



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 51, November 2011

www.eachapter18.org

TIME TO PAY UP!

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- Those of us who attended the December Christmas party at Del Feugos need to make sure we pay Jeff Point for our dinner. I am sure he will have a copy of the receipt with him at the January meeting, just bring your \$\$\$. Jeff put the bill on his credit card and we need to reimburse him. There was a gratuity added to the bill so include that in your payment.
- Also, please plan to pay your 2012 Chapter 18 dues at the January meeting. \$10 to our treasurer Ken Klima and you will be a member in good standing.
- It's a new year and with the addition of new board members, don't forget that the future of our chapter is up to each member to decide. If you see anything that needs changing, this is a good time to see things good things happen. If you would like to be more involved with the operation of the chapter talk to Jeff Point. We always need more help.
- The FlyPaper is always in need of help. If you have submissions please forward them to Tony Phillips (ME). I am currently in ground school for Colgan/Mesaba Airlines and am doing my best to produce a decent January FlyPaper. I have about 6 more weeks of training then will be based out of Houston, TX. I plan to commute back and forth to Milwaukee for as long as possible.





PRESIDENT'S CORNER- JEFF POINT



President's Rant- January 2012

Welcome to the January Flypaper. I hope everyone in the chapter had a wonderful and blessed Christmas and New Year. The holidays are many things to many people, but to your chapter officers and newsletter staff, they are a chance to take a well-deserved break from the business of running the chapter. But, the new year is on us, and it is time to get on with the show once again.

It is at this point of my column that I usually make some witty and pithy comments about the weather, football, the onset of building season, and the status of my current projects (s.) While I've got plenty of my usual wit and wisdom, frankly right now I'm just not in the mood for it, and it would come across as trite anyway. As I write this, the dust has barely settled on the dramatic and unexpected personnel shake-up that took place on Thursday January 12th up at EAA HQ. The details are still coming out, and will probably have changed by the time this issue goes to press, but what we know so far is not encouraging, and warrants some discussion. What follows is my unvar-

nished opinion of what I have seen over the last year, right up to and including the firings that took place yesterday. The opinions are mine alone, although there is strong evidence to suggest that I am not the only one holding these opinions.

For the first 40 or so years of its existence, EAA existed as a membership organization, with equally strong emphasis on the first "E" and the last "A." In other words, the "E" represented homebuilders, the heart and soul of the organization, and the last "A" denoted that this group was an association comprised of members, not a business composed of employees and customers. These letters and what they stood for guided the direction of the organization over its first four decades, under the leadership of Paul, and the early part of Tom's tenure as well.

Then, some time around its 40th birthday, the organization began to have something of a mid-life crisis, and things began to change. It began the slow transition from being an association, to being a business. The annual convention began to morph from a convention into something more closely resembling a circus. The name was changed (to protect the innocent?) and of course, the "Great Wall of Oshkosh" came down, forever opening up the flightline to the unwashed masses. Not coincidentally, the number of vice-presidents and six-figure salaries began to increase around the same time. Over the space of a decade or so, the entire organization was changed forever. During this change, whether by unfortunate chance or by design, many of the old time EAAers began to leave the organization in droves, which further accelerated the pace of change. A common refrain that was heard during this time was "I'm leaving with my airplane, and I'm never bringing it to Oshkosh again."

Then, at some point in the last decade, things began to change. It seemed as though the leadership of EAA had something of an epiphany, and realized that they had spend the last 15 years sprinting towards the wrong end zone. The exact moment is hard to pin down, but this movement seemed to reach its zenith around five years ago. It manifested itself in many ways; with changes to the staff and upper management, with a renewed focus on homebuilding as a core function, and, not to be underestimated, with a newly expanded role for Paul in the organization. Sure, there were still gripes and complaints from the membership and volunteer base, but there was also a sense that we were being listened to and our grievances were being addressed. It was something of a renewal of EAA and it was exciting to be involved in it.

Then, of course, came the events of the last year. The spark that started this fire was the retirement of Tom. In almost 60 years, the reigns had only been handed over once, and that did not work out so well, so we the members watched this with anxious anticipation. As the process dragged on it became ugly, resulting in several board members resigning in protest, and it became obvious to us out here in chapter-land that something was not right at HQ. This process finally concluded with the hiring of Rod Hightower as our new president. Rod seemed like a good choice; an EAA member of long standing, aircraft restorer, GA pilot, successful businessman, and we looked forward to his leadership with (still cautious) optimism.

