

CHAPTER 690 NAVCOM

March 1994

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Chapter OKs Lease Negotiations

After much planning, a false start, several other frustrations, and the eventual move to a new airport, Chapter 690's plans for a permanent home building are officially proceeding again. At the February chapter meeting, Charlie Sego, Airport Liaison, and Frank Wilcox, Building Committee Chairman, reported on the progress of the Building Committee and emphasized the need to give the administrators of Briscoe Field a decision. Following this, the chapter nearly unanimously voted to give the Committee permission to finalize negotiations and enter into a land lease with the airport. At press time, no concrete (pun intended) agreement had been reached. The best estimate is that the airport will lease land to the chapter for twenty years. Two other Chapter 690 members are planning to lease land next to that of the chapter, and it is hoped that incidental costs will be kept down through volume dealings.

It was way back in May of 1991 that the chapter voted to approve the planning and building of a permanent chapter home. At that time, we were at Stone Mountain Britt Memorial Airport. We had some reservations concerning the longevity of that airport, but decided to build there anyway.

The initial plan was to build a free-standing, semi-permanent steel building on an existing apron. Following several rounds with the Dekalb County Fire Marshall's Office, we found that we could not build to code due to lack of fire hydrants. By April 1992, the Fire Marshall had doused our hopes of a big building on the flightline.

Plan B was to refurbish the old

wood building (barn?) at the airport entrance. This plan had several attractions, not the least of which was the extremely low rent desired by the airport. Unfortunately, after months of negotiations, it became increasingly obvious that we couldn't promise what the airport needed in terms of vacating the premises if the surrounding land was sold. It had also become increasingly difficult to determine who from the several owners of the airport actually had the power to negotiate for the owner consortium.

At the February 1993 monthly meeting the chapter voted to hold the next meeting at Briscoe Field. We have been there ever since. Though many of us loved Stone Mountain Airport, and most of us still fly there frequently, the goals and needs of the chapter and that airport simply weren't going in the same direction.

The move has brought many changes. Most members stayed in Chapter 690. A few remained behind at Stone Mountain and formed Chapter 1025. Some folks hold memberships in both chapters. Chapter 1025 is proceeding with renovations on the "Barn". Chapter 690 now has an extremely pleasant, and free, meeting place. However, we have grown so much since the move that we already are running out of space in the Briscoe Field Administration Meeting Room. Additionally, we still need a place to store tools and carry on workshops and other "big" functions. And I guess we just "want a place of our own."

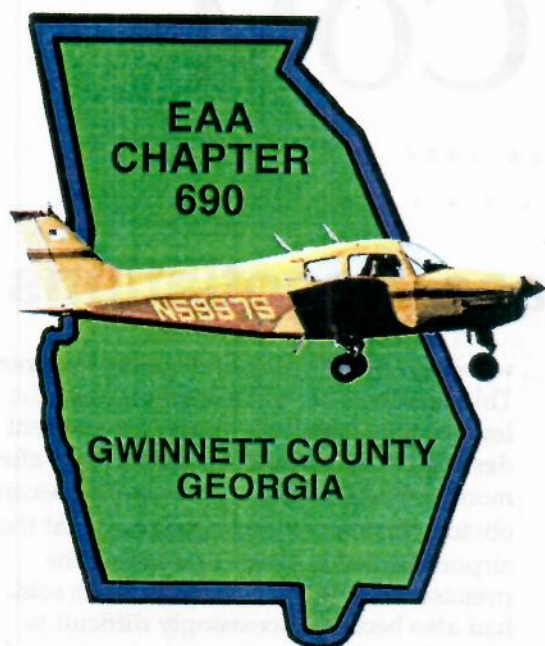
Charlie is currently dealing with the Briscoe Field Administration. We should be able to recoup most of our original down-payment on the first steel building. Who knows? The 1994 Holiday Banquet may be remembered as the first event housed by the new Chapter 690 Hangar!...

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Joel Lights Up the Chapter

by Joel Levine



Kinda scary, aint' it?

