



CHAPTER 1093
Experimental Aircraft Association

LOOKIN' UP

The EAA Chapter of Modern Explorers

EAA Chapter 1093
Midland, MI
Jack Barstow Airport
KIKW
August 2018

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What Chapter member is leasing this pile of dirt at Barstow Airport?
See answer on page 6

Our next meeting will be 10AM, August 4th 2018

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FAA updates airman certification standards

By AOPA Communications staff

Student pilots and especially flight instructors will want to pay attention to new revisions to the FAA's [airman certification standards](#) (ACS) for Private Pilot—Airplane, Instrument Rating—Airplane, Commercial Pilot—Airplane, and Remote Pilot—Small Unmanned Aircraft Systems, effective June 11. The revisions, initially developed by the Aviation Rulemaking Advisory Committee Airman Certification System working group, include some new regulations, such as those accommodating Part 68 BasicMed privileges and limitations. Additional changes include edits to account for the FAA's recent reorganization, different types of hypoxia, and giving the evaluator discretion to ask for a full aerodynamic stall on a checkride, to name a few.

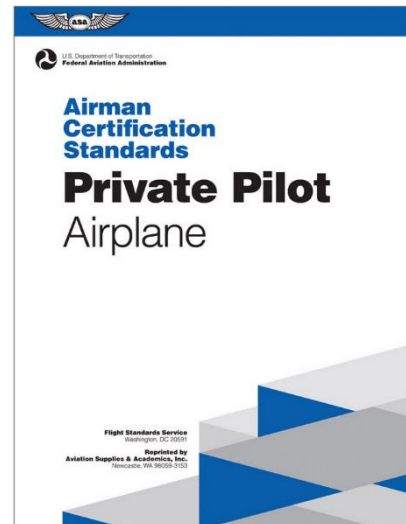
"The enhancements to the standards are clearly laid out in the beginning of each document," said David Oord, AOPA senior director of regulatory affairs and chair of the ACS working group. "The integrated standards incorporate all the knowledge, risk management, and skill elements needed for a certificate or rating—clearly defining what an applicant is expected to know, consider, and do in order to pass and to also be a safe pilot."

The working group consists of experts and stakeholders from both the FAA and industry, working together on a system that connects the certification standards to FAA advisory handbooks, test questions, and the practical test. "The working group's motto of 'continuous improvement' is reflected in the effort to provide predictable, regular updates to the standards," said Oord. Processes have been established to identify and coordinate any changes to regulations, policies, and/or technologies that will need to be accounted for and incorporated into the standards.

With this set of foundational standards in place, the ACS working group continues its development of the next set of certificates and ratings, including ATP, Commercial Pilot—Military Competence, Aviation Maintenance Technician, Rotorcraft, Powered-lift, and Instructor. Recommendations for those standards and other components of the certification system will be channeled through the Aviation Rulemaking Advisory Committee for its review and submittal to the FAA, Oord said. You can see the full document, with revisions, [here](#).

The new editions of the [Airman Certification Standards](#) for Commercial Pilot Airplane,

Private Pilot Airplane, Instrument Rating Airplane, and Remote Pilot went into effect June 11, 2018, canceling the previous editions. The FAA Airman Certification Standards (ACS) document is the guide for students, instructors, and evaluators to understand how to successfully complete their FAA Knowledge Exam and practical test (checkride).



The ACS incorporates knowledge and risk management, along with the skill elements to each Area of Operation and Task, according to ASA officials. The result is a presentation that defines

the standards for what an applicant needs to know, consider, and do to pass the FAA tests and earn a certificate or rating. Prices start at \$5.95. The Remote Pilot standards in PDF is free.





Airmate Flight Briefing

AIRMATE is a free flight planning helper for pilots. Available on the Web, on iPhone/iPad and on Android devices, AIRMATE provides detailed aeronautical information to pilots, mostly sourced from aviation authorities.

AIRMATE solutions features flight planning help, airport information including approach charts in more than 150 countries, flight plan filing and numerous other services - for free (flight plan filing is chargeable outside of the US). AIRMATE also offers pilots a social platform allowing them to exchange together and share information.

