

EAA Chapter 18 - It all started here!

**MARCH PROGRAM: FAA INSPECTOR HERE TO HELP-** JOHN PINNOW FROM THE FAA WILL BE JOINING US THIS MONTH FOR OUR PROGRAM

## HOW TO GET READY FOR THE SUMMER FLYING SEASON!

Well, it is getting to be that time of year again when our airplanes have finally thawed out and we are ready to strap on our flying machines and defy gravity. But are we ready to clear the prop and blast off?

I am talking about recency of experience, or currency. We all know what the FAA requires, a Bi-Annual flight review and our 3 take offs and landings in the previous 90 days to carry passengers. But if you have taken a winter hibernation from flying, it may be wise to be a bit more conservative. When I was actively flight instructing, the company I worked for had a requirement to have flown within the last 30 days.

Admittedly, that requirement was a bit stringent, but recurrent flight training is one way of making sure that our pilot skills are up to snuff, and also helps to prevent incidents, accidents, and FAR violations. So here are my suggestions for the beginning of the flying season.

1. Seek out a flight instructor for an hour or two of dual. There are plenty of instructors in the chapter, including myself, that are probably willing to help out with this. Otherwise the local FBO instructors only charge between \$30 and \$40 per hour. This is a cheap resource to use, and may even save you some money on your insurance. I have known at least one

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FUNNY THINGS HEARD OVER ATC FREQUENCIES

## CHAPTER CALANDAR OF EVENTS

### April

04 . 22 . 08	Board Meeting	1830
	Chapter Membership Meeting	1930
	Timmerman CAP Hangar	

### May

05 . 04 . 08	EAA Ch. 22 Fly In Breakfast, Fockford	0700
05 . 10 . 08	Chapter 18 Fly-Out to Oshkosh	0800
	UES, Atlantic Aviation Ramp	
05 . 27 . 08	Board Meeting	1830
	Chapter Membership Meeting	1930
	Timmerman CAP Hangar	

### June

06 . 22 . 08	Hot Planes, Hot Cars, Cool Kids, Capitol Drive	
06 . 24 . 08	Board Meeting	1830
	Chapter Membership Meeting	1930
	Timmerman CAP Hangar	

### July

07 . 21 & 22 . 08	Wings and Wheels Weekend, East Troy Airport	
07 . 22 . 08	Board Meeting	1830
	Chapter Membership Meeting	1930
	Timmerman CAP Hangar	

# PRESIDENT'S CORNER

MAY THE FORCE BE WITH YOU



Welcome to April! Finally, some relief from the winter blahs! It is certainly a good feeling to finally be coming out of one of the snowiest winters in memory. Spring has sprung, which means for most of us, time to go up and knock some of the rust off our flying skills. This might be a good time to seek out your friendly local CFI for a little refresher, and this is one of the best times of year to work on your crosswind landings!

Over the last six months or so, I have detected a slight shift in The Force. Some of you may have noticed it too. I'm talking, of course, about small but significant changes going on at EAA HQ. Somewhere, somehow, the realization came to someone up there that EAA seems to have wandered too far away from their roots in homebuilding. I suspect that the complaints of us homebuilders might have had something to do with it.

Whatever the reason, things are changing at EAA. Take for example, Sport Aviation magazine. One of the most often voiced complaints about SA is that they no longer do enough articles about homebuilding. In the old days, each magazine had a section on "hints for homebuilders," with short how-to articles and illustrations. They have recently taken this old idea to a 21st century level, and have begun producing short "hints for homebuilders" videos which are on EAA website. A few examples are "How to build a wing rib jig," "How to fish-mouth tubing with metal snips," and my favorite, "How to drill out a bad rivet." New videos are be-

ing added weekly, and the videos can be viewed on the homebuilding section of the EAA website.

Additionally, they have instituted the "Chapter Leaders Academy," which I was fortunate to attend last month, as a way to try to invigorate and revitalize the local chapters. More about that experience will be forthcoming in a separate column.

There have also been some internal moves of key personnel, and recently EAA has been advertising for a newly created position, the "Homebuilder's Czar." According to EAA's website, the stated purpose of this new position is to "oversee the organization's programs and services related to building your own aircraft." According to Adam Smith (recently promoted to Vice-President of Membership as one of the aforementioned internal moves,) "This new position is part of a renewed commitment to update and strengthen the services that EAA provides to the homebuilder community. We are looking for a strong and capable person to help ensure that homebuilding remains what it has always been—an essential part of EAA."

