



# FLYPAPER

**EAA Chapter 18, Milwaukee, WI**

Year 54, January 2015

<http://eaachapter18.org>

## HEADLINES!

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### Chapter 18 Meeting This Tuesday at 7:30 PM

It's been 2 months since we had a meeting so come out hear about what's going on in your chapter for 2015. The program this month will be a presentation by Scott Dennison, of Dennison Enterprises in Waukesha. He is rebuilding a F4U Corsair.



### AirVenture to Commemorate 70th Anniversary of World War II's End



The Commemorative Air Force's B-29 FIFI and legendary fighter planes such as the P-51 will participate in the 70th anniversary commemoration of the end of World War II at Oshkosh. Photo credit: Jim Koepnick

From [eaa.org](http://eaa.org) January 22, 2015

Some of history's most iconic airplanes will be highlighted at EAA AirVenture Oshkosh 2015 during EAA's 70th anniversary commemoration of the Allied victories in World War II. The 63rd annual EAA convention and fly-in takes place July 20-26 at Wittman Regional Airport in Oshkosh.

"This is an extremely important milestone anniversary of arguably the most significant event of the 20th century - the end of World War II both in Europe and in the Pacific," said Rick Larsen, EAA's vice president of communities and member programs, who leads the AirVenture event organizing team. "Our goal is to highlight the significance of the anniversary and do our best to portray a historically accurate representation of the air war."

Victory in Europe Day (V-E Day) on May 8, 1945, marked Germany's unconditional surrender to the Allies, which ended the long and costly war that had ravaged Europe and cost millions of lives. On Friday, July 24, the afternoon air show will feature a tribute to air power in Europe, launched by a special Battle of Britain 75th anniversary performance. EAA is currently pursuing a number of representative aircraft examples from the European Theater of Operations including B-17 bombers, a variety of fighter and transport aircraft, and a Lancaster bomber.

Victory over Japan Day (V-J Day) - on September 2, 1945 in the U.S. and August 14, 1945 in the U.K. - marked the surrender of Japan, which ended nearly five years of war in the Far East. This year's Wednesday and Saturday air shows will commemorate the men, women,





## PRESIDENT'S CORNER— ERIC WHYTE

Welcome to the January issue of the Fly Paper! I hope all of you had a nice and enjoyable holiday season and have recovered from all those activities and maybe even had a chance to do some flying or building or both to tell us about at the January meeting.

I don't know about you but between the holidays and then I missed the November due to a trip, so I haven't had a Chapter "fix" since October. I need to thank everyone that stepped in to cover the November meeting in my absence.

Thanks also to Fred Keip, for finishing his term of Vice President. It seems Fred has been on the board in one position or another for about the last 40 years and he is taking a well deserved break. We'll have to get Fred to do a program on the Sonerai one of these months, recently Fred became the holder of the design rights and sells the plans for that wonderful series of airplanes. Bang for the buck the Sonerai is still pretty tough to beat even more than 40 years since it's introduction.

This month's program should be interesting and I am looking forward to it. Scott Dennison, of Dennison Enterprises, a specialty fabrication shop based over at the Waukesha Airport will be coming to discuss a rare F4U Corsair restoration project he is working on. While the project started with a fairly intact airframe, it had been modified for racing back in the 1960s. In those days little thought was given to the historical nature of the airplanes so everything removed when they modified it was scrapped, so

Scott is in the process of manufacturing all sorts of parts for the airplane. He is an artist in metal work, having gotten his start building and working on Indy Cars. It should be an interesting program that you won't want to miss.



In other news, last month I had the opportunity to participate in a conference all regarding the EAA's Eagle Flight Program. Most of us have participated in the Young Eagles a Program, but if you're like me, didn't know too much about the Eagle Flight side. It turns out that the program is in the process of being revamped. It is going to

be more than just an airplane ride, the goal is for EAA members to become mentors to adults and help give advice, guidance and moral support for people learning to fly. In many ways we do a lot of that already, this chapter is only half jokingly referred to as an aviation support group already. Stay tuned for more information on the program, I think it is really a step in the right direction.