The commitment was made to move the Chapter to Gwinnett County Airport almost one year ago. Not being one to fight progress or change (for more than an obsessive amount of time), I've decided that I must go along with the group. With that thought in mind, and at my age it's hard to keep a thought in mind for very long, I jumped into the breach and decided to propose a new logo for our chapter, at least until someone makes the next move.

With tongue in cheek, I propose that the chapter keep the map of the State of Georgia intact, at least until our State Representatives change it. (This is part of the proposal because we should always remember our past and because for me, it seems that it is getting easier to remember the past and harder to remember yesterday.) Furthermore I propose we not add the Georgia State Flag. Heaven knows, we will have enough to concern ourselves with over our new building program and don't need to bother ourselves with trivial problems. I've further proposed adding the word Chapter so that everyone who looks at our logo knows that we are EAA Chapter 690 and not a club. A fine point, but we must have something to debate.

And finally, I propose placing a "Calf *#!* Yellow" Beech Musketeer in the logo in place of the airplane facsimile previously used, for the following reasons:

- 1) an aircraft has yet to leave the factory without being followed by a long list of AD's making it truly an Experimental Aircraft,
- 2) by definition, the Musketeer is both a Classic and an Antique,
- 3) most of us had to fight a few battles to justify the expense, making it sort of a War Bird,
- 4) having watched the airspeed indicator on the Experimental Beech Musketeer, it has a performance approaching that of an Ultra-Light.

Therefore, I believe no other aircraft embodies as much of what EAA stands for as the little, yellow, experimental Mush-Kat-Tear. So, for new business at the March meeting, "I move that EAA Chapter 690 adopt the logo presented herewith as the new Chapter logo.

Do I have anyone bold enough to second my motion? ...

Fire and Ice

by Jeff Boatright

One day this past month, Beavis and Butthead met at the airport to commit aviation. Upon arriving, they found their trusted flying machine covered in a veneer of frost. Being semi-intelligent, they arranged for a pre-heat from the FBO. They thought they were covering all bases when they additionally requested the anti-freeze spritz on the wings. They even had the line-boy defrost the pilot-side windshield. The rest of the plexi-glass was covered in frost, but the boys figured most would be gone after the warm-up and taxi. Their preflight was exceptionally thorough, with particular attention given to assuring non-iced control linkages and water-free fuel.

Satisfied with their preparations, Beavis and Butthead hopped into the cockpit. After getting comfortably strapped in (always hard to do in a small plane while wearing winter gear), Beavis carefully completed his prestart check-list, including three shots of prime.

With a "Clear Prop!" and a hey-nony-nony, Beavis turned the ignition key. The starter sluggishly turned the engine over, the prop blades easily counted as their shadows filtered through the frost. After letting the starter grind uselessly for a few seconds, Beavis ceased and desisted.

A few more shots of prime were applied. The key was turned again, and the intrepid aviators were rewarded with a few chuffs from the engine. A few more shots of prime, and this time Butthead reached over and tried the key and throttle. A few more chuffs but no soap. Time to think.

After basically reaching a blank, Beavis applies a few more shots of prime and is again rewarded with a chuff-chuff from the engine followed by a small poof. A wispy shadow dances across the frosted windshield. Growing impatient, Butthead reaches across to try his hand. Beavis casually requests that he open his door. Butthead does and immediately the cabin is filled with smoke and the smell of burning wiring insulation.

Though it had taken some time for the boys to get strapped in, they were out of the plane in a flash. Beavis managed to turn off everything electrical and fuel related, and Butthead grabbed the two mini-extinguishers in the glove compartment.

At first there seemed little cause for alarm. Except for the smell of scorched insulation and that first wisp of smoke that Beavis was beginning to doubt he had even seen, no evidence of fire was apparent. So it was almost in a casual, detached manner that Beavis popped the engine inspection door. Nothing seemed amiss except for the bad smell. Butthead poked his

head into the engine compartment just in time for a thick bolus of flame to shoot right at his face. Butthead reflexively jumped back and shouted. Acting almost as quickly, Beavis picked up one of the mini-squirts, pulled the pin, and tossed it to Butthead, who then thrust it into the engine compartment, pushing the squirt button vigorously. Nothing happened. Butthead began jumping up and down. Beavis immediately pulled the pin on the second mini-extinguisher, tossed it to Butthead, and in the same motion, turned and ran to the FBO to get real fire-fighting equipment.