Now I'm as cynical as the next guy, and I've been a vocal critic of the direction that EAA has taken in the last 15 years or so. But folks, this sounds to me like some genuine progress in the right direction. I am cautiously optimistic that HQ has listened and is responding to the desires of their core membership. Time will tell if this is real change or lip service, but I think we owe it to them to give them the benefit of the doubt. Heck, if I were at a different point in my career, I might even apply for the homebuilder's czar job. I wonder if the czar gets to wear an orange vest on a scooter at Oshkosh?

## FLY-MARKET

**Wanted:** 1700 hrTT chapter 18 member, CFI with Commercial multi-engine instrument rating looking to gain multi-engine experience/time. Goal is to transition from current job (teacher) to full or part-time aviation employment in southeastern Wisconsin. Do you have any advice/suggestions? Please contact Mike Felske at wings@wi.rr.com or 262-432-2313

**Wanted:** I am helping Jerry Yagen <http://www.fighterfactory.com/> locate World-War-One era engines/airframes or replicas. Hispano-Suiza, Mercedes, Hall-Scott, Liberty, OX-5, Siemens-Halske, Oberursel, Clerget, LeRhone, Gnome, other rotaries, etc. If you know of anything for sale or trade I'd appreciate any information. I also do aircraft construction/restoration (tube-and-fabric, wood, aluminum etc.) if I can be of service to anyone. Russ Lassetter, EAA# 448996, Cleveland, Georgia, [rblasset@alltel.net](mailto:rblasset@alltel.net), 706-348-7514

**Seawind For Sale:** Severe medical condition and expensive medical bills force sale. Mint condition. \$400,000 into the aircraft, but willing to let it go to the "best reasonable offer".

KIAS: 140-150, TTAF/E: 58 hours, New Lycoming IO-540-KIAS, KT76A Transponder, KR-21 Marker Beacon w/ Lights, K1209 VOR Head, KY92720 Com, KX155 Nav-Com w/ Glide Slope, Depth Finder, Magellan GPS w/ Moving Map, VM1000 Engine Monitor, Century Auto Pilot, ADF-140-Digital (Collins 890), Vertical Compass, 4 Place Intercom, Vox Cassette/CD Input/Output, Fuel 104 ga. Useable, Finger Tip Steering on Ground, Transponder (2/2009), Pitot Static (12/2008), ELT (1/2008), Always in Hangar: dry conditions (Phoenix), No rust/corrosion. \$295,000.00 or Best Offer. Dave Lanman (602) 432-8356 [dwanlanman@cox.net](mailto:dwanlanman@cox.net)



# "LUNCH-WAFFE" RETURNS

FEARLESS LEADER: MIKE WOODS

Welcome one and all to the first Chapter 18 Fly out. Well, maybe we need to call it the first resurrected Chapter 18 Fly out. It seems back in 1998 Ken Klima organized the "Lunch-Waffle." Not sure how many missions they accomplished, but someone found old newsletter announcements about missions to Reedsburg and Richland Center. Perhaps the allies got the Lunch-Waffle in their sights and downed them after 2 missions.

We are planning our first trip to Oshkosh on May 10th. I would like to depart from Waukesha at 8:30. We should meet at the ramp of Atlantic Aviation around 8:00 and get a final briefing there. Park at the Orion FBO in OSH, which is next to the terminal on the Northeast side of the field. Breakfast will be at one of

the better breakfast establishments (so I am told) by the airport. After eating we can tour the Weeks hangar as much as we want and then either mosey thru the museum or watch the planes at Pioneer. If interested, we could have a raffle amongst ourselves for a biplane ride at Pioneer. I have been assured that the flight will be powered on both take off and landing and that the landing will result in the lucky pilot being able to walk away under his own power.

I will be out of town from April 22nd thru May 1st, so if you are going or thinking of going, please email Mike Woods at mwoods@bizwi.rr.com. Also, if you do not have an airplane and would like a ride, email me also. Those who are flying, please let me know if you have room for a passenger. I can take three with me. If you can't email, please call me on my cell, 414-791-6991 and let me know. I will need a phone number to contact everyone if weather is an issue. I do not have a rain date as of now.

## HUMOR ON THE AIRWAVES

SECRETARY JIM SUBMITTED THESE OLDIES BUT GOODIES.

Actual exchanges between pilots and control towers

Eastbound!

Tower: 'Delta 351, you have traffic at 10 o'clock, 6 miles!'

