way to know how long I had been blacked-out or how far I had fallen. I felt for the manual-activation D-ring on my chute harness, but with the suit inflated and my hands numbed by cold, I couldn't locate it. I decided I'd better open the faceplate, try to estimate my height above the ground, then locate that "D" ring. Just as I reached for the faceplate, I felt the reassuring sudden deceleration of main-chute deployment. I raised the frozen faceplate and discovered its uplatch was broken. Using one hand to hold that plate up, I saw I was descending through a clear, winter sky with unlimited visibility. I was



FLYING REPORT CONTINUED

greatly relieved to see Jim's parachute coming down about a quarter of a mile away. I didn't think either of us could have survived the aircraft's breakup, so seeing Jim had also escaped lifted my spirits incredibly. I could also see burning wreckage on the ground a few miles from where we would land. The terrain didn't look at all inviting, a desolate, high plateau dotted with patches of snow and no signs of habitation.

I tried to rotate the parachute and look in other directions. But with one hand devoted to keeping the face plate up and both hands numb from high-altitude, subfreezing temperatures, I couldn't manipulate the risers enough to turn. Before the breakup, we'd started a turn in the New Mexico-Colorado-Oklahoma-Texas border region. The SR-71 had a turning radius of about 100 mi. at that speed and altitude, so I wasn't even sure what state we were going to land in. But, because it was about 3:00 p.m., I was certain we would be spending the night out here.

At about 300 ft. above the ground, I yanked the seat kit's release handle and made sure it was still tied to me by a long lanyard. Releasing the heavy kit ensured I wouldn't land with it attached to my derriere, which could break a leg or cause other injuries. I then tried to recall what survival items were in that kit, as well as techniques I had been taught in survival training. Looking down, I was startled to see a fairly large animal, perhaps an antelope, directly under me. Evidently, it was just as startled as I was because it literally took off in a cloud of dust.

My first-ever parachute landing was pretty smooth. I landed on fairly soft ground, managing to avoid rocks, cacti and antelopes. My chute was still billowing in the wind, though. I struggled to collapse it with one hand, holding the still-frozen faceplate up with the other.

"Can I help you?" a voice said. Was I hearing things? I must be hallucinating. Then I looked up and saw a guy walking toward me, wearing a cowboy hat. A helicopter was idling a short distance behind him. If I had been at Edwards and told the search-and-rescue unit that I was going to bail out over the Rogers Dry Lake at a particular time of day, a crew couldn't have gotten to me as fast as that cowboy-pilot had. The gentleman was Albert Mitchell, Jr., owner of a huge cattle ranch in northeastern New Mexico. I had landed about 1.5 mi. from his ranch house, and from a hangar for his two-place Hughes helicopter. Amazed to see him, I replied I was having a little trouble with my chute. He walked over and collapsed the canopy, anchoring it with several rocks. He had seen Jim and me floating down and had radioed the New Mexico Highway Patrol, the Air Force, and the nearest hospital.

Extracting myself from the parachute harness, I discovered the source of those flapping-strap noises heard on the way down. My seat belt and shoulder harness were still draped around me, attached and latched. The lap belt had been shredded on each side of my hips, where the straps had fed through knurled adjustment rollers. The shoulder harness had shredded in a similar manner across my back. The ejection seat had never left the airplane. I had been ripped out of it by the extreme forces, with the seat belt and shoulder harness still fastened.

I also noted that one of the two lines that supplied oxygen to my pressure suit had come loose, and the other was barely hanging on. If that second line had become detached at high altitude, the deflated pressure suit wouldn't have provided any protection. I knew an oxygen supply was critical for breathing and suit-pressurization, but didn't appreciate how much physical protection an inflated pressure suit could provide. That the suit could withstand forces sufficient to disintegrate an airplane and shred heavy nylon seat belts, yet leave me with only a few bruises and minor whiplash was impressive. I truly appreciated having my own little escape capsule.

After helping me with the chute, Mitchell said he'd check on Jim. He

climbed into his helicopter, flew a short distance away and returned about 10 minutes later with devastating news: Jim was dead. Apparently, he had suffered a broken neck during the aircraft's disintegration and was killed instantly. Mitchell said his ranch foreman would soon arrive to watch over Jim's body until the authorities arrived. I asked to see Jim and, after verifying there was nothing more that could be done, agreed to let Mitchell fly me to the Tucumcari hospital, about 60 mi. to the south.