Then, over his first year, the early signs started to show. It was clear, even to us on the outside, that things were tense inside HQ. Tom was having a difficult time letting go, and Rod was chafing under the reigns. I had it on pretty good authority at the time that things had gotten so bad that Rod nearly resigned during his first year. Something had to give, and it did so during Oshkosh 2011, with Tom being shown the door for



Continued on page 3

PRESIDENT'S CORNER- JEFF POINT CONT'D



good. While the removal of that tension from HQ may have made things run a little more smoothly, there were a number of other disturbing signs. The first was the abrupt retirement of Joe Norris as Homebuilders Community Manager, under circumstances that were never made public. Joe was one of the “good guys” at HQ who really understood what this whole thing was all about, and his loss left a big hole. The second were the changes at the convention, among them the introduction of the new “VIP” chalet on the flightline. The introduction of this boondoggle was a clear a sign as ever there was, that EAA was clearly focusing on the high rollers at the cost of the “little guy” who made up the core of the organization. It didn't help matters any when Rod was reported to have remarked after the show that he loved the chalet and would love to put up another ten of them.

As a side note- since the beginning of the change in EAA's focus since Paul stepped down, a common refrain that has been heard is that “we have to do X, Y and Z to attract the big money so that we can afford to provide the amenities that the members are demanding.” Really? I know a lot of EAA members. I've not missed an Oshkosh since '86. I camp in Scholler for two weeks every year. I can honestly tell you that I've never known a member who complained that, “you know, I'd love to camp here again next year, but I won't come back unless they build flush toilets.” I've never bought into this whole “the members are clamoring for shiny new facilities” bit. Not one member with less than seven digits in their EAA number has any objections to the port-o-lets and sink sprayer showers that have served us all for decades, especially if the cost to replace them requires the flightline to be over-run with VIP chalets. This is just another symptom of the changeover from a convention to a circus. But I digress.

Then there is the magazine. Sport Aviation went through a major makeover a couple of years ago, both in look and in content, and it was pretty well received when it happened. After a couple of years though, and with whiplash-inducing alacrity, the magazine made a major editorial change with the hiring of J. Mac Mclellan. Much has been written about this change, and the subsequent changes to the magazine, but it can all be summed up thusly- if I wanted to read Flying magazine, I would subscribe to Flying magazine, thank you very much.

For the past few months, the arguments pro/ against J. Mac at the helm of SA seemed to dominate the EAA discussions in cyberspace. Because, other than that, there wasn't a whole lot going on. Sure, the usual off-season grounds work was progressing, and all the other behind-the-scenes stuff was taking place. Then, a few days ago, a disturbing rumor leaked out- that Adam Smith, VP of Air Venture, had resigned. I was able to confirm that this was true, but not able to get any details. Adam has long been one of the “good guys” at HQ, along with Joe Norris and a few others, who truly understood the culture of the organization (as it should be, not as it had become) and were strong advocates for the homebuilder. After having a couple of days to ponder Adam's abrupt departure and what it foretold, well, I didn't have to wait around long to find out. Bloody Thursday came about on January 12, 2012. Somewhere around 30 EAA staffers were shown the door. Some of these were folks who had been around for decades, some (like our own Fareed) were more recent hires. There didn't seem to be much rhyme or reason for the mass firings, and therein lies a big part of the problem. I'm sure that these changes are all part of a master plan to improve the organization (at least, improve in the eyes of those who created the plan) but there has not been one whit of communication from HQ about these changes, other than the basic press release which really didn't say anything useful.

I would like to give Rod and the rest of the management the benefit of the doubt. While EAA is first and foremost a membership organization, it is also a business, and in business, when times are tight, difficult decisions need to be made for the good of the company. The problem is, given what I have seen of the change in direction under Rod's tenure, I just can't give him that benefit of doubt, at least not until we learn some more about where he is planning to steer this ship. Like all of you, EAA is a big part of my life, and I am not going to give up on them just because I don't agree with the current leadership. However, I cannot and will not say that this extends unconditionally. It is for times like this that I will never be a Lifetime Member, even though I'm of an age where it would make sense financially. Only once in my life did I look someone in the eyes and say, “until death do us part,” and it certainly wasn't to EAA.

So, back to the beginning of my rant. We are in the new year, looking forward to all the flying and building activities that it will bring. According to my countdown clock I'll be heading up to Oshkosh for the big show in 183 days, and I'm looking forward to it as I always am; perhaps a bit more cautiously this year than most, but still looking forward to it. Over those 183 days we will have a whole bunch of chapter activities to help pass the time, and I look forward to seeing all of you at our meetings, project patrols, fly-outs and all the other fun times that make this such a great organization.

See you all at the meeting next Tuesday. Until then, keep your airspeed up, and keep your Kleenex handy as you suffer through the rest of the playoffs.