United 329: 'Approach, I've always wanted to say this....I've got the little Fokker in sight.'

Delta 351: 'Give us another hint! We have digital watches!'

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, 'What was your last known position?'

Tower: 'TWA 2341, for noise abatement turn right 45 Degrees.'

Student: 'When I was number one for takeoff!'

TWA 2341: 'Center, we are at 35,000 feet. How much noise can we make up here?'

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

Tower: 'Sir, have you ever heard the noise a 747 makes when it hits a 727?'

San Jose Tower Noted: 'American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadeloupe exit off Highway 101, make a right at the lights and return to the airport.'

From an unknown aircraft waiting in a very long take off queue: 'I'mf...ing bored!'

Ground Traffic Control: 'Last aircraft transmitting, identify yourself immediately!'

Unknown aircraft: 'I said I was f...ing bored, not f...in stupid!'

A Pan Am 727 flight, waiting for start clearance in Munich, overheard the following:

Lufthansa (in German): 'Ground, what is our start clearance time?'

Ground (in English): 'If you want an answer you must

O'Hare Approach Control to a 747: 'United 329 heavy, your traffic is a Fokker, one o'clock, three miles,

speak in English.'

Lufthansa (in English): 'I am a German, flying a German airplane, in Germany. Why must I speak English?'

Unknown voice from another plane (in a beautiful British accent): 'Because you lost the bloody war!'

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Tower: 'Eastern 702, cleared for takeoff, contact Departure on frequency 124.7'

Eastern 702: 'Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway.'

Tower: 'Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?'

Continental 635: 'Continental 635, cleared for takeoff, roger; and yes, we copied Eastern... we've already notified our caterers.'

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One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed.

The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said, 'What a cute little plane. Did you make it all by yourself?'

The Cherokee pilot, not about to let the insult go by, came back with a real zinger:

'I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one.'

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The German air controllers at Frankfurt Airport are renowned as a short-tempered lot.

They not only expect one to know one's gate parking location, but how to get there without any assistance from them.

So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speed 206.

Speed 206: 'Frankfurt, Speedbird 206! clear of active runway.'

Ground: 'Speedbird 206. Taxi to gate Alpha One-Seven.'

The BA 747 pulled onto the main taxiway and slowed to a stop.

Ground: 'Speedbird, do you not know where you are going?'

Speedbird 206: 'Stand by, Ground, I'm looking up our gate location now.'

Ground (with quite arrogant impatience): 'Speedbird 206, have you not been to Frankfurt before?'

Speedbird 206 (coolly): 'Yes, twice in 1944, but it was dark, -- And I didn't land.'

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While taxiing at London's Gatwick Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727.

An irate female ground controller lashed out at the US Air crew, screaming: 'US Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!'

Continuing her rage to the embarrassed crew, she was now shouting hysterically: 'God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour, and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?'

'Yes, ma'am,' the humbled crew responded.

Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking: 'Wasn't I married to you once?'

# RULES TO FLY BY: SECRETARY JIM REMINDS US ABOUT A FEW RULES

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. The only time you have too much fuel is when you're on fire.
5. A 'good' landing is one you can walk away from. A 'great' landing is one after which they can use the plane again.
6. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
7. It's always better to be down here wishing you were up there than up there wishing you were down here.
8. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
9. When in doubt, hold on to your altitude. No one has ever collided with the sky.
10. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
11. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Helicopters can't fly; they're just so ugly the earth repels them.
18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There's always something you've missed.
23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
24. The three most useless things to a pilot are the altitude above you, runway behind you, and fuel that's not in your tanks.

# BOARD RECOMMENDS INAUGURAL SCHOLARSHIP RECIPIENTS

The selection process for the 2008 Bill Bateman Memorial Scholarship has been completed. Applications were made available in fall of 2007 and eight applications were received by the February deadline. Five girls and three boys applied, most from the Milwaukee area. Additionally, one each hails from Brodhead, Appleton, Sheboygan, and Ashland.

The majority of the applicants were very deserving of the scholarship funds; however the committee felt that for the inaugural year only the originally planned two \$500 scholarships be awarded. The amount, selection criteria, and process will be evaluated and changes applied to the 2008-09 academic year. After this year's disbursement \$1350 will remain in the fund. Additional donations are appreciated and are tax deductible. The committee is also considering fundraising events as well.

The committee forwarded their recommendations to the Board at the March Board meeting. The Board considered the recommendations along with their own personal review of the applications. The board approved two finalists which now require ratification by the membership present at the April Monthly Meeting.