Recently I was in Florida for a work trip, and it happened to coincide with the Light Sport Expo at Sebring, so I was able to attend that event. As expected it is much smaller than Sun n Fun, but was a lot of fun. EAA's One Week Wonder, had made the long trek down from the frozen tundra and was on display. It was fun to see all the familiar names signed on the airplane where halter members pulled their rivet(s). I thought the One Week Wonder was an outstanding program. For

*"I thought the One Week Wonder was an outstanding program. For one it put focus on home-building at Oshkosh."*



## PRESIDENT'S CORNER CONTINUED



Continued from page 2

one it put focus on homebuilding at Oshkosh. For another every time I walked by I heard someone say "that was fun, or that riveting is a lot easier than I thought." Even if those people never build an airplane they have an appreciation for the process. Learning about homebuilding, one of the core values EAA is all about.

*"wow, all this time I thought these were built in a factory somewhere"*

Also at the Expo, I had the chance to catch up with Ken Kruger from Vans Aircraft. He told a story that was both interesting and shocking. Last year while out to dinner he ran into a group of pilots that had taken part in the Bonanzas to Oshkosh flight. As pilots are apt to do, they started talking and asking about each other's airplanes. Van himself is a former Bonanza owner/pilot (the VanGrunsven a Family Truckster before the RV-10 came about) one of the Bonanza pilots looked at Ken and Van quite shocked when they started talking about "homebuilts". "What do you mean homebuilts?" The guy said "You can't actually build your own airplane."

Needless to say Van and Ken were shocked, this was a guy that has attended Oshkosh for more than 10 years, and was an EAA member but had no clue people built their own airplanes. How he had never heard of RV's remains a mystery as there are more of them flying than Cirrus's these days. However in typical Vans fashion, Ken and Van politely explained all about homebuilts and invited him to visit their booth to learn more. To his credit the Bonanza driver showed up at the Vans booth. After sitting in the RV-14 and getting quite an education he looked out over

the acres of RV's parked at Oshkosh and said, "wow all this time I thought these were built in a factory somewhere, that's pretty cool."

Amazing to me to think that someone is so out of touch with aviation that they knew nothing about homebuilding after that many years attending Oshkosh.

The highlight of my trip was last Saturday, I met long time AirVenture Cup racer, Rich Lamb and spent the afternoon punching holes in the sky with his O-320 powered Long-EZ. It had been several years since I had flown an EZ, and I had forgotten how much fun they are to fly. It was one of those perfect days to fly, nice and smooth, and we put the Long-EZ thought it's paces. Even did some mild aerobatics, we just had a ball. After the flight, we had a fresh seafood dinner and while Rich headed back to his home base I walked to a beachfront bar and grabbed a cold beer and watched Rich take off and the sun set. Not a terrible way to spend a Saturday in January, if given the opportunity I highly recommend it!

Today I am enjoying a great view from the "office" we are at 40,000' over the plains of Nebraska headed out to Idaho. Someone asked me why I always seem to type out this column in the cockpit, the answer is simple, the phone doesn't ring up here! I am looking forward to seeing all of you at the January meeting. Let's get 2015 off to a great start!

Eric





# CALENDAR OF EVENTS

## EAA Chapter 18 Meeting

Tuesday January 27th at the Timmerman Airport CAP Hanger 9393 W. Appleton Ave. Milwaukee

Monthly meetings are always the 4th Tuesday of the month at 7:30 PM at the Timmerman CAP hangar (except October and December). Guests are always welcome to join us.

January 2015						
S	M	T	W	T	F	S
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February 2015						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28



AutoGyro Calidus  
 Photo by Dan Luft, EAA 247275  
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**JOIN CHAPTER 18 TODAY!** Still considered the “best deal in aviation” by Chapter 18 former president Jeff Point. Fill out the info below and give it to our membership coordinator Glenn Botsford at the next meeting. (Annual Dues are \$10, plus \$5 for name plate)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

## CALENDAR OF EVENTS CONTINUED HEADLINES! CONTINUED



### Tentative Chapter 18 Young Eagle dates for 2015

Saturday May 9 -Timmerman  
Saturday June 6 - Capitol  
Saturday July 11-Timmerman  
Saturday August 15 - Capitol

Saturday September 12 - Timmerman  
Saturday October 10 - Capitol  
Saturday November 7 -Waukesha

Continued from page 1

and aircraft in the conflict, beginning with the return of Commemorative Air Force's "Tora! Tora! Tora!" air show recalling the December 7, 1941, attack on Pearl Harbor.

