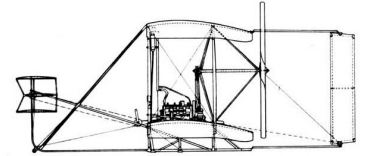




The Flyer



Volume 54, Issue 2

December 2022

Ray Aviation Scholarship - by Frances Englund

I was asked to write an article about Chapter 44's involvement with the Ray Aviation Scholarship program, and specifically to answer why our Ray scholar, Sharon Reithel was presented with a Lightspeed Zulu headset at the November chapter meeting. At the risk of plagiarizing, much of the information I am including about the scholarship is available on the EAA national website.

The EAA Ray Aviation Scholarship is a program funded by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Since it was introduced in 2019, the EAA Ray Aviation Scholarship has been a tremendous success with a completion rate of 80-85%. In case you were not aware, the typical dropout rate for student pilots is close to 80%. This program offers scholarships for youth to help them complete flight training and earn their pilot certificate. Thanks to the generous support of the Ray Foundation, EAA is able to award scholarships of up to \$10,000 to EAA chapters so they can help deserving young people learn to fly. As of June, 2022, more than 220 scholars have earned their pilot certificates through the program. More than 230 students were undergoing flight training as of that date.

All EAA chapters are eligible to apply for a scholarship each year. Only active and engaged chapters will be awarded this scholarship opportunity. Chapter 44 has participated in the program for the past 3 years. If awarded a scholarship by EAA, then the chapter nominates a young person to receive the scholarship. That youth must be 16-19 years old to apply if seeking a private pilot or sport pilot certificate, or they must be 15-19 years old if seeking a glider pilot certificate. After a chapter's scholar has been approved by EAA, the chapter begins receiving scholarship funding for the scholar based on the scholar meeting certain training milestones.

For the past four years, Lightspeed has partnered with EAA and the Ray Foundation to offer a Zulu headset to each Ray scholar upon passing their FAA written exam. Sharon, our 2022 scholar, passed her FAA private pilot written exam with a score of 95% the day before the chapter meeting. The timing of the November chapter meeting could not have been better to present the Lightspeed Zulu headset to Sharon and give us all an opportunity to congratulate Sharon on her accomplishment.

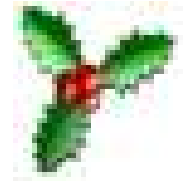
Chapter members play a crucial role in supporting their Ray scholars and helping them complete flight training. The mentoring component of this program, I believe, is the key to its success rate.

Chapter members give support and expertise. Our scholars give back to the chapter as well. Ray scholars are required to volunteer with their chapter for at least two hours per month. There are many kinds of chapter activities that scholars can engage in to fulfill this requirement. These include attending monthly chapter gatherings, volunteering at chapter events such as Young Eagle rallies and our June open house, participating in activities such as our summer aviation camp and participating in BART. Just so you are aware, Sharon has over 70 volunteer hours with Chapter 44 in just the six months since she was awarded her scholarship. The Ray Scholarship provides an opportunity for more youth to get involved with EAA chapters and become members of their local aviation communities. Next time you see Sharon, please take a moment to let her know how proud you are of her.



Photograph provided by Bob Nelligan-Barrett.

Mission: EAA Chapter 44 is a tax-exempt 501(c)(3) organization of aircraft builders and aviation enthusiasts in the Western New York region dedicated to promoting aviation and encouraging participation in aviation-related activities. These include designing, building and restoring aircraft, education, advocacy, and youth outreach programs. We promote flying with high standards of safety in an environment that supports freedom, family, and personal fulfillment.



Dear Friends and Family,

If you wish to give me a special gift this holiday season, please consider making a donation in my name to:

The Experimental Aircraft Association Chapter 44

EAA44 is a tax exempt 501(c)(3) organization of aircraft builders and aviation enthusiasts in the Western NY region dedicated to promoting aviation and encouraging participation in aviation, education, advocacy and youth outreach programs. We promote flying with high standards of safety in an environment that supports freedom, safety, family and personal fulfillment.

When a donation is received:

- A gift card can be sent either to the donor to be gifted personally or directly to the person your donation honors.
- A receipt will be sent to the **donor** indicating the date and amount donated.

This holiday card will let the person you are honoring know that you have made a donation in their name to help realize the EAA dream. You may have us include a personal note if you so choose. Please include it in the space below or attach a separate sheet.