I have vivid memories of that helicopter flight, as well. I didn't know much about rotorcraft, but I knew a lot about "red lines," and Mitchell kept the airspeed at or above red line all the way. The little helicopter vibrated and shook a lot more than I thought it should have. I tried to reassure the cowboy-pilot I was feeling OK; there was no need to rush. But since he'd notified the hospital staff that we were inbound, he insisted we get there as soon as possible. I couldn't help but think how ironic it would be to have survived one disaster only to be done in by the helicopter that had come to my rescue.

However, we made it to the hospital safely - and quickly. Soon, I was able to contact Lockheed's flight test office at Edwards. The test team there had been notified initially about the loss of radio and radar contact, then told the aircraft had been lost. They also knew what our flight conditions had been at the time, and assumed no one could have survived. I explained what had happened, describing in fairly accurate detail the flight conditions prior to breakup.

The next day, our flight profile was duplicated on the SR-71 flight simulator at Beale AFB, Calif. The outcome was identical. Steps were immediately taken to prevent a recurrence of our accident. Testing at a CG aft of normal limits was discontinued, and trim-drag issues were subsequently resolved via aerodynamic means. The inlet control system was continuously improved and, with subsequent development of the Digital Automatic Flight and Inlet Control System, inlet unstarts became rare. Investigation of our accident revealed that the nose section of the aircraft had broken off aft of the rear cockpit and crashed about 10 mi. from the main wreckage. Parts were scattered over an area approximately 15 mi. long and 10 mi. wide. Extremely high air loads and g-forces, both positive and negative, had literally ripped Jim and me from the airplane. Unbelievably good luck is the only explanation for my escaping relatively unscathed from that disintegrating aircraft.

Two weeks after the accident, I was back in an SR-71, flying the first sortie on a brand-new bird at Lockheed's Palmdale, California assembly and test facility. It was my first flight since the accident, so a flight test engineer in the back seat was probably a little apprehensive about my state of mind and confidence. As we roared down the runway and lifted off, I heard an anxious voice over the intercom. "Bill! Bill! Are you there?" "Yeah, George. What's the matter?" "Thank God! I thought you might have left." The rear cockpit of the SR-71 has no forward visibility - only a small window on each side - and George couldn't see me. A big red light on the master-warning panel in the rear cockpit had illuminated just as we rotated, stating: "Pilot Ejected." Fortunately, the cause was a misadjusted micro switch; not my departure.

Bill Weaver flight-tested all models of the Mach-2 F-104 Starfighter and the entire family of Mach 3+ Blackbirds including the A-12, YF-12, and SR-71. He subsequently was assigned to Lockheed's L-1011 project as an engineering test pilot, and became the company's chief pilot. He later retired as Division Manager of Commercial Flying Operations, and continued to fly the Orbital Sciences Corp.'s L-1011, which was modified to carry the Pegasus satellite-launch vehicle. And as an FAA Designated Engineering Representative Flight Test Pilot, was involved in various aircraft-modification projects, conducting certification flight tests.

<http://www.barthworks.com/aviation/>

**CHAPTER BOARD MINUTES-SECRETARY JIM HATZENBELLER
CLASSIFIES ADDS**



No board meeting last month.

The Perfect Gift: EAA Membership

Here's a great idea for the aviation enthusiasts on your holiday shopping list: an EAA gift membership. Special one-year EAA gift memberships not only bring huge smiles, but also bring 12 issues of EAA's award-winning Sport Aviation magazine, special interest group opportunities, super savings with deals and discounts from aviation partners, EAA AirVenture discounts and privileges, and best of all, camaraderie among fellow aviation enthusiasts through EAA's rich community of chapters, workshops, events, and more.

We also have a premium holiday gift membership that includes a warm and cozy EAA air show blanket that's perfect for those cool winter evenings when you're dreaming about skies filled with airplanes.