EAA is working on securing the appearance of the actual Interstate Cadet high-wing aircraft that is generally recognized as the first aircraft in Pearl Harbor to be attacked by Japanese planes. The airplane was flown that infamous morning by instructor pilot and future WASP Cornelia Fort, who escaped a strafing attack after landing.

Other aircraft used in key Pacific battles will also be represented during the Wednesday and Saturday performances, including those flown in Doolittle's Raid, the Battle of Midway, and subsequent island hopping campaigns.

The V-J Day commemorative air shows will culminate with participation by the world's only flying B-29, the CAF's FIFI. In addition, the Wichita, Kansas-based restoration team for the B-29 Doc hopes to bring that airplane to Oshkosh this year.

Other activities commemorating the 70th anniversary of the end of World War II will be announced as they are confirmed.

### AirVenture to Host World-Record Sky Diving Attempts Skydiving Hall of Fame to organize international teams of expert jumpers

From eaa.org January 22, 2015

A world record sky dive attempt will be part of EAA AirVenture Oshkosh 2015, with an international team of top sky divers aiming to make history at The World's Greatest Aviation Celebration. The Skydiving Hall of Fame based in Fredericksburg, Virginia, will organize the 108-person jump team for the record attempts sanctioned by the Fédération Aéronautique Internationale (FAI), which is the official organization that maintains the world's aviation-related records. The teams will practice and prepare with record attempts at Skydive Chicago in Ottawa, Illinois, before the scheduled record attempts on July 22 and 24 at Oshkosh (weather and conditions permitting).

"Sky divers have been part of the EAA AirVenture air show for decades, but the opportunity to have a world-record attempt at Oshkosh is something unprecedented here, and very exciting," said Rick Larsen, EAA's vice president of communities and member programs, who leads the AirVenture event organizing team. "The Skydiving Hall of Fame is bringing the best of the best in their community to Oshkosh, matching the standard of performers that have made the AirVenture air show a true all-star event."

The Skydiving Hall of Fame team, known as the Eagles, will jump from as high as 20,000 feet from its Short SC.7 Skyvan and de Havilland DHC-6 Twin Otters to begin their record attempts. Any record would then be confirmed by FAI and its U.S. representative, the National Aeronautic Association (NAA).



Photo credit: Andrey Veselov



## CHAPTER 18 MEETING MINUTES SECRETARY JIM HATZENBELLER

**Chapter 18 Minutes from the November "2014" Meeting**

The November meeting opened at 7:35. As both President and Vice President were absent, it was agreed by consensus of the membership that past President Jeff Point conduct the meeting. Guests were asked to introduce themselves and three people did so.

**Announcements:** The December Board/dinner meeting will be held at El Fuego on Dec.9th and is open to all. It was announced that the last Saturday of the month, "coffee talk" will take place at the Waukesha FBO from 8:00am until 10:00am. All are invited.

At this time, nominations for Vice President, Secretary, and 4 board positions were conducted. Bill Stilley was nominated for Vice President. Dave Hoefgen and Louie Krueger were nominated for open board positions. Don Patterson and Chris Esselstyn agreed to run for a second term. As there were no opposed positions, all nominees were voted in by acclamation, seconded and passed.