Donations can be earmarked for the General Fund to support the Sport Aviation Center and our educational programs, the Building Expansion Capital Campaign, the Baby Ace Restoration Team (BART), or the Chapter Scholarship Fund.

Please check the box below indicating how you want the money used.

For more information about our chapter please visit our website: <https://chapters.eaa.org/ea44/>

Please print and use this handy form to mail your donations directly to:

EAA Chapter 44
c/o Gail Isaac, 6 Clearview Dr.
Spencerport, New York, 14559

Enclosed is my check payable to: **EAA Chapter 44** as a tax-deductible gift of \$ _____

Please choose one: ☐ GENERAL FUND ☐ BUILDING FUND ☐ THE BART ☐ CHAPTER SCHOLARSHIP

Name of Honoree: _____

Address: _____

City State Zip: _____

Name of Donor: _____

Address: _____

City State Zip: _____

Mail the holiday card to: ☐ Donor ☐ Honoree

**** Note any special message you would like written in card:

EAA Chapter 44 is a 501(c)(3) educational organization registered with the United States Internal Revenue Service and New York State. We are dedicated to the promotion of aviation activities, and the preservation of our aviation heritage.

Vintage Aeronca Model

At the November monthly meeting, Gail Isaac gave a presentation on a vintage, handmade, model of an Aeronca aircraft. The short version of the story, in Gail's words:

Back on October 29, 2022, Tom (Henion), Jerry and I met Jane Grant at the SAC to accept her Dad's award winning model airplane. She wanted a safe place to preserve it. Her family was not interested in it.

Her Dad's model was built from scratch of wood and fabric and was an exact scale model of an Aeronca Chief. All parts were hand made, some from Kraft cheese wooden boxes that the brick of cheese was sold in. I remember those at my grandparents house. I wish I had one now. Like today's paper boxes, they were discarded.

This particular model took 303 hours and 35 minutes to build. Started on September 28th and finished on December 5th, in the early 30's. He worked on it for 56 days averaging 5 hours and 25 minutes a day. The prize was a 35-hour flight course.

He started a business selling kits and blueprints from Peach Street in Buffalo, NY.



Left to right: Jerry Isaac, Gail Isaac, Jane Grant, and Tom Henion



Photos provided by Gail Isaac, except for upper right full model picture, provided by Bob Nelligan-Barrett.

Minutes of Board of Directors Meeting, October 10, 2022

President Thomas Henion called the regular EAA Chapter 44 Board of Directors meeting to order at 7:15 pm on October 12, 2022, in the EAA Chapter 44's Sport Aviation Center (SAC).

Board Member Attendance

President	Thomas Henion	Present
Vice Pres.	Randy Spurr	Present
Director	Peter Bonneau	Present
Director	Frances Englund	Present (Zoom)
Director	Darrin Kenney	Absent
Director	Tyler Mullen	Absent
Director	Stephen North	Absent
Director	Richard Tandy I	Present
Director	Richard Tandy II	Present

Others in Attendance

Gail Isaac Receiving Treasurer - Reporting

Robert Nelligan-Barrett - Coordinator Baby Ace (BART) - Reporting

Housekeeping

- Next General Meeting: Tuesday, 18 October at 6:30 pm
- Meal: Italian Sausage Soup, courtesy of the Byers'.
- Program/Speaker: Rick Tandy (I) will share videos of his son's time aboard an aircraft carrier.

Officer Reports

President - Tom Henion

- Tom noted that the following BOD members terms will expire at the end of 2022:

Stephen North
Darrin Kenney
Frances Englund
Tyler Mullen
- Tom mentioned that an order must be taken for steaks for our November meeting.
- Tom shared his concern about Chapter 44's future as no one has come forward to take over the Chapter newsletter, volunteer to serve on the board, and organize other Chapter activities.

Vice President - Randy Spurr

- No report

Secretary - Stephen North (absent, meeting notes by Randy Spurr)

- Rick Tandy (I) moved to accept the September BOD minutes Rick Tandy (II) seconded. Approved with 5 in favor, no opposed, and 1 abstention.