START THE NEW YEAR OFF WITH A SMILE

SECRETARY JIM HATZENBELLER

Words of Wisdom From Aviators

- Flying is a hard way to earn an easy living.
- Both optimists and pessimists contribute to society. The optimist invents the airplane; the pessimist, the parachute.
- If helicopters are so safe, how come there are no vintage helicopter fly-ins?
- Death is just nature's way of telling you to watch your airspeed.
- Real planes use only a single stick to fly. This is why bulldozers and helicopters- (in that order) -need two.
- There are only three things the copilot should ever say:
 1. Nice landing, Sir.
 2. I'll buy the first round.
 3. I'll take the fat one.
- As a pilot only two bad things can happen to you and one of them will.
 - a. One day you will walk out to the aircraft knowing that it is your last flight.
 - b. One day you will walk out to the aircraft not knowing that it is your last flight.
- There are Rules and there are Laws.

The Rules are made by men who think that they know better how to fly your airplane than you.
- Laws (of Physics) were ordained by nature.

You can, and sometimes should, suspend the Rules, but you can never suspend the Laws.

About Rules:

 - a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
 - b. If you deviate from a rule, it must be a flawless performance...
(e.g., If you fly under a bridge, don't hit the bridge.)
- The medical profession is the natural enemy of the aviation profession.
- Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over, I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.
- Before each flight, make sure that your bladder is empty and your fuel tanks are full.
- He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.
- There are certain aircraft sounds that can only be heard at night.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.
- Flying is a great way of life for men who want to feel like boys, but not for those who still are.
- "If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs."
- In the Alaskan bush I'd rather have a two-hour bladder and three hours of gas than vice versa.
- It's not that all airplane pilots are good-looking. It's just that good-looking people seem more capable of flying airplanes.
- An old pilot is one who can remember when flying was dangerous and sex was safe.
- Airlines have really changed, now a flight attendant can get a pilot pregnant.
- I've flown in both pilot seats, can someone tell me why the other one is always occupied by an idiot?
- Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.
- The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.
- You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, and you weren't nauseated by the food. So you're grateful.
- Experience is something you don't get until just after you need it.

CALENDER OF EVENTS



*Monthly meetings are always 4th Tuesday of the month at 7:30 PM at the Timmerman CAP hangar.

NOTE: The Timmerman gate code sequence has changed. The code is the same but you must now hit the # symbol at the end.

January Chapter Meeting- January 24th @ 7:30PM @ the Civil Air Patrol Hangar-Timmerman Airport (KMWC)

February Chapter Meeting- Feb 28th @ 7:30PM @ the Civil Air Patrol Hangar-Timmerman Airport (KMWC)

MISCELANEOUS EVENTS

Hops and Props 2012—Saturday, March 3, 2012, 6:30 p.m. to 10 p.m. VIP Pre-Event Dining Experience and Beer Pairings begins at 5 p.m. EAA Air Venture Museum, Oshkosh, WI

Jan 12, 2012 [EAA Chapter 252-Aircraft carburetion, FWF fuel systems](#) Oshkosh, WI63 miles

Jan 13, 2012 [Friday Lunch](#) Iola, WI98 miles

Jan 20-22, 2012 [EAA Chapter Leaders Academy](#) Oshkosh, WI65 miles

Jan 21, 2012 [EAA Skiplane Fly-In Pioneer Airport](#) Oshkosh, WI63 miles

Jan 28, 2012 [EAA SportAir Test Flying Your Project Workshop](#) Oshkosh, WI62 miles

Jan 28, 2012 [EAA SportAir What's Involved in Kit Building Workshop](#) Oshkosh, WI62 miles

Jan 28-29, 2012 [EAA SportAir Composite Construction Workshop](#) Oshkosh, WI62 miles

Jan 28-29, 2012 [EAA SportAir Fundamentals of Aircraft Building Workshop](#) Oshkosh, WI62 miles

Jan 28-29, 2012 [EAA SportAir Electrical Systems & Avionics Building Workshop](#) Oshkosh, WI62 miles

Jan 28-29, 2012 [EAA SportAir Fabric Covering Workshop](#) Oshkosh, WI62 miles

Jan 28-29, 2012 [EAA SportAir Gas Welding Workshop](#) Oshkosh, WI62 miles

Jan 28-29, 2012 [EAA SportAir Sheet Metal Basics Workshop](#) Oshkosh, WI62 miles

Jan 28-29, 2012 [EAA SportAir Repairman \(LSA\) Inspection-Airplane](#) Oshkosh, WI62 miles