**Young Eagles:** No report.

**Flying and Building Reports:** Jeff Point reported that he along with Glenn Botsford went to look at an RV12 being built in Wauwatosa. It was decided that for the present time, board members will assume the duties of making coffee for the meetings. Bill Stilley reported that he is working on fitting the windshield to the cowling for his Kitfox. Tim Meyer reported that he has laid out the lines for cutting the doors in his Team Tango T4. Chris Esselstyn reported that he has the wings painted on his HP18-J glider with final painting to be completed in spring of 2015. Dave Hoefgen reported that after 53 hours of flying his RV-10, the engine began running rough. After much troubleshooting, it turned out to be a bad magneto. Andreas Kerwel reported that he is working on the wiring, panel and pitot tube on his RV-10. Clint Hanson reported that he is working on the floors and getting ready for gear install on his RV-10. Jeff point reports that he has nearly completed the framework for the second wing on his Breezy. He has ordered the ailerons from Dakota Cub and is waiting for delivery. Jeff Wisneski reported that the right wing is completed on his Waix. Jerry Roeder reported that he is working on the fuselage bulkheads on his RV-9A. Tom Stranak reported that the panel for his RV-7 is completed and he is ready to install the wings. Don Patterson reported on flying to Manitowish Waters. He also went to Manitowoc. It was reported that the restaurant has re-opened at Sheboygan. It was reported that a few Chapter members attended the Northwood's Air race. Jeff Point reported on giving transition training to a former Chapter member in his RV-6. Andreas Kerwel reported on seeing an RV-10 loose its brakes while landing in Michigan and the plane departed the end of the runway and went into a pond. The message here is to always test your brakes before landing. There should be a noticeable pressure when you depress the brake pedals. Laurie Probst reported that she is planning to attend the annual ski plane fly-in at EAA's Pioneer Field on February 7th, 2015. Minutes from the previous meeting were accepted as published. The treasurer's report was accepted as published.

**Tech Counselors:** No report

**Flight Advisors:** No Report.

Meeting was adjourned at 8:30pm.

Respectfully submitted, Jim Hatzenbeller (Secretary)

CHAPTER BOARD MINUTES-SECRETARY JIM HATZENBELLER  
CLASSIFIES ADDS



**Board Meeting Minutes for November, "2014"**

The November Board meeting was called to order at 7:05 by Secretary Jim Hatzenbeller at the CAP hangar at Timmerman Field. Chris Esselstyn, Don Patterson, Jerry Roeder and Jeff Wisneski, and Tim Meyer were present. Minutes from the previous meeting were approved as published in the Chapter newsletter. The Treasurer's report was approved as published in the newsletter.

**Announcements:** It was announced that Tuesday Dec. 9<sup>th</sup> would be the annual Board/Christmas dinner meeting at El Fuego. All are invited. Elections will be held at the November chapter meeting. Vice President, Secretary, and 4 board positions are to be voted on tonight. There have been no nominations for any positions at this time.

**Old Business:** No old business was discussed.

**Young Eagles:** No report

**New Business:** No Report

Meeting adjourned at 7:15 Respectfully submitted, Jim Hatzenbeller (Secretary).

## MEMBER CLASSIFIEDS

### **FOR SALE, RENT or LOAN**

- 4 used Lycoming IO-360 cylinders with Hi compression pistons. 200 hours on new exhaust valves. Injectors not included. \$300.00 each. Don Patterson 414-708-5892 or [dpatterson14@wi.rr.com](mailto:dpatterson14@wi.rr.com)
- I've got a few things for sale that builders and/or pilots might want:
  - 1 ATS Rivet Tool (204RV) \$80
  - 1 Survival Products 4-man raft #1400-1/1500-1 \$800 Contact Andy Laures at [alaures@hotmail.com](mailto: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 [crrands@yahoo.com](mailto:crrands@yahoo.com)
- For Sale: a SlickStart module, \$250 (new price in Aircraft Spruce is \$647) Fred Keip 262-835-7714 (after 6 PM) or [fredkeip@aol.com](mailto:fredkeip@aol.com)
- For Sale: Vacuum pump, Rapco RA215CC, SN A2180. Bought brand new with a vacuum kit about twelve years ago and never used. Sealed and stored since purchase. Also, have the two hose fittings if needed. \$150 or make an offer. Contact Greg Allmann at [gallmann@wi.rr.com](mailto:gallmann@wi.rr.com) or 262-391-0535
- For Sale: S.I.R.S. NV2A non-lighted Compass with mounting bracket. Paid Vans \$204.95. Sell for \$150. Glenn Botsford 414-764-5936 414-732-8384
- I had completed RV-6A tail and wing kits, and had started the fuselage kit, when I lost two brothers and a nephew in a Cirrus accident in 2001. I lost interest and the kits have been sitting untouched since then. The wing bottom skins were damaged in a move to Wisconsin from Texas. The fuselage frame was clecoed together but no skinning started. At this time, I would like to dispose of the kits and was wondering if you might know of someone interested in taking it over, or if a school might want to use it for parts. Ken Koehler Sussex, WI 262-372-4402 [kenekoehler@gmail.com](mailto:kenekoehler@gmail.com)