Guessing that if it worked at all, not much would come out, Butthead stuck his face into the engine compartment to better aim the mini-squirt. Flames licked up from the carb box, showing a perfect target. The mini-squirt gave just one second of halon, but it was enough to deny the fire oxygen and so extinguish it. Unfortunately, it was also enough to deprive Butthead of oxygen. He was still coughing and gagging when Beavis arrived with a big extinguisher.

Subsequent inspection by an A&P revealed miraculously little damage. The carb box was covered in soot, but the foam intake filter was not even melted. Additionally and inexplicably, no wiring was affected.

What are the lessons we can learn from Beavis and Butthead? You might be saying to yourselves, "It was just a standard induction fire caused by too much prime. The boneheads should've just kept turning the engine over and sucked the fire back through the carb." Well, there are two problems with that. First, the battery was barely turning the engine over after all the abortive start attempts. Second, the boys never smelled raw gas, but they thought they smelled burning wire insulation. Hence, it was not apparent to them that they had a fuel-related fire. Remember also that Beavis had only seen what he thought was the shadow of a wisp of smoke playing over the frosted windshield.

Regardless, the obvious take-home message is "DON'T OVER-PRIME!" This is especially easy to do on cold days when a lot of factors additively impair starting performance. But other, subtler lessons should be noted. First, not clearing the entire windshield heavily contributed to the fiasco. It was sheer luck that Beavis was in a position to note the shadow of smoke while Butthead fiddled with the start sequence. Not defrosting the windshield was also stupid in that it likely would not have cleared by take-off. Finally, starting an engine without the best possible view of the aircraft surroundings was poor judgement. Insult is added to injury when you consider that in cold weather, there is an increased likelihood of line personnel being on the ramp tending to defrosting chores. Lesson: In addition to defrosting all

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Chapter 690 Chili Cook-Off!

Saturday, April 2nd—Rain or Shine!

It's that time again—time to experience the culinary delights of the Chapter 690 Chili Cook-Off. Prizes will be awarded for the best Antique (old-family recipe), Warbird (hottest), Homebuilt (unusual), Classic (overall best-tasting), and for the first time—Contemporary. We haven't decided just what constitutes this category. So dust off your chili-making skills and come on out! Those not wanting to enter the competition can bring salad or desert to share. Drinks, crackers, condiments, and table service will be provided. Members, friends, relations, and any interested persons who enjoy airplanes, good food, and fellowship are invited. **Saturday, April 2, 2-6 pm (eat about 4:30)** at the **Wilcox Air and Road Service Inn, Lenore Field, 2995 Centerville-Rosebud Road, Snellville, GA. Phone: 978-2403.**

Calendar of Events

March 11 - Chapter 690 monthly meeting. 8:00 pm, Briscoe/Gwinnett Co. Airport Administration building. Topic: The all-composite Acro I flies! We'll visit their hangar and see the new plastic fantastic. Business Section: Preparations for the Young Eagles Rally.

March 12-13 - Ft. Pierce, FL - Delight of Flight Airshow and Fly-In sponsored by EAA Chapter 908. Tom Shedd, 407/461-0346.

March 19 - Southeastern Regional Young Eagles Rally SPONSORED BY EAA CHAPTER 690.

March 26 - Project visit to Clyde Schnars RV-6. See below for details.

April 10-16 - Lakeland, FL - EAA Sun 'n Fun Fly-In, 813/644-2431.

April ? - Sun 'n Fun Chapter 690 Exchange.

April 30 - Griffin, GA - Alexander Hangar, Griffin Municipal Airport; 1994 Builders Workshop. 800/831-2949.

May 14 - Stone Mountain Airport - visit to Gary Politzotto's Pulsar. 2 pm.
July 28-August 3 - OSHKOSH

August ? Chapter 690 post Oshkosh Exchange at the Kuntz palace.