Jan 29, 2012 [EAA SportAir Test Flying Workshop](#) Oshkosh, WI62 miles

Feb 3-5, 2012 [SKI PLANE FLY-INN during FISH CREEK WINTER FESTIVAL](#) Fish Creek, WI149 miles

Feb 18, 2012 [EAA Chapter 992 - Ski Plane Fly-In and Chili Feed](#) Marshfield, WI, USA138 miles

Feb 25, 2012 [EAA 444 Skiplane Fly-In](#) Royalton, WI, USA89 miles

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: _____



YEAR END FINANCIALS 2011 -
TREASURER—KEN KLIMA

**Note: Account balances listed below are included in the balance on page 7.
The following account information is only reported once per year.**

Young Eagles Account	Date	Expense	Income	Bal.
Net carried forward	1/1/11			\$232.52
Supplies, Murray	6/28/11	\$ (18.13)		
		-\$18.13	\$0.00	\$214.39

Patches Account	Date	Expense	Income	Bal.
Net carried forward*	1/1/2011			-\$76.00
Sales	2/28/11		\$4.00	
Sales	8/1/11		\$16.00	
*Approx 107 now on hand		0	\$20.00	-\$56.00

Calendars account 2010-2011	Date	Expense	Income	Bal.
Initial supply	10/26/10	-474.34		
Other chapters sales	11/4/10		109.46	
Chapter 18 sales total			400.00	
		-\$474.34	509.46	\$35.12

Calendars account 2011-2012	Date	Expense	Income	Bal.
Initial supply*	10/17/11	-387.92		
Other chapters sales	11/1/11	-81.9	\$81.90	
Chapter sales thru 12/31/11			\$320.00	
*19 remaining on hand		-\$469.82	\$401.90	-\$67.92

Decals	Date	Expense	Income	Bal.
Initial supply*	1/14/2010	-\$111.93		
Chapter sales thru 12/11	12/31/2010		\$72.00	
*Approx 64 remaining on hand		-\$111.93	\$72.00	-\$39.93

Banquet Account 2011	Date	Expense	Income	Bal.
Cash collected			\$1,407.00	
Dinner cost w/ Bar tenders	10/25/11	-\$1,515.71		
Door Prizes	2/1/11	-\$200.00		
		-\$1,715.71	\$1,407.00	-\$308.71

BOARD AND CHAPTER MINUTES - SECRETARY JIM HATZENBELLER



Board Meeting Minutes for November, "2011"

The November Board meeting was called to order at 6:35 by President Jeff Point at the CAP hangar at Timmerman Field. Chris Esselstyn, Jim Hatzenbeller, Mike Woods, Darrell Kufalk, Ken Klima, Fred Keip, Andy Laures, Tom Stranak, Sune Ericson, and Joe Ptaszek were present. Minutes and Treasurer's report was approved as published in the newsletter.

Announcements: Discussion took place regarding some concerns over the bill from Clifford's from the October dinner meeting. Matter was resolved. EAA calendars are here and ready for sale at \$10.00 each.

Elections are to be held at this evenings Chapter meeting. The term of office for President, Treasurer, and 3 board positions are to be voted on tonight. Jeff and Ken have both agreed to run for another term. Sune will run for another term. Mike and Andy will not seek re-election.

Young Eagles: No report.

Old Business: The newly formed "Welcome Committee" will be led by Ken Klima and will be assisted by Chris, Jim and Mike.

New Business: Discussion took place regarding Chapter programs for the upcoming new year. It was announced that the Waukesha CAF now has an SNJ. Mike displayed aluminum water bottles that have the Chapter 18 logo laser etched into them. They are available for purchase for \$5.00 each. Please see Mike to order one for you and your flying companion. As is tradition, the December board meeting will not be held. In it's place is the annual Christmas dinner. The date is set for 12-13-11 and will take place at El Fuego restaurant on Layton Ave. in Milwaukee. Cash bar at 6:00 and dinner to follow at 7:00 (order form menu). Guests are always welcome. Meeting adjourned at 7:20

Respectfully submitted, Jim Hatzenbeller (Secretary).

Chapter 18 Minutes from the November "2011" Meeting

The November meeting was called to order by President Jeff Point at 7:35 PM at the CAP Hangar at Timmerman Field.

As we have done in past meetings, it was decided to have our program for the evening first and the business portion to follow coffee break.

The program for the evening was presented by members of the Wisconsin Soaring Society. Pictures and videos were presented along with explanations and commentary from our guests. The program concluded with a question and answer period.

Announcements: Dues for the coming new year are now being collected. As is tradition, the December board meeting will be replaced with the annual Christmas dinner to be held at El Fuego restaurant. Cash bar at 6:00 and dinner at 7:00. All are welcome including guests. Mike Woods displayed an aluminum water bottle with the Chapter logo etched into its side. Mike will take orders for these at \$5.00 each.