Treasurer - Trina Kenney (absent, Gail Isaac reporting)

- Gail provided an insurance bill due for property, fire and theft, on the SAC for \$1043 (TBC). Discussion commenced regarding the level of coverage and where the actual policy was located. After a brief search, the policy could not be located, so the Board requested Gail to ask the agent for a copy to be sent to the Chapter. The premium was due, so a motion was made by Rick Tandy (I), seconded by Randy Spurr, motion was unanimously approved.
- Gail presented a non-profit tax status form to Tom from the Town of Sweden for his signature.
- Financial reports were previously mailed to the BOD, and Gail asked if there were any questions about them. A discussion ensued, lead by Frances questioning payment of expenses from the General Fund for the Ford Tri-Motor visit. Further, she questioned why profits from the event were deposited in the General Fund and not the Events Fund. Gail explained that funds are deposited into the General Fund and then moved to the Events Fund. Expenses are also paid from the General Fund and then are reported as expenses against the Event Fund. Gail indicated that she would clarify this with the Treasurer, Trina Kenney, and report back to the Board.
- A vote to accept the financial reports was postponed until November.

Committee Reports

Building and grounds - Tom Henion

- No report.

Baby Ace Restoration Team (BART) - Bob Nelligan-Barrett

- Aircraft painting begins this month
- Floor and instrument panel
- Student participation has been low due to school activities.
- Bob also asked the Board to start thinking about how the Chapter would handle selling the Baby Ace when completed.

Young Eagles (YE) - Richard Tandy Sr.

- Rick reported that he is planning four YE Rallies for 2023.
- There was a brief discussion as to the effectiveness of the YE program to produce new adult and youth members as well.

(continued next page)

<p>(Minutes continued)</p> <p>Ray Aviation Scholar - Frances Englund</p> <ul style="list-style-type: none"> Dave Hurd continues to assist Sharon Reithel with her ground school studies. Frances noted that she had not heard about the status of Jake Daly's check ride. To date, no candidate has been identified for the 2023 Ray Aviation Scholarship. <p>General</p> <p>Quicksilver Donated Aircraft - Rick Tandy (I) & Tom Henion</p> <ul style="list-style-type: none"> Rick Tandy (I) will move the donated Quicksilver ultralight to his garage so he can take pictures and market it online. <p>Chapter Donations</p> <ul style="list-style-type: none"> Frances updated the Chapter 44 Christmas donation letter and asked that it be distributed to members. <p>Adjournment</p> <ul style="list-style-type: none"> At 8:58 pm, Randy Spurr moved to adjourn the meeting; Rick Tandy (II) seconded. Approved with 6 in favor, no opposed, and no abstentions. 	<p>Contacts & BOD Terms</p> <p>President - Tom Henion, Nov. 2021 to Nov. 2023, the5onions@aol.com , (585) 317-8508</p> <p>Vice President - Randy Spurr, Nov. 2021 to Nov. 2023, rspurr@rochester.rr.com , (585) 509-1585</p> <p>Director & Secretary- Stephen North, Nov. 2022 to Nov. 2024, snorth59@rochester.rr.com , (585) 705-0462</p> <p>Director - Darrin Kenney, Nov. 2022 to Nov. 2024, dkenney1@rochester.rr.com , (585) 455-4301</p> <p>Director - Frances Englund, Nov. 2022 to Nov. 2024, fenglund@yahoo.com ,(585) 899-0487</p> <p>Director - Richard Tandy I, Nov. 2021 to Nov. 2023, rtandy23@gmail.com, (585) 944-0568</p> <p>Director - Richard Tandy II, Nov. 2021 to Nov. 2023 (appointed to fill the term of the late Frank Grossman), tandysurplus@gmail.com , (585) 820-1397</p> <p>Director - Peter Bonneau, Nov. 2021 to Nov. 2023, peterbonneau@hotmail.com , (585) 298-1678</p> <p>Director - Joe Scanlon, Nov. 2022 to Nov. 2024, jscanlon@aol.com , (585) 721-6559</p> <p>Treasurer - Trina Kenney, trina.kenney@gmail.com , (585)737-9279</p> <p>Membership Coordinator - Gail Isaac, gisaac@rochester.rr.com (585) 737-1205</p> <p>Building/Grounds Coordinator - Kevin Arganbright, (585) 284-6304</p> <p>Young Eagles Coordinator - Rick Tandy I (see above)</p> <p>Baby Ace Restoration Team Leader/Historian/Librarian - Bob Nelligan-Barrett (585) 754-7263</p> <p>Flight Advisor - Jim Martin, (585) 507-0245</p> <p>Technical Counselor - Jim Martin, (585) 507-0245, Earl Luce, (585) 637-5768</p> <p>Newsletter Editor - R. Darryl Byers , dyers9@rochester.rr.com , (585) 233-8015 cell</p> <p>Chapter Website - https://chapters.eaa.org/ea44</p>
<p>Editor's Empennage</p> <p>An Airbus 380 is on its way across the Atlantic. It flies consistently at 800km/h at 30,000 feet, when suddenly a Eurofighter appears.</p> <p>The pilot of the fighter jet slows down, flies alongside the Airbus and greets the pilot of the passenger jet by radio:"Airbus, boring flight, isn't it? Now have a look here!"</p> <p>He rolls his jet on its back, accelerates, breaks through the sound barrier, rises rapidly to a dizzying height, and then swoops down to almost sea level in a breathtaking dive. He loops back next to the Airbus and asks, "Well, how was that?"</p> <p>The Airbus pilot answers: "Very impressive, but watch this!"</p> <p>The jet pilot watches the Airbus, but nothing happens. It continues to fly straight, at the same speed. After 15 minutes, the Airbus pilot radios, "Well, how was that?"</p> <p>Confused, the jet pilot asks, "What did you do?"</p> <p>The Airbus pilot laughs and says, " I got up, stretched my legs, walked to the back of the aircraft to use the washroom, then got a cup of coffee and a chocolate fudge pastry."</p> <p>The moral of the story is: When you're young, speed and adrenaline seems to be great. But as you get older and wiser, you learn that comfort and peace are more important.</p> <p>This is called S.O.S.: Slower, Older, and Smarter.</p> <p>Dedicated to all us older folks -slow down and enjoy the rest of the trip!</p>	<p>Note: At the November meeting, Bob Nelligan-Barrett mentioned that Lauren Rosenthal would probably enjoy getting cards and holiday greetings from the members. Lauren can be contacted at:</p> <p style="text-align: center;">Lauren Rosenthal Legacy at Maiden Park 749 Maiden Lane, Room 142 Rochester, NY 14516 (between Mt. Read and Fetzner Rd.) (585) 546-7275</p>