August 20-22 - Gadsen, AL - Aerodrome '94 - WW I Aircraft Fly-In and Airshow sponsored by Lake Guntersville Aero, 205/582-4309.

October 22 - Lenore Airfield (Wilcox hangar) - Project visit to SMARTI Cessna 140.

November 19 - Project visit to Greg Jannakos' Ercoupe restoration.

Project Visit to Clyde Schnars' RV-6

Chapter 690 is invited to view Clyde Schnars' RV-6 project on 26 March 1994 between 9 and 11 in the morning. Clyde, a former 690 member, have won awards at Oshkosh for previous projects. Directions: Exit 7A from GA 400, right onto Holcomb Bridge Road. Go north on Old Alabama Road for 2.5 miles until reaching Willow Springs Subdivision. Go left onto Roxburg Drive. Continue 1 mile, then left onto Roxburg Lane. Go 1 block, then left onto Turner Road. Clyde's shop is 10435 Turner Road, 442-0624. Please call Greg Jannakos (296-0937) to confirm this visit before you go!

Minutes of the February Meeting

The February 11, 1994 meeting of EAA Chapter 690 was called to order by Vice-President Bob Zahner at 8:10 PM, followed by the introductions of thirty-four members and 7 guests in attendance. Alan Langford read the minutes of the January meeting. Lnor Levine reported that the chapter treasury contained \$x in the checkbook and \$x in the Bldg. Fund CD. Also reported by Lnor: the current status of Membership Dues for 1994 shows 36 renewals from 1993, 2 returning past members, and four new members for a total of 42 paid members as of tonight's meeting. 24 members from the '93 membership have still not renewed. We hope to publish the '94 membership directory for the April meeting so anyone not renewed by the March meeting will not be listed in the directory.

Fred Meyer announced that the Acro I was nearing completion and was awaiting the arrival of the propeller, which at last report was stuck in a snow storm in the Chicago area. Terry Adams brought up a proposal by the FAA to limit the operation of the Warbirds for the purpose of exhibition and air racing. He provided copies of the proposal and requested that the membership write letters to the FAA in support of the Warbirds licensing in the Experimental Exhibition category.

A report on the Young Eagles Flight Rally for March was given by Duane Huff and each of the various committee chairpersons. The general conclusion was that all of them, although moving ahead with the program, could use additional volunteers to help to make this program a success.

The Athens EAA chapter plans a fly-in in April and expressed a desire to borrow our cooking equipment to use at their event. Ken Sharp suggested that we get an up-to-date inventory on all of this equipment. Also if we loan it out, get someone to sign for and be responsible for the use and return of it. Frank Wilcox suggested that as the grills, etc. could be easily damaged, we should have someone in the chapter accompany the grills to the event to oversee their use. David Posey and Duane Huff volunteered to accompany the grills to the Athens event.

Charlie Sego reported on meetings that he has had with the Airport Authority concerning the necessity to move ahead with securing the land lease for our hanger to be built at the airport. The hanger would be approximately 42' x 42' and be primarily a meeting facility for the chapter. This space would also allow for project demos, storage for chapter equipment, etc. A Building Analysis with 3 proposals by different suppliers was handed out for discussion. Charlie said that \$140.00 - \$150.00 would be required each month for the hanger and utilities. Joel Levine questioned other intangible fees for the hanger. At this time such fees are unknown and it was agreed that additional studies would be made. Sheryl Black suggested that we need to come up with a plan to raise additional funds to build and support the hanger and that we need to establish a budget for the project. After a lot of discussion a motion was made that we commit to a lease of \$90.00 a month to hold our space for the hanger. A vote was called, and the membership voted to commit to the lease.

The meeting adjourned at approximately 10:15 PM.

Respectfully submitted, Alan Langford

For Sale

•1968 Cessna 150. 200 SMOH. Trspdr, Mode C (ACK), intercom, ELT, MK 12 radio, King 145, ADF, Audio panel/MKR BKN REC, wheel Pants. \$14,500. Based at Lenore, N50132. Ken Sharp 404/979-4233 (H), 404/750-6025 (W).