AIRMATE may contain errors or omissions and should not be used as main information source to prepare or execute a flight. Pilots should always mainly use and rely on official information directly provided by aviation authorities. To learn more about AIRMATE, go to www.airmate.aero.

How have you supported your local airport?

* Hosted or attended an airport open house or fly-in		45.77%
* Patronize businesses at the Airport		43.31%
* Joined or started an airport Support group		6.42%
* Participated in the AOPA airport support network		4.50%

FAA cuts cost of training, proficiency

By Jim Moore

The FAA on June 27 published a final rule that will allow broader use of technology to reduce the cost of flight training and maintaining proficiency without compromising safety. For a complete article see: <https://www.aopa.org/news-and-media/all-news/2018/june/27/faa-cuts-cost-of-training-proficiency>

Summary: The FAA's [final rule](#) includes many changes, particularly to Part 61, which were originally published in a notice of proposed rulemaking (NPRM) in 2016. The Part 61 overhaul will take effect July 27, with all changes implemented by Dec. 24, and will reduce costs to pilots in large part by leveraging advances in avionics, aircraft equipment, flight simulators, and aviation training devices. The new regulations recognize the effectiveness of modern technology and ease past restrictions on its use to further reduce the cost of flight training, as well as proficiency maintenance. They are also crafted to give the FAA more flexibility to approve the use of advanced technologies still to come.

In April, the FAA [discontinued](#) the requirement that commercial pilot and flight instructor candidates conduct their single-engine airplane practical test in a complex airplane, and the final rule published June 27 takes that a step further. As of Aug. 27, commercial pilot candidates can use "technically advanced airplanes" in lieu of, or in combination with, a complex or turbine-powered airplane to satisfy the 10 hours of required training in these airplanes. This is estimated to save trainees \$2.8 million over five years.

Highlights of Notable Regulatory Changes

Regulatory relief	FAR	Date
Required frequency interval to accomplish instrument proficiency experience in ATD to be reduced from every two months to every six months; allows any combination of aircraft and ATD to accomplish required experience.	61.57(c)	9/26/18
Sport pilot training to be credited toward higher certificates or ratings.	61.99 ; 61.109 (I)	7/27/18
Instructor's presence will no longer be required to accomplish required recency experience in a flight simulator or aviation training device (FFS, FTD, or ATD).	61.51(g)	7/27/18
Use of less expensive technically advanced airplanes (TAA) to be allowed for commercial pilot training.	61.31(e,f) ; 61.1 ; 61.129	8/27/18
Sport pilot instructors will be allowed to provide training on control and maneuvering solely by reference to instruments with required endorsement.	61.412 (new) 61.415(h) 91.109(c)	8/27/18

Do you know your aircraft's best glide speed?

A new fact sheet has been released by the FAA covering Best Glide Speed. The [General Aviation Joint Steering Committee](#) determined that a significant number of general aviation fatalities could be avoided if pilots were better informed and trained in determining and flying their aircraft at the best glide speed while maneuvering to complete a forced landing. The Fact Sheet — just two pages — covers everything from what is Best Glide Speed? How Far Can I Glide? and tips for forced landings. You can download the [Fact Sheet at FAA.gov](#).

Post Office celebrates aviation with new airmail stamps

The United States Postal Service will honor the beginning of airmail service by dedicating two United States Air Mail Forever stamps this year. The first commemorates the pioneering spirit of the brave pilots who first flew the mail in the early years of aviation.

The first-day-of-issue ceremony for this stamp will take place May 1, 2018, at 11 a.m. at the Smithsonian National Postal Museum in Washington, DC. The event is free and open to the public.

On May 15, 1918, in the midst of World War I, a small group of Army pilots delivered mail along a route that linked Washington, Philadelphia, and New York, initiating the world's first regularly scheduled airmail service.



The stamp that commemorates the air mail pilots.