Next on the agenda was the business of elections. The position of president, treasurer and 3 board positions are up for election. Jeff, Ken, and Sune have agreed to run for another term. Nominations for the 2 open board positions are, Denise Stranak, Tony Phillips and Andy Jaskie. Denise has declined the nomination. At this time, a motion was made to close nominations, seconded and passed. As all open positions were uncontested, those nominated were voted in by acclamation, which was seconded and passed.

Young Eagles: No report.

Flying Reports: Tom Stranak reported on taking a flight with Chris Esselstyn which he won as a door prize at the October dinner meeting. Mike Woods reported on flying in the Baron to Tennessee, Georgia and Florida. Ron Scott reported on flying over to Palmyra where he observed many young people working and building on airplane stuff.

Building Reports: Eric Whyte reported that Joe Corragio has winglets, canopy and canard mounted on his Long EZ. It was reported that Bob Lang's RV6 is ready for airworthiness inspection. Eric also reported that his dad's RANS S-12 is now flying. Ken Klima now has heat in his hangar. Mark Matelski reported that his garage is now insulated and he can continue work on his Hatz bi-plane. Jerry Roeder reports on working along with his wife Judy on the left leading edge of their RV9A. Fred Keip reported that he now has all the tabs welded onto the fuselage cage for his Wag-A-Bond. Jim Kidd reports that he is working on the baffles for his Skybolt and also has the 3 blade constant speed prop mounted. He also met with his Marine son who was able to get him a ride in a Cobra helicopter. Jeff Point has the gear legs and the rudder pedals welded up for his Breezy project.

Tech Advisors: No report.

Meeting was adjourned at 10:05pm. Respectfully submitted, Jim Hatzenbeller (Secretary)



TREASURER REPORT- TREASURER KEN KLIMA



We have the new EAA Calendars for sale. Bring \$10 to the chapter meeting and help support your local EAA.

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/EAChapter18

November-December-2011		Checking	Savings	Total
Beginning Bal. 11/1/11 *		\$3,168.92	\$1,221.93	\$4,390.85
Receipts				
Calendars			\$120.00	
Coffee			\$15.00	
P-jugs			\$8.00	
Dues			\$290.00	
Interest			\$0.42	
Total Income		\$0.00	\$433.42	
Expenses				
Mem. plaques & awards		-\$75.71		
Flypaper exp.		-\$166.84		
UL Chapter 1 calendars**		-\$81.90		
Calendars		-\$387.92		
Banquet Deposit		-\$300.00		
Banquet, Cliffords		-\$1,215.71		
Annual Report		-\$10.00		
Donuts from July mtg.		-\$24.47		
Total Expense		-\$2,262.55	\$0.00	
Ending Bal. 12/31/11		\$906.37	\$1,655.35	\$2,561.72

*Note: Oct. checking was \$140 short. Calendar sales not shown. Actual bal was \$3168.92

** Note: Calendars purchased for other chapter to realize discount. Reimbursed in December

MEMBER CLASSIFIEDS

FOR SALE, RENT or LOAN

- FOR RENT - ENTIRE HANGAR or PARTIAL [published: 1/1/2010] Located at Palmyra (88C), 48' wide x 40' deep, good lighting, electric door, three work benches, many tools including air compressor. Rent as low as \$125/month for one plane or \$225/month for "entire" hangar (with a small reserved area for me). Call/email if you are interested. Todd Wenzel (chapter 18 member) 414-218-6784 todd.wenzel@wenzel-software.com
- Niagara Shear No. 142 shear. .063 4130 max. and new blades in excellent condition. \$550. Tube notcher is a JMR TN1000 with extras \$550. Campbell No. 1A Nibbler with tooling \$325. I also have a lot of snap-on tools used for aviation. Pictures on Request. I can be contacted at 414-248-9240 or pbkwelding@wi.rr.com Pierre La-Freniere
- 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

- LOOKING FOR A PORTABLE INTERCOM: -Mike Felske—wings@wi.rr.com
- TAILWHEEL TUBE & FABRIC PROJECT: 1/1/2010] I am looking for a tailwheel project. It can be a plane you already stripped down to tubes and want to get rid of, or something damaged and sitting for years in need a major renovation. Must be very affordable – engine not required. If you have something, let me know. Todd Wenzel (chapter 18 member) 414-218-6784 todd.wenzel@wenzel-software.com

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To submit articles, photos or other items for the newsletter as well as ideas, suggestions and corrections, contact Tony Phillips @ vansrv9flyer@gmail.com