•1990 Sonerai II. 75 TTSN. Greg Jannakos 296-0937

•Placard Labels made to order. Greg Jannakos, 296-0937

690 Tidbits

Aircraft Builders' BBS

There is a new aircraft builder BBS. It is the "Central Jersey Sport Aircraft Builders' BBS." It operates at night (8 pm thru 8 am EDT). The telephone number is 908-755-5371.

—Joel Levine

Encoder Failures

Many pilots report erratic readings from ACK Technologies A30 BLink Encoders. Time to failure averaged 343 hours. Pilots report the need to constantly adjust, return, or replace the encoders. If you own one, you may want to contact ACK to determine what their fixes are. Also, be alert for failures.

—Joel Levine

Henrob Recall

Henrob 2000 welding torches with serial numbers H or M followed by 04421 through 06125 are being recalled due to gas valve corrosion leading to leakage and delayed flame extinguishing. Modification kit and instructions are free. Call 1-800-443-6272.

—Tailfeathers (Chapter 268)

**Have you signed
up for a Young
Eagle Rally
position yet?
Call Duane Huff
at: 921-4423**



Opinions, Musings,
and Editorials by
Chapter 690
Members
and Guests

Where Are We? by Ken Sharp

The Chapter is at a major cross-roads, isn't it? Here we are, about a year after moving from Stone Mountain Airport, and who knows how many months from finding out when, or if, we will be building a hanger. I know, I know, at the last meeting, the members voted to proceed with negotiations leading to a lease, but that is only another step on the way.

Building a hanger. Has quite a nice sound, doesn't it? At last, a permanent chapter "home". Certainly, that is what we wanted when the original idea surfaced several years ago. It would be nice to have a place to meet, to store all the Chapter property, to conduct our pancake breakfasts and workshops, in short, a place to call our own.

Of course, since then, the original concept of a 40' x 40' hanger building that "we" build for around \$10,000.00 has changed somewhat. Now it seems to be 42' by 42', and not built by us, but erected by the vendor, or some other contractor. And the price has escalated a bit, too. Last guesstimate heard was at least 1.6 times the original, plus the cost of running water, sewer, and power lines. The new location will have, in addition to higher construction costs, higher monthly costs. Original estimate was \$10 per year plus electricity. New estimate is \$90 per MONTH, with no real guess for water/sewer and electricity. But, until we actually construct and occupy it, we won't know.

For those increased costs, we get a location on a actively growing airport, one with lengthy runways, lighted taxiways, more facilities, and possibly, more exposure to the aviation community.

So, what's the point, you are probably beginning to ask? Here's the point, actually, a question. Are we organized for this new responsibility?

WHERE ARE WE GOING?

As an EAA chapter, we are associated with a very fine central organization in the form of EAA at Oshkosh. In addition, we are incorporated under the laws of the State of Georgia. This probably protects the national organization most of all, but it also protects each Chapter member (you and me!). We have the basics for a normal, growing, EAA

chapter, one that conducts meetings, workshops, and the like. But, we are not, in my opinion, organized to properly use and protect the (potential) new building.

WHERE SHOULD WE BE GOING?

And how should we be organized?

EAA Headquarters is a good example that we could follow. My limited understanding is that EAA, the organization that we belong to as a prerequisite for Chapter membership, owns no real property. (Sure hope this is an accurate understanding!) Instead, the property is owned by a legal corporate entity that is named something like "The Experimental Aviation Association Foundation". The EAA that issued your membership card is a tenant of the Foundation, paying rent for the space being used. Of course, EAA Headquarters owns and manages the Foundation, or some such legal arrangement, so you might ask "So what's the difference?" The difference is the goals and aims of EAA Headquarters is totally different from the goals and aims of the EAA Foundation. One is organized to be a "joining" organization, providing member services, not limited to the magazine called "SPORT AVIATION". Lobbying for our interests, serving as a clearing house for homebuilder information, and many other services are provided to and for the membership. The other organization is running a museum, an aviation library with associated research capabilities, and other activities that the author is too dense to comprehend, and probably not informed about because of the ignorance factor. Meaning, I think they are doing a great job, and as long as they do it, it is getting done. If they leave it up to me and you, individually, it will not exist.