EAA also offers a specially priced three-year membership extension, including the blanket, which you just might want to give to yourself! Learn more here https://secure.eaa.org/eaajoin/securejoin_yourgift.html



MEMBER CLASSIFIEDS

FOR SALE, RENT or LOAN

- I've got a few things for sale that builders and/or pilots might want:
 - 2 Tempest AA48108-2 oil filters \$15/ea or \$25 for both
 - 1 ATS Rivet Tool (204RV) \$80
 - 1 3.5hp oil-sump 135psi compressor w/60gal tank and additional 60gal tank \$600, * includes 1 large and 2 small filter/regulators, several hoses, and condensate drain system w/ball valves
 - 1 Survival Products 4-man raft #1400-1/1500-1 \$800 Contact Andy Laures at alaures@hotmail.com
- Sonex Airframe Kit #1190 (Standard, Dual, VW) "Easy Build" Laser Cut Metals with Machined Angle Components and Pre-Assembled Main Wing Spars. Some work in progress. Complete Kit cost was over \$19,000, Asking \$18,000. Located at Air Troy Estates (East Troy). Carroll Rands 262-994-9009 or cchrands@yahoo.com
- Zenith CH200 about 35% finished. The plane is located in the Burlington area and the family wants to sell it. Betty Ashworth 847-502-3034
- For Sale: Marvel-Schebler MA3SPA carburetor. P/N 10-3237 for a Continental C-145. \$300. Fred Keip 262-835-7714 (after 6 PM) or fredkeip@aol.com

WANTED TO BUY, RENT or BORROW

- Laurie Probst is looking for some un-airworthy wing ribs for student demos. If you have anything laying around please let her know. kosalof@aol.com
- Nick Heffron is looking for a aerobatic parachute (like a Softie or a Strong) second-hand. Contact Nick at nheffronneuhold@gmail.com

To submit items here, send an email to Darrell Kufalk @ kufalk@wi.rr.com



**CHAPTER MINUTES-SECRETARY JIM HATZENBELLER
TREASURER REPORT- TREASURER KEN KLIMA**

Chapter 18 Minutes from the October “2013” Dinner Meeting

The October dinner meeting was held at Clifford’s in Hales corners. Happy hour was from 6:00 until 7:00 at which all were seated and dinner was served. A video and slide show of members’ projects was shown in background and was well presented by Darrell Kufalk. At 8:15 the meeting was opened by President Jeff Point.

Announcements: At this time, Jeff extended thanks to Stephanie and Dennis Schulko for their efforts in organizing the dinner meeting. Thanks were also extended to the wait staff and bartenders for their service. Thanks were given to Joe Ptaszek for his efforts with the door prizes.

It was announced that the names of EAA Founder Paul Poberezny and former member Herb Ritzman will be added to the memorial plaque. A moment of silence was observed in their honor.

It was announced that there are no 1st Flight plaques this year.

At this time, Joe Ptaszek read off the numbers of the winning tickets for door prizes. Those with matching winning ticket numbers came forward to select their prize until all prizes were gone. New this year was “The Badger Box”. It contained 20 surprise items mostly from Wisconsin. Those whose numbers were called were given the opportunity to put their name in the hat or select a door prize. Up to a maximum of 10 names could be put into the hat for a drawing to win “The Badger Box”. The winner of the box was Mike Felske. Thanks were again extended to Joe Ptaszek for all of his work in making the door prizes a big part of this dinner meeting.

Meeting was adjourned at 8:50pm.

Respectfully submitted, Jim Hatzenbeller (Secretary)

Chapter 18 Apparel



Chapter 18 Apparel is on sale now. T-Shirts, Hats, Coffee Mugs, and much, much more. Order anytime and no minimums. Each purchase will help to support the chapter.

www.cafepress.com/EAAChapter18

October-13	Checking	Savings	Total
Beginning Bal.10/1/13	\$985.60	\$1,707.35	\$2,692.95
Receipts			
Dues	\$10.00		
Banquet	\$1,296.00		
Transfer	\$500.00		
Total Income	\$1,806.00	\$0.00	
Expenses			
Badges	-\$9.36		
Transfer		-\$500.00	
Total expenses	-\$9.36	-\$500.00	
Ending Balance 10/31/13	\$2,782.24	\$1,207.35	\$3,989.59

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To submit articles, photos or other items for the newsletter as well as ideas, suggestions and corrections, contact...
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