Following approval, the winners will be notified and invited to a presentation at the May Monthly meeting. As chairman of the committee I wish to thank the entire chapter for their continued support of our effort to continue Bill's commitment of encouraging young people to pursue aviation endeavors.

# MINUTES FROM SECRETARY JIM

Board Meeting Minutes for March "08"

The March Board meeting was called to order at 6:35 by President Jeff Point at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Stephanie Murray, Mike Woods, Craig Henry, Fred Keip and Dave Alberti were present. The minutes from the February Board and Chapter meetings were accepted as published. The treasurer's report was not available.

Committee Reports: Fred reported that a list of Chapter tools and videos is now on the Chapter website. It was reported that Joe Coraggio is looking into getting First Flight plaques. Fred reported that work continues on updating the Chapter website. Please forward any updates, info or project photos to Fred or Jeff. Especially pictures.

Young Eagles: Discussion of Young Eagle credits and how to use them took place. A tentative date of June 27 has been set for Young Eagles at Capitol Dr. Airport. Pilots and ground crew needed. The alternative date would be July 19th.

Old Business: The proposed amendment to eliminate the need to have the Chapter treasurer bonded has been published twice in the newsletter. It will be voted on at the March Chapter meeting. It was reported that one more volunteer is needed to audit the Chapter's financial records.

New Business: Work parties at Oshkosh were discussed. Anyone can go up to Oshkosh on any weekend after May 17. Go to the big barn to volunteer. The Bill Bateman Scholarship committee made it's recommendation to the board of the 2 finalists selected. These were approved by the board and will be announced at the April Chapter meeting.

Meeting adjourned at 7:10.

Respectfully submitted, Jim Hatzenbeller (Secretary).

## Chapter 18 Minutes from the March "08" Meeting

The March meeting was called to order by President Jeff Point at 7:30PM at the CAP Hangar at Timmerman Field. The meeting opened with a presentation made by the people from Sonex. The gave a history of the company and spoke of their latest project which is an electric powered Sonex. For further information, visit their website at: [Sonexaircraft.com](http://Sonexaircraft.com).

After their presentation, a break was taken before resuming the regular meeting. Guests were asked to introduce themselves and 2 people did so. It was announced that anyone wishing to volunteer to work at Oshkosh could go up there any weekend after May 17th. Report to the big red barn to be assigned to a work party. A decision will be made at the April meeting to decide if we want to forward a volunteer work list to EAA headquarters. It was announced that the Friends of East Troy airport will again have its Wings and Wheels weekend on July 21 & 22. Ron Scott reported that the fly-in in Urbana will be celebrating its 50th anniversary this year. It was announced that Capitol Dr. airport will be hosting it's 2nd annual Hot Cars and Hot Wings fly-in on June 22nd this year. Mike Woods announced that he is planning the first Chapter flyout for May 10th this year. The proposed destination is Oshkosh. More details will be given at the April meeting. He also suggested that the Chapter fall campout possible be held at 3 Lakes which is up near Rhinelander. It was reported that Nick Hirsch will be the featured program at the August meeting. He will bring his diesel powered motorcycle and discuss engines in general.

Building Reports: Jack Beck reported that he is cutting the canopy for his RV9-A. Tom Stranak reported that he has mated the wings to the fuselage on his RV7-A. Marcus Collins reports that he is continuing to sand the fuselage on his project and is also working on painting the underside.

Flying Reports: Dave Alberti reported on flying up to Sheboygan and on the return trip, his close encounter with another plane. Quick thinking and evasive action on his part saved the day for him. Mike Woods went to Texas and then Missouri. Fred Keip suggested that when landing at a non-towered airport, when turning base in a low wing airplane, look for shadows on the ground. If you see 2 shadows, continue to go around. If you only see one shadow, it is probably safe to land. Eric Whyte reported on being in Orlando for Citation training. He also reported on skydiving in a wind machine which he enjoyed.

Tech Counselors: A report was given on an AD regarding certain fuel injection systems. Another report was made on Parker vacuum pumps. They have reached the end of their service life.

Young Eagles: A tentative date of June 27th has been announced as the date for a Young Eagles event at Capitol drive airport. Ground crew and pilots needed.

Flight Advisors: No reports.