Now, to get to the Chapter organization. How are we organized? Our Chapter is organized, to some extent, like an EAA Headquarters clone. Our Chapter exists to provide member services. We conduct meetings, we have workshops, pancake breakfasts, and through the good efforts of our Nav-Com editor (that will be 5 bucks, Jeff) we publish an award-winning newsletter. Do we own real property? Do we operate anything like a museum? Do we have a library? Should we do those things?

HOW SHOULD WE DO IT?

If we should be doing those things,

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Technical Article: SKYLITE CONSTRUCTION

Continued...

Prepared by the FRICK & FRACK AIRCRAFT CONSORTIUM

Last month, the Skylites (2) were placed under construction, fuselages welded, tailfeathers built, and things generally were proceeding very well. So what if wives complained because they were no longer the focus of weekend attention. Airplanes are being built!!!

Wing Construction:

Skylite wings are aluminum and will be covered with fabric. They are made with tubular front and rear spars, ribs and cross bracing attached between the spars.

Ribs are built from 0.016 aluminum strips which were cut from a large (4x12) sheet, bent at right angles, then curves by crimping one side. The Frick and Frack Consortium doesn't have a "shear cutter," so cutting was done the old fashioned way. Never again!

The strips were then made into ribs in a jig by attaching them to Widgets supplied by the designer. The ends of the Widgets are rounded so they fit to the tubular spars.

Washout (or ist it wash-in?) is specified for the wings. Theis causes the outer part of the wing to stall last so you cna maintain control until just before you crash. To get the required washout, in the Skylite wing, the rear

should it be as an EAA Chapter? If we follow the lead of more experienced models, the answer should be "no!". What we should do, in order to protect our investment, is organize a legal entity, similar to the EAA Foundation. This provides two immediate benefits: our investment is protected from our own actions, however well intentioned, and, we then have a vehicle that should provide access to funding, be it corporate donations of cash or equipment, or endowments from persons that wish to perpetuate some memory or experience.

JUST AS IMPORTANT.

The structure of a foundation is as important as the fact that it exists. Perhaps there should be a Board of Directors, appointed by the Chapter Officers, with a term of office of 6 years or so. Or, say, two members with 2 year terms, two with 4 year terms, and two with 6 year terms. Certainly, no more than six members. The Board should have members who have long range goals in mind, and the tenure to implement them.

spar is angles so the outboard tip is higher than he inboard during construction. Frick and Frack found that a Campbell soup can was about the right height so it was used as a prop while the ribs and cross braces were attached to the spars.

The sledge was too strong for adjustment here, so Frick and Frack used their come-alongs to bring the wings into shape.

Ailerons are full wing length, so they had to be built on the "long table" like the wings.

Rigging the wings: To prevent possible damage, Frick and Frack decided to rig the wings before covering. So, a 690 rigging party was set. on the specified Saturday, several intrepid members showed up at Consortium Plant #1 to help. Rigging is necessary to determine the length of the wing struts that hold the wings to the required dihedral.

A couple of intrepids brought electronic levels that worked really well. Frick and Frack usually depend on more primitive methods (string from tip to tip and adjust until it looks right), so they appreciated the help. The wings looked great after positioning.