The United States Post Office Department, the predecessor to the U.S. Postal Service, took charge of the U.S. Air Mail Service later that summer, operating it from Aug. 12, 1918, through Sept. 1, 1927. Airmail delivery, daily except on Sundays, became part of the fabric of the American economy and spurred growth of the nation's aviation industry, post office officials note.

The second stamp will commemorate this milestone with its first-day-of-issue to take place later this summer.

Both stamps, printed in the intaglio print method - design transferred to paper from an engraved plate - depict the type of plane typically used in the early days of airmail, a Curtiss JN-4H biplane.

The biplane was also featured on the stamps originally issued in 1918 to commemorate the beginning of regularly scheduled airmail service, officials noted.

The [U.S. Postal Service](https://www.usps.com) will continue its 100th anniversary celebration of air mail in August when

it releases the second commemorative air mail stamp.

In May, the Postal Service issued a United States Air Mail Blue Forever stamp to commemorate the 100th anniversary of the beginning of airmail service.

On Aug. 11, 2018, it will issue the Air Mail Red Forever stamp to mark the 100th anniversary of the Post Office Department's taking charge of the nation's airmail service.



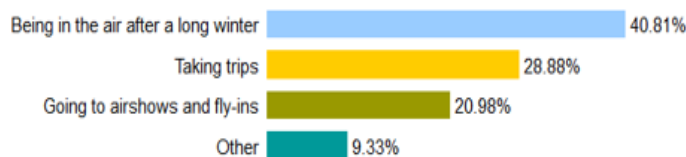
The Air Mail Red Forever stamp to be issued on Aug. 11, 2018

The first-day-of-issue dedication ceremony for the second Air Mail stamp will be held at 11 a.m. (Eastern) Aug. 11, 2018, at College Park Aviation Museum in Maryland. The event is free and open to the public.

Can't make it to the museum? You can watch the ceremony live at [Facebook.com/USPS](https://www.facebook.com/USPS).

The Post Office Department initiated regular U.S. Air Mail Service from College Park Airfield in Maryland to New York City on Aug. 12, 1918. This 218-mile route was the first step in establishing a transcontinental route by air, according to post office officials. Operating from Aug. 12, 1918, through Sept. 1, 1927, this pioneering aviation service was instrumental in developing a critical infrastructure — profitable routes, lighted airfields for night flying, and improved navigational tools — that allowed it to succeed and prosper, officials note.

What is your favorite part about spring flying?



100 Years of Airmail celebrated with flight

This year marks the 100th anniversary of the first U.S. government airmail flight. To honor that milestone, a collection of classic airmail planes from 1931 will fly the original Contract Air Mail Route 8 ([C.A.M. 8](#)) from San Diego to Seattle.



[The 2018 flight](#) is sponsored by the nonprofit Western Antique Airplane and Automobile Museum of Hood River, Oregon and endorsed by the U.S. Postal Service. The biplanes will carry commemorative envelopes that will be [officially postmarked](#) at each of the 12 stops. Delivery of traditional residential and business mail will not be affected.



With American forces still fighting in World War I, the famous US Army Air Service Curtiss "Jenny" trainer planes were assigned to a new mission: Deliver the mail on a regular schedule between New York, Philadelphia, and Washington. Army pilots made history when the very first airmail was delivered from New York to Philadelphia and the

Washington-bound airmail took off in front of throngs of officials and excited citizens who came in Model T's, farm wagons, and on horseback to Bustleton Airfield, located at today's Red Lion Rd and Haldeman Ave. Air mail instantly became an integral part of communications. Commercial aviation was born. For more information on Early Aviation and Airmail History click [here](#).

Women in Aviation now accepting applications for scholarships



The application process is now open for the 108 scholarships Women in Aviation will award at its 30th annual International Women in Aviation Conference in March 2019.

The scholarships, which total about \$565,000, are available for flight training and scholastic funding, with specific scholarships earmarked for nearly every aspect of the aviation and aerospace community, according to WAI officials.

The scholarships will be awarded during WAI's conference, held in Long Beach, California, from March 14-16, 2019.

For the second year, internships are offered along with scholarships.