Minutes of Board of Directors Meeting Minutes, 14 November, 2022

Vice President Randy Spurr called the regular EAA Chapter 44 Board of Directors meeting to order at 7:10 pm on 14 November, 2022 via a Zoom call

Board Member Attendance

President	Thomas Henion	Absent
Vice Pres.	Randy Spurr	Present
Director	Peter Bonneau	Absent
Director	Frances Englund	Present
Director	Darrin Kenney	Present
Director	Tyler Mullen	Present
Director	Stephen North	Present
Director	Richard Tandy I	Present
Director	Richard Tandy II	Present

Others in Attendance

Gail Isaac Receiving Treasurer - Reporting

Trina Kenney - Treasurer

Robert Nelligan-Barrett - Coordinator Baby Ace (BART) - Reporting

Housekeeping

- Next General Meeting: Tuesday, 15 November at 6:30 pm
- Meal: Steak dinner
- Election night.

Officer Reports

President - Tom Henion (absent)

- No report

Vice President - Randy Spurr

- Elections: Open BOD position include Steve North, Darrin Kenney, Frances Englund. Tyler Mullen is stepping down so his seat is open. Elections are scheduled for the November General Membership meeting (15 November 2022).
- Darryl Byers has volunteered to be the Newsletter Editor (thanks Darryl !)
- Discussion regarding Tom Henion's email noting that the Chapter faces a continuing challenge with membership engagement. He's hoping to create a more active and engaged organization.

Ideas: Ground School?
 Fly Outs?
 Organize member nights / Eagle flights.
 Need more discussion, a big challenge.

Secretary - Stephen North (absent, meeting notes by Randy Spurr)

- Frances moved to accept the October BOD meeting minutes Rick Tandy (II) seconded. Approved with 7 in favor, 0 opposed, and 0 abstentions.

Treasurer - Trina Kenney (Gail Isaac assistant)

- Trina Kenney presented the October 2022 Treasurer's report for review and approval. Rick Tandy (I) moved to accept, seconded by Rick Tandy (II). Approved with 7 in favor, 0 opposed, and 0 abstentions. Thanks to Trina and Gail for their continued good work in keeping our finances under control.

Committee Reports

Building and grounds - (TBD)

- No report.

Baby Ace Restoration Team (BART) - Bob Nelligan-Barrett

- Painting is getting closer, continuing with preparation in advance of sending the tail feathers to the painters.
- The instrument panel is under construction along with cockpit floors and turtledeck.
- Earl Luce kindly donated a surplus nose bowl from his Buttercup which was left over from his engine replacement.