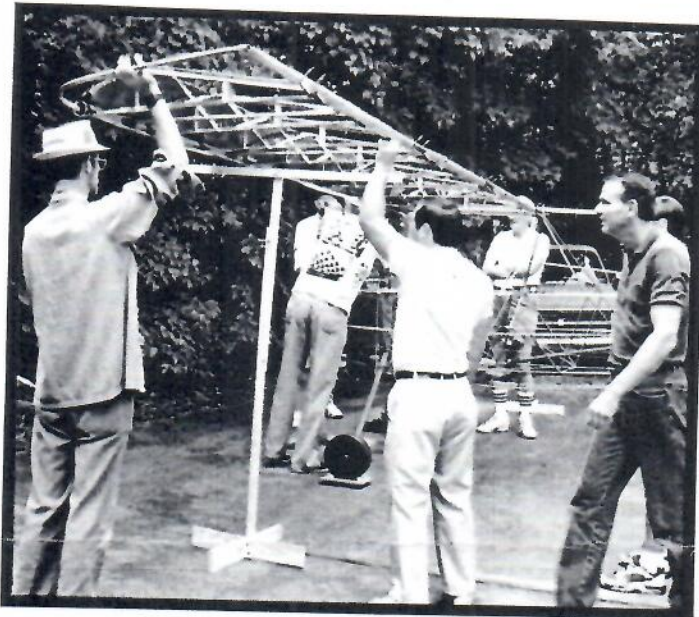
The wives took pity on us and made a great lunch that was thoroughly enjoyed judging by the empty plates afterwards.

Next month we begin covering the Skylites....

In addition to the long term planning, our last meeting showed that the short term is also important. Are the members allowed to use the hanger for personal purposes? If so, under what arrangements, physical and/or financial? What else will the hanger be used for? And what are the conditions for such use? In short, who will make the rules?

CAN IT HAPPEN?

Is it beyond our reach? I think not. Just look at the funding the Young Eagle program has received. Look higher, look at the funding the EAA Foundation Museum is receiving. Of course, I'm not thinking that "we", just by establishing a foundation, are in line for mega- buck funding. After all, the EAA Foundation didn't start from a free meeting room, donated by the local FBO or Airport Authority. It started from the base provided by what we know as EAA Headquarters.



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The NavCom

Newsletter of EAA Chapter 690

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Next Meeting: 11 March, 8 pm
Gwinnett Co. Airport Admin.
Bldg.

Acro I Completion and Young Eagle Rally
Organization.

March 19 - Chapter 690 hosts the
Southeastern Regional Young Eagle Rally

"Fire and Ice" cont.

flying surfaces, be sure and clear your windows before start.

Another lesson we can learn from the boys is that the halon mini-extinguishers, for whatever reasons, perform poorly. You may be thinking to yourself that at least the second mini-squirt worked, but did it really? The extremely limited damage suggests that the fire may have gone out as soon as the excess fuel present due to over-priming was consumed. Also, one mini-squirt absolutely failed. Finally, what if the fire had been a little larger? A one-second burst of halon probably would not have done much. However, since they are the only viable solution for pilot fire-fighting equipment, what can we do to increase the chances of getting the mini-squirts to work? First, they probably don't propel much halon when they are cold-soaked. The two used in this sojourn were stored in the plane, and the ambient temperature was well below freezing. Try getting anything to come out of any squirt can when it's that cold. Lesson: Keep a small extinguisher in your flight bag, especially in winter. At least it will be relatively warm and may squirt better. Second: The extinguishers were fairly old. One's label was very faded. Lesson: Make sure all extinguishers are fresh enough to work. Butthead's flight bag now contains a PK extinguisher that has a

gauge showing its readiness.

A final solution to the over-priming problem is more expensive. Many of the older Continentals have prime to only one cylinder. This is remarkable since almost everything about mixture and spark timing already is stacked against a quick, clean start on a cold day. Thus, even once all the fuel and spark components come together for a firing, that firing is only going to get an o.k. burn going in one cylinder. This may or may not get the engine going. Result: depleted batteries, worn starters, and frayed nerves. And induction fires. Paying for the mod to have all cylinders primed may be the cheapest insurance you can buy for cold-weather flying. •••

"Where Are We?" cont.

But, if you look back far enough, you might find that it really started in a Wisconsin basement, approximately 40 years ago.

Recent events seem to indicate that "we" need to address issues that are above and beyond those that have been addressed in our past. We need something like a Foundation to provide the stability and statement of purpose that such an organization can provide. With that, we can proceed safely and confidently along the path that the Chapter hanger leads us. •••