"With a WAI scholarship, attaining an aviation career becomes more possible when the financial burden is eased," says WAI President Dr. Peggy Chabrian. "Our scholarships have literally changed the lives of the hundreds of women who have benefited from the generosity of benefactors ranging from multinational corporations to individuals."

Most scholarship applications may be made online at [WAI.org](#). Interested applicants are urged to check the [website](#) periodically as new scholarships are added right up to the application deadline of Nov. 12, 2018. Scholarships and application requirements can be found at [WAI.org](#).

Applicants must be a member of Women in Aviation International by Nov. 1, 2018, and may apply for up to three scholarships. Internships are not included in the three per member scholarship limit.

More than \$100,000 in scholarships available

The [National Gay Pilots Association](#) has launched its 2018 scholarship program, which encompasses more than \$100,000 in awards from private pilot to tailwheel endorsement to advanced flight training.



NGPA is the largest organization of lesbian, gay, bisexual and transgender pilots, aviation professionals, and enthusiasts from around the world. Its mission is to build, support, and unite the global LGBT aviation community. The application deadline is **Aug. 31, 2018**.

If the FAA calls, don't panic

As the Jan. 1, 2020, deadline to equip with Automatic Dependent Surveillance-Broadcast Out nears, the agency may call or send a letter to confirm the equipment's proper installation and operation. Pilots are rarely thrilled to hear from the FAA. Whether it's a voicemail from an inspector or a letter in your mailbox, common reactions range from a mild sense of anxiety to outright panic. While it's true that many of these contacts are initiated because the FAA is investigating a possible pilot deviation such as an airspace or runway incursion, a fair number of them turn out to be about something else entirely.

A common example involves ADS-B equipment. As the January 1, 2020 deadline for ADS-B Out equipage nears, the FAA's ADS-B Focus Team is stepping up efforts to contact aircraft owners whose ADS-B Out systems are not operating correctly. In these cases, the Focus Team will typically try to contact the owner by phone or email first, and then will send a letter if these methods are not available or successful. The letter will indicate that the system output is not in compliance with FAR § 91.227 and invite the individual to contact the FAA inspector for additional information.

Pilots and aircraft owners are often nervous about responding to FAA inquiries, but they are generally not required to do so. However, in our experience, the inspectors have been helpful in explaining the ADS-B Out discrepancies to the owners, and they have been satisfied once an avionics shop has fixed the issue. While the initial letter will include the details of the noncompliance (and owners can request an ADS-B performance report themselves for free at any time from:

<https://adsbperformance.faa.gov/PAPRRequest.aspx>)

The output and details can be rather technical, therefore, it may be beneficial to have an open line of communication with the inspector in order to better understand the issue and confirm when it has been remedied.

One final note on the topic of ADS-B Out discrepancies: some are serious enough to cause problems for controllers, and if left unresolved will lead to the FAA denying ADS-B services such as TIS-B traffic to problem aircraft. For more information, see the recent AOPA article "ADS-B: Bad Data, No Service." Being asked to contact someone because of a technical issue is not limited to ADS-B. For example, if ATC asks you to call a phone number after you land but does not advise you of a possible pilot deviation, then it could be to follow up on an anomaly in your transponder's Mode C altitude reporting. Keep in mind that regardless of the event that triggers the inquiry, there is not a regulatory requirement to call ATC, and consider calling AOPA's Legal Services Plan for guidance before making a decision on whether or not to call ATC or respond to a letter or a voicemail.

What Chapter member is leasing this pile of dirt at the Barstow Airport?

Answer: Jeff Gallant

Welcome New Member - Kyle McIntyre

My love for aviation started at a young age when I first flew with my uncle Jim Cordes. Since then I have hoped to someday get my pilots license. My Interest has grown again in the past year from watching various aviation videos on YouTube. Having the ability to fly anywhere in the country in a matter of hours instead of a few days especially drew my interest. During the past few months I have decided to pursue my private pilot's license. I finally have the time and money to begin training towards my license, and I will begin flight training with Kassie Miller soon. I have also had the opportunity to get some extra practice with Jim Cordes flying in 60J. This fall I will be attending Michigan Tech. to study Computer science. Once I get my pilots license, I hope to fly home when I get the chance instead of driving eight hours or more to get home. I look forward being a member of EAA chapter 1093 and learning from other members.