Young Eagles (YE) - Richard Tandy (I)

- Rick is required to participate in an EAA Webinar for Young Eagle coordinators.
- Rick is planning to review the YE application lists to see if anyone would like a ride prior to their 17th birthday, which is the YE cutoff age.

Ray Aviation Scholar - Frances Englund

- Sharon Reithel passed her written exam with a score of 95. Congratulations to Sharon!
- Report due to EAA so they can release the balance of Sharon's scholarship money.

General

Quicksilver Donated Aircraft - Rick Tandy (I) & Tom Henion

- The Quicksilver ultralight is in Norm Isler's hangar for the near term pending a buyer.

Aeronca Chief Model

- Gail Isaac requested that the BOD approve Jane Grant's donation of an exceptionally nice Aeronca Chief model with an interesting history.
- Darrin moved to accept, seconded by Rick Tandy (I). Approved with 7 in favor, 0 against, and 0 abstentions

(BOD meeting minutes continued)

Adjournment

- At 8:58 pm, Randy Spurr moved to adjourn the meeting; Rick Tandy (II) seconded. Approved with 6 in favor, no opposed, and no abstentions.

ADDENDUM

After the November General Membership meeting, the new BOD selected the following 2023 Officers:

- President: Tom Henion
- Vice Pres.: Randy Spurr
- Treasurer: Trina Kenney
- Secretary: Steve North

Home(town) Built Aircraft

I'm not sure how many of you know that there was an aircraft company right here in Rochester, NY. The Cunningham-Hall Aircraft Corporation was formed in 1928 at [Rochester, New York](#). It was a combination of Randolph F. Hall, some former employees of [Thomas-Morse Aircraft Corporation](#) (subject of a future article) and [James Cunningham, Son and Company](#) who manufactured motor cars. The company built five different aircraft designs, most were only built in single numbers or no more than prototypes. The last design appeared in [1937](#) and the company concentrated on sub-contract component production before it was dissolved in [1948](#).

(Cunningham was a long established company in Rochester, making horse drawn carriages and coaches, and especially hearses. They eventually transitioned to motor cars. All were handmade and rivaled Rolls-Royce in quality, and expense!)

Let's look at the PT-6, and its derivative, the PT-6F.

The PT-6 was a cabin biplane with an all-metal structure that was stressed to meet military strength specifications rather than the much more lenient commercial requirements. Aside from the cabin, which was covered with corrugated [aluminum](#), most of the airframe was fabric covered. It had a fixed [landing gear with a tail wheel](#). The [cockpit](#) held a pilot and either a copilot or passenger, with a separate cabin for four passengers. The aircraft was powered by a 300 hp (220 kW) [Wright J-6-9 Whirlwind radial engine](#).

The company's final aircraft was a freighter conversion the **PT-6F**. Built during 1937 and flown in 1938, the passenger cabin was modified as a cargo compartment with 156 cu ft (4.4 m³) of stowage space, a [NACA cowling](#) was fitted, along with a [variable-pitch propeller](#). A freight door was fitted to the [fuselage](#) and a loading hatch fitted in the roof. It was powered by a [Wright R-975E-1](#) radial engine of slightly greater power.

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Only two PT-6s (s/n 2961 X461E and s/n 2962 NC692W) and one PT-6F (s/n 381 NC16967/NPC44/NC444) were registered, however as many as six of each type may have been built. The discrepancy from many publications with higher numbers may indicate that from two to nine additional airframes were built, but scrapped without being registered or sold, due to the collapse of the aviation market with the deepening of the [Great Depression](#). A production line had been set up, and materials bought to produce 25 examples.

Operational History:

One example was used for charter flying by the [Rochester - Buffalo](#) Flying Service, often fitted with skis or floats. One customer was the [Fairchild Aviation Corporation](#). [George Eastman](#) of [Kodak](#) had his first flight in PT-6. The PT-6F was supposed to have been one of three built from parts still available from the original cancelled production run, for an expected [Philippine](#) customer, and even carried the Philippine registration of **NPC-44**, however a lack of funds caused that sale to be cancelled. The aircraft was eventually sold for around \$7,000, and made its way to [Alaska](#) for a career as a [bush plane](#) with [Byers Airways](#). (a possible relation???)