Announcements: The minutes from the previous meeting were accepted as published. The Treasurers report was not available and will be tabled until the April meeting. The amendment to eliminate the requirement to have the Chapter treasurer bonded has been published in the newsletter twice. A motion was made and seconded to approve this amendment. This was passed by voice vote. It was reported that a 3rd volunteer is needed to audit the treasurer's books. Announcement regarding the Bill Bateman Scholarship Fund results will be made at the April meeting.

Meeting was adjourned at 9:45pm.

Respectfully submitted, Jim Hatzenbeller (Secretary)

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insurance company to give discounts to pilots who can show they do some sort of 6 month or annual recurrent training with flight instructors.

2. During your "recurrent training" practice maneuvers and emergency procedures. Most of us rarely do much more than straight and level flying and cross country flying. Maneuvers such as steep turns,

stalls, slow flight, cross wind landings, short and soft field landings are all great ways of honing stick and rudder skills. Also practicing emergency procedures will keep you ready for real emergencies.

3. Review sectionals, airspace, and the FAR/AIM for changes and those things we forgot since we took our private pilot written exam. Many of these things seem mundane, but it might be nice to know how to de-

termine which airports sell fuel if all you have is a sectional chart and are running low on gas.

Well, however you decide to get back into the air, I hope that you have a fun and safe flying season this year.

## TREASURERS REPORT

### MONEY MONEY MONEY MONEY MONEY

March 2008

	Checking	Savings
Beginning balance 2/1/08	\$1,953.47	\$1,455.06
<b>Receipts</b>		
Interest		\$0.01
Dues 3/7/08	\$30.00	
Trans. In	\$0.00	\$0.00
<b>Total Income</b>	<b>\$30.00</b>	<b>\$0.01</b>
<b>Expenses</b>		
Trans. Out	\$0.00	\$0.00
Newsletter(Point) * 3/7/08 1470	\$114.55	\$0.00
<b>Total Expenses</b>	<b>\$114.55</b>	<b>\$0.00</b>
<b>Ending Balance</b>	<b>\$1,868.92</b>	<b>\$1,455.07</b>

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The deadline for items to be published is Monday before the monthly meeting. All copy and other materials should be emailed to the newsletter editor at [cora0006@umn.edu](mailto:cora0006@umn.edu) by the Monday prior to the next scheduled meeting.

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## CHAPTER 18 CONTACTS

### Officers

President- Newsletter Publisher	Jeff Point	414 915-9173	<a href="mailto:jpoint@mindspring.com">jpoint@mindspring.com</a>
Vice-president	Joe Coraggio	414 841-7354	<a href="mailto:cora0006@umn.edu">cora0006@umn.edu</a>
Secretary	Jim Hatzenbeller	414 483-1246	<a href="mailto:JIMHATZY@aol.com">JIMHATZY@aol.com</a>
Treasurer	Ken Klima		<a href="mailto:knklima@tds.net">knklima@tds.net</a>
At-Large Board-Membership	Dave Alberty	414 543-7138	<a href="mailto:daberty@execpc.com">daberty@execpc.com</a>
At-Large Board	Craig Henry	414 899-5980	<a href="mailto:glasair2@aol.com">glasair2@aol.com</a>
At-Large Board	Andy Jaskie	414 671-1326	<a href="mailto:skippyj@ameritech.net">skippyj@ameritech.net</a>
At-Large Board	Stephanie Murray	414 384-2619	<a href="mailto:mzstef615@wi.rr.com">mzstef615@wi.rr.com</a>
At-Large Board	Fritz Jorgenson	414 281-7329	<a href="mailto:jorgie@execpc.com">jorgie@execpc.com</a>
At-Large Board	Fred Keip	262 835-7714	<a href="mailto:fredkeip@aol.com">fredkeip@aol.com</a>
At-Large Board	Mike Woods	262 781-0487	<a href="mailto:mwoods@bizwi.rr.com">mwoods@bizwi.rr.com</a>
<b>Staff</b>			
Newsletter Editor	Joe Coraggio	414 841-7354	<a href="mailto:cora0006@umn.edu">cora0006@umn.edu</a>
Web Editor	Todd Wenzel		<a href="mailto:todd.wenzel@wenzel-software.com">todd.wenzel@wenzel-software.com</a>
<b>Tech Counselors</b>			
Carl Schultz (262) 895-6194	Ron Scott (262) 642-7423	Fred Keip (262) 835-7714-Tool Librarian	
Jeff Point (414) 915-9173	Paul McAllister (262) 695-7624		
<b>Flight Advisors</b>			
Ron Scott (262) 642-7423			