### **WANTED TO BUY, RENT or BORROW**

- Nick Heffron is looking for a aerobatic parachute (like a Softie or a Strong) second-hand. Contact Nick at [nheffronneuhold@gmail.com](mailto:nheffronneuhold@gmail.com)
- Craig Henry is looking for a bending brake for RV ailerons. Those of you who are RV builders know exactly the part that I am talking about, and if anyone has one available, please contact Craig at 414-899-5980 or [Glasair2@aol.com](mailto:Glasair2@aol.com)
- I am shopping for a Light Sport eligible aircraft located in the Wisconsin or nearby surrounding area—something we can use through the upcoming summer flying season. My wife and I are currently flying a Starduster Too, but issues with my 3rd class medical will require that I make the switch to Light Sport, at least for a while. We do presently have a Taylorcraft, but it needs some rebuilding and won't be ready to fly for at least a year. So, we are looking for a solid, airworthy Light Sport eligible airplane that doesn't need any or much work. Types we have been considering: Aeronca Chief, Taylorcraft, Luscombe, Ercoupe, Rans S6, Kit Fox 4, Zodiac 601 XL-B and others. They are cabin types and side by side. (We have two young grandchildren we would like to introduce to flying.) Randy Noak EAA #57117, Tech Counselor, A&P, IA, 541 Bowen St., Oshkosh, WI (920) 426-2763 [classiair.novak@gmail.com](mailto:classiair.novak@gmail.com)
- I am in the need for a docking station for a Garmin GTN 650. I'd like to borrow or purchase one if any member has one. Andreas Kerwel [andreas.kerwel@googlemail.com](mailto:andreas.kerwel@googlemail.com) 414-343-9529.

To submit items here, send an email to Darrell Kufalk [kufalk@wi.rr.com](mailto:kufalk@wi.rr.com)



## TREASURER REPORT-TREASURER GLENN BOTSFORD YOUNG EAGLES - STEPHANIE SCHULKO

**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](http://www.cafepress.com/EAAChapter18)

December-14	Checking	Savings	Total
<b>Beginning Balance</b>	<b>\$1,032.24</b>	<b>\$1,008.42</b>	<b>\$2,040.66</b>
<b>Income</b>			
Dues	\$90.00		
Interest		\$0.25	
Donation	\$10.00		
<b>Total Income</b>	<b>\$100.00</b>	<b>\$0.25</b>	
<b>Expenses</b>			
EAA	\$340.00		
Coffee Exp	\$53.41		
State Corp Filing Fee	\$10.00		
<b>Total expenses</b>	<b>\$403.41</b>	<b>\$0.00</b>	
<b>Ending Balance</b>	<b>\$728.83</b>	<b>\$1,008.67</b>	<b>\$1,737.50</b>

First	Last	5/9/2015	6/6/2015	7/11/2015	7/19/2015	8/15/2015	misc	9/12/2015	10/10/2015	11/7/2015	Total 2015	Pre 2015	Total YE Flown	
Alex	Adduci											49	49	
Dave	Alberti											32	32	
Jon	Bales											183	183	
Eric	Beets											6	6	
Adam	Blazek											46	46	
Bryan	Blazek											111	111	
Glenn	Botsford											59	59	
Joe	Coraggio											68	68	
Scott	Dawley											2	2	
Mike	Felske											104	104	
Phil	Graybar											172	172	
Theo	Green											44	44	
Jim	Hatzenbeller											14	14	
Craig	Henry											33	33	
Patricia	Horn											2	2	
Andy	Jaskie											28	28	
Scott	Jones											66	66	
Fritz	Jorgenson											806	806	
Ken	Klima											31	31	
Ken	Kulesha											29	29	
Mark	Matelski											21	21	
Tim	Meyer											34	34	
Jeff	Point											53	53	
Laurie	Probst											129	129	
Jerry	Roeder											16	16	
Judy	Roeder											1	1	
Tom	Schuyler											203	203	
Eric	Whyte											512	512	
Mike	Woods											693	693	
Race														
<b>Totals</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2671</b>	<b>2671</b>	





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## CHAPTER 18 CONTACTS

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For more information about EAA Chapter 18, email [info@eachapter18.org](mailto:info@eachapter18.org)

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