PT-6F painted for export to the Philippines, with the Philippine registration NPC-44 (By SDASM Archives - <https://www.flickr.com/photos/sdasmarchives/4815248415/>, No restrictions, <https://commons.wikimedia.org/w/index.php?curid=86544517>)

I don't have enough room here to list the specifications. Almost all this info, except the part about carriages and coaches, etc, came from Wikipedia. Check out the article here: https://en.wikipedia.org/wiki/Cunningham-Hall_PT-6

I am a big fan of history, and enjoy finding out about local history and things that were manufactured here. I discovered the Cunningham automobiles just by doing a Google search for automobiles built in Rochester, NY. This was part of research for another project/interest of mine. I am going to build a cyclekart, and I am basing it on a 1919 Cunningham Roadster. On November 17, 1919, Ralph De Palma drove a stripped but otherwise stock series V-3 Cunningham special roadster at 98 mph in a six-mile trial at the [Sheepshead Bay Race Track](#).

EAA Chapter 44 Calendar

Next General Meeting

No Meeting in December 2022.

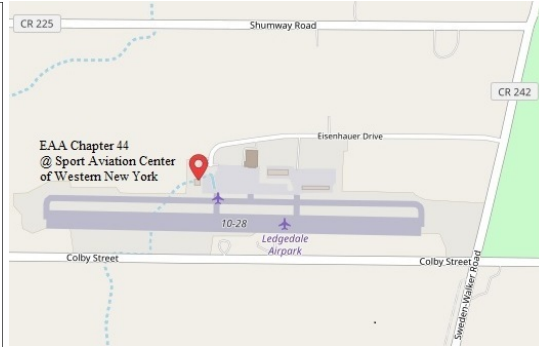
Next meeting is January 17, 2023

Dinner @ 6:30 pm, \$5

I believe Frances Englund is making Chicken Divan. Please bring a dish to pass.

Meeting is @ 7:30 pm.

Our scheduled presenter is Walter Gordon, talking about Project Gemini.



All activities take place at the Sport Aviation Center of Western New York, and are free and open to the public, unless otherwise noted.

Sport Aviation Center, EAA Chapter 44
44 Eisenhower Drive, Brockport, NY 14420
Brockport Airport / Ledgepole Airpark (7G0)

43° 10' 56" N, 77° 55' 1" W

Board Meetings
2nd Monday of the month

General Meetings
3rd Tuesday of the month
\$5 Dinner 6:30 pm, Meeting 7:30 pm

SAC Saturday Workday
Saturday before General Meeting

Aviation News

From a press release dated December 6, 2022, "CubCrafters was recently awarded a new government contract to manufacture airplanes for the United States Department of Agriculture. This is exciting news for us because it's the first fleet contract for our modern, certified, CC19 XCub to begin replacing the USDA's fleet of 30+ year old legacy P-18 Super Cubs currently in service. We expect other Government agencies to follow."

Hmmm, some Super Cubs to be available in the near future???

Picture of USDA pilots preparing to test fly a new CubCrafters CC19 XCub (Photo credit: Courtesy of CubCrafters)



That is a nice looking airplane!

(Aviation News continued)

Also on December 6, 2022, the last Boeing 747, a 747-8 freighter, rolled out of the Boeing Co.'s assembly factory at Paine Field (in Everett, Washington). The "Queen of the Skies" has left the building. Thus ends a 55 year production run, from 1967 to 2022, which built 1,574 aircraft, in many variants. There are currently two 747-8's being kitted out as replacements for two variants, called VC-25A, which entered service in the 1990's to carry the President of the United States of America, So, new Air Force One's. (Most of this info was from an article in the Everett Herald, dated December 7, 2022)

Williamson Flying Club Newsletter

Frances Englund, who is a board member of EAA44, is also a member of the Williamson Flying Club. She sent out an email to the Board members and myself that included a link to their December newsletter, which has an interesting article by Chris Houston, called "Cool Places to Fly". Apparently, Chris has been writing this column for 8 years, and this month's version is a sort of consolidation of that. There is a 3 to 4 page chart of various airport destinations with the column headings of Destination, ID (airport), Why it's Cool, Distance (in nautical miles, I will assume from Williamson Airport), and links to their newsletter issue where Chris wrote about the destination. I thought it would be of interest to the membership, so I asked Frances to ask the WFC for permission to post a link to their newsletter in ours. Many thanks to Frances, WFC President Bob Fratangelo, and Chris Houston for their permission to do so. The link is:

<https://www.williamsonflyingclub.com/documents/NewsLetterArchive/202212.pdf>

Editor's Note: I tried to make this a hyperlink, but I am having difficulty figuring that out, as I am using an outdated, unsupported version of Microsoft Publisher, which I don't think they use anymore. We'll see what the future brings...