Members in the News



Who is the young man 5th from the left in the back row in this 2010 Aviation Camp Picture?



Who is this as First Officer in an Endeavor Airlines Bombardier CRJ-900?



Who were among his first passengers? Mom and Dad (Melissa and Rob Anderson) who are also Chapter members

EAA Chapter member Kris Anderson!!
Congratulations to the Anderson flying family!

EAA 1093 Board Meeting Minutes

June 21, 2018

President Fick called the meeting to order at 1702 EDT.

Directors in attendance: Mike Carter, Dave Fick, Jeff Gallant, Dan Graiver, John Haag, John McPeak, Tom Ryden, Dick Sipp, John Sorg, Mike Woodley

Directors unable to attend: Brett Kischnick, Chris Peden, Michael Sawicki

Guest EAA members: Don Bonem, Dot Hornsby

Treasurer's report: Treasurer Haag reported that all bills are paid, all accounts have positive cash balances as follows:

EAA Chapter 1093 – \$2,191.72

Clubhouse – \$399.80

Fancy Birdhouse – \$8,864.55

Treasurer's report accepted by motion (Ryden/Sipp)

Old business:

- Bonem reported that hangar 2-A door maintenance needs have been identified, repairs will be made later in summer. Hangar 7A-4 is vacant at present. Hangar 7-B rent is in arrears, Bonem is in contact with G. L. Soaring LLC members re: resolution of situation.
- Ryden reported that paid membership is at 93%, seven 2017 members still in arrears. PayPal option for payment of dues will be discussed at July Board meeting.
- Woodley reported that septic system has been pumped.
- AED unit report deferred to July meeting.
- Discussion re: purchase of simulator tabled until Simulator Administrator can report to Board.
- Haag found organizational papers for Clubhouse LLC, but no by-laws or policies/procedures. Fick will prepare draft of by-laws for Clubhouse LLC to present to Board at future meeting.
- Ad hoc committee (Fick, Woodley) to explore the building needs, need for space, opportunities, and potential solutions for future Chapter activities, will include suggested plan in report to Board at July meeting. Woodley will create specifications for Annex addition, Fick will request bids for construction. Current tenant of Yonkers hangar is John Wilson, lease is on month-by-month basis.

- McPeak and Sipp presented a report on the offer by Jay Longtain to donate a partially assembled Comp Air 6 composite airframe kit (less engine/propeller and instruments). During discussion, concerns were expressed that there was not enough interest by members to guide/mentor students, STEM program in Midland Public Schools is not ready to commit to specific program, composite aircraft is not best choice for educational process of airframe build, and build help from kit manufacturer Comp Air appears to be non-existent. Motion by Woodley/Gallant to decline Jay Longtain's offer of the donation – motion passed. Secretary will contact Longtain with decision, thank him for the offer, and ask if he would be willing to be a leader if/when the Chapter decides to take on a student build project.

New business:

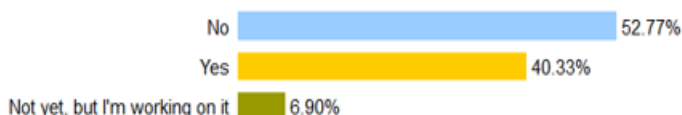
- Brett Kischnick has resigned from the position of Publicity Chair. President Fick will include article in next issue of Lookin' Up soliciting volunteer interest in filling role for remainder of 2018.
- Woodley presented 'Operating Guidelines for Ormond Barstow Aviation Education Center Building.'
- Lookin' Up newsletter distribution list has been updated to include all Chapter 1093 members plus other interested parties. Newsletter Editor is encouraged to edit submissions for punctuation/etc. but not be responsible to edit content.

2018 dates:

- Pancake breakfast: September 8, 2018
EAA 1093 Board mtgs: third Thursday of each month, 5:00 p.m., unless cancelled
EAA 1093 membership mtgs: first Saturday of each month, 10:00 a.m., except May/July/September
- Young Eagle flights: second Saturday of each month, 9:00 a.m. – noon, except July and September

President Fick adjourned the meeting at 1822 EDT.
Respectfully submitted,
John McPeak, Secretary

Are you night current?



New Advisory standardizes non-towered flight operations

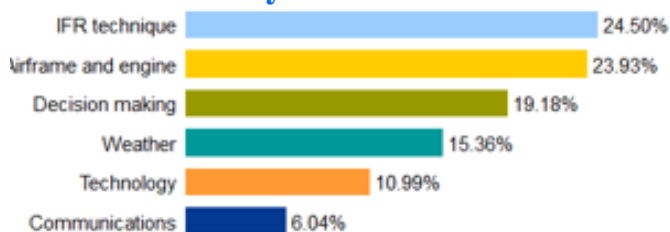
A new Advisory Circular standardizes traffic pattern altitudes and procedures at airports without operating control towers. [Advisory Circular \(AC\) 90-66B](#), Non-Towered Airport Flight Operations, replaces two advisories: One from 1993 that addressed traffic patterns, and another from 1990 that provided communication guidance, according to officials with the [National Business Aviation Association](#).

Standardizing the traffic pattern altitude was a primary focus of the members of the FAA's Aeronautical Charting Forum. The committee's goal was to improve safety for all by standardizing operational practices and getting everyone who uses non-towered airports on the same 18 pages of the new advisory circular. "It gives the expectation of how pilots of other aircraft using the non-towered airport will operate," said Richard Boll, a member of the NBAA Access Committee.

Noting the age of the previous guidance, he said the old standard was 800' to 1,000' above ground level (AGL). To eliminate that 200' of confusion, the ACF set the standard at 1,000' AGL, with left-hand turns, unless terrain or obstacles mandate otherwise. Large and turbine-powered airplanes should enter the traffic pattern at an altitude of 1,500' AGL, or 500' above the established pattern altitude.

A recent change to the Aeronautical Information Manual introduced this standard, and the AC expands on it. Entering the non-tower traffic pattern and self-announcing a flight's position and the pilot's intentions received equal detail and attention. It makes clear that airplanes terminating an instrument procedure with a straight-in approach do not have the right of way over VFR traffic in the pattern, said Boll. And when circling to land, left-hand turns are standard, unless otherwise documented.

Which Aviation Safety Topics interest you most?



Rare and unusual aircraft draws visitors to EAA AirVenture 2018 in Oshkosh

Every year at EAA AirVenture Oshkosh, we're lucky to welcome some of the most interesting aircraft in the world, and 2018 is shaping up to be no exception. Sometimes, the biggest stars of our convention are the ones that "just show up," and that's a big part of the fun, but we wanted to share an overview of some of the amazing aircraft we're actually planning on. Have a look through our ever-expanding gallery of just a few of the interesting, unusual, and in some cases unique aircraft that we're expecting to see this year, subject to weather, mechanical, or logistical issues, of course.



Linda Langrill and Bryan Martin at the Young Eagles Blue Barn at AirVenture 2018 at Oshkosh.

Our 3 'Kids to Oshkosh' will depart KIKW at 7:15 AM EST on Friday, July 27. Rob Bourne is the pilot and the Chaperon is a firefighter from KMBS. It would be so nice if there were some of you there to greet them. Please spread the word for other Chapter members who might be there and interested. Our parking spot off taxiway Papa One at the north end of runway 36 in the Homebuilt Parking area. Twin Piper Aztec, N333PB. Thanks – Dot

Jack Peyton presented Jackie Welch with the 2018 Dorothy Hilbert Award for volunteerism with EAA. The award recognizes a female EAA volunteer who exhibits the same passion, dedication, and devotion for volunteerism, as did the late Dorothy Hilbert.

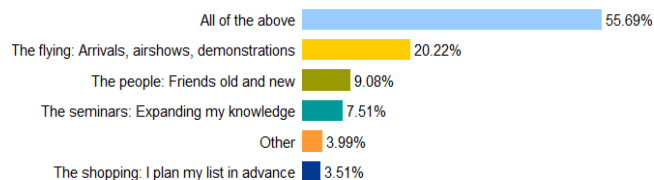


Linda Langrill receives a Kobalt 3/8" drive socket set from Sally Langland at the Young Eagles/Chapters Blue Barn at Oshkosh. A daily raffle was held and each chapter could enter once. Thanks to Lowe's and EAA.



The Experimental Aircraft Association's AirVenture 2018 is expected to draw some 500,000 or more visitors with an economic impact pushing \$170 million. The event spurred about \$107 million in direct spending and \$14 million by exhibitors last year, according to an economic impact study by the University of Wisconsin-Oshkosh.

What do you enjoy most about EAA AirVenture?



Our airplane pictures

Our EAA Chapter has had a tradition of posting our airplane pictures on the wall. However, there are no recent ones. If you have a favorite picture of your plane (with or without you in the picture) please e-mail it to Dot Hornsby with info as to what kind of airplane it is. She will print it, put it in a matching 8 x 10 frame and get it posted on the wall. If you would like her to take a picture of you and your plane please e-mail her at dotsby@AOL.com.

Grandma's Pumpkin Patch

Looking for something fun to do this fall that isn't gore and gross? Then come to Grandma's Pumpkin Patch and try our "cornfusing" flashlight maze. It is all the challenge of our 3 acre corn maze in the cover of night.

The maze is NOT haunted but it is spooky walking around in the dark, so don't forget your flashlight! Great event for families, friends and anyone looking for a navigational challenge. Once you have completed the maze stay and warm yourself by the camp fire with a warm apple cider and caramel apple from our concession stand.

A 'must' on your aerial tour of Midland - Grandma's Pumpkin Patch - 4319 N Eastman Rd, Midland, MI 48642



approximately 2 miles north of the Barstow Airport on Eastman Rd. Open Sept. 30th - Oct. 31st, 2017 Or call to schedule your fall reservation 989-513-5222 Each year they pick a different design and carve out a maze in our 3 acre corn field. The maze twists and turns and tests your navigational skills! It can take 20 minutes or up to an hour to complete, depending on how lost you get!

Focused Flight Review program launches

General Aviation News Staff

The [Aircraft Owners and Pilots Association](#) (AOPA) Air Safety Institute (ASI) has launched its [Focused Flight Review program](#), providing pilots a more individualized opportunity to sharpen skills, proficiency, and knowledge through carefully designed flight scenarios.

Taking a flight review every 24 months is a requirement for most pilots, and for many, it is the

only opportunity to hone skills or zero in on piloting areas needing some brush-up.

But many know from experience that despite their best intentions, setting up a flight review that satisfies regulatory requirements and also includes ground and flight activities tailored to those training goals isn't always practical.

That obstacle has now been removed with the new Focused Flight Review, a series of ready-to-use scenarios complete with preflight study material and flight profiles that focus on a variety of familiar operational areas, according to AOPA officials.



Built into each scenario are ways to improve fundamental stick-and-rudder skills, decision making, understanding of aircraft operating envelopes, technologies, aircraft performance capabilities, and loss-of-control avoidance.

"Focused Flight Review is a comprehensive flight review program, designed by an Air Safety Institute-led consortium of influential instructors, pilot clubs, and government agencies," said Air Safety Institute Executive Director Richard McSpadden. "The profiles and preflight preparation materials were created to deal with historical problem areas and help make us all better pilots."

Looking for Publicity Chair

Brett Kischnick, our Publicity chair has taken a job in Troy, and desires us to find a replacement. We'd like to thank you Bret for a job well done and wish you all the best in your new job.

We are looking for volunteers to fill the Publicity chair position. If you are interested or knows someone who is interested, please see Dave Fick at: davef3079@gmail.com.

Mailing address for all correspondence:

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Dan Graiver,

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