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# Chapter 81 Skywriter

Annual Dues \$20

Checks should be made payable to EAA Chapter 81 and brought to a chapter meeting or sent to the Treasurer:

Eric Nelson  
10270 N. Krauswood Ln  
Oro Valley AZ 85737

*Do not send payment to the newsletter editor!*

**EAA Chapter 81 Meeting  
October 20 2018 - 10:00 AM  
Ryan Airfield Administration building**

Guest speaker will be local National Weather Service forecaster Aaron Hardin



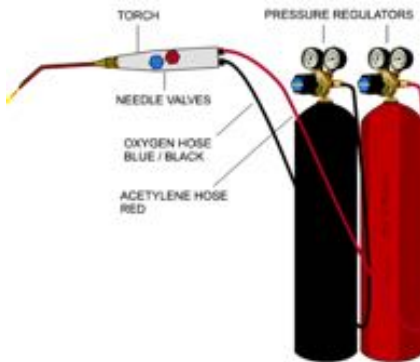
These handsome chapter 81 patches are available from Eric Nelson when you cough up money for your dues.

Click on the link below to see aviation events around Arizona for March 2018

[Arizona Aviation Events](#)

Dave Jaksha

## Melting metal.



Last year I took up the classic method of melting metals together, oxyacetylene welding. Its a process of combining fuel gasses and pure oxygen in order to increase the welding torch's flame temperature to around 3500 degrees celsius. The outer portion of the flame prevents the intrusion of oxygen ( and oxidation) into the weld pool. Trust me, 3500C is plenty hot enough to turn 4130 steel into molten heaps of metal. After LOTS of practice, I got to the point some of the pieces of metal actually stuck together! OxyAcetylene is an old technique, but still popular by many building aircraft tubular structures because of the simple equipment and portability. Oxyacetylene is relativity easy to learn and can also be used for brazing, bronze welding, forging / shaping metal and cutting.



After achieving a gas welding skill level never seen before by welding instructors, I decided to try a more demanding welding technique, TIG (Tungsten Inert Gas). Heat is created by running an electric current through a tungsten electrode, creating an arc that is then used to melt the metal producing a weld pool. Argon gas is flowed around the electrode keeping oxygen from he weld and preventing oxidation.

TIG popular because it offers a high degree of purity, a clean weld and is used on steels such as 4130, stainless steel and other metals like magnesium, aluminum, copper. TIG can also be used for brazing. TIG is quite a bit more expensive to get started. The least expensive full featured TIG unit I could find is the AHP 200XP shown on the left. It cost about \$800, but comes with everything you need to get started except a bottle of Argon. I can report that it is fully capable of burning holes in both steel and aluminum with ease! Every once in while, I produce a weld that looks sort of ok, if you stand back about 10 ft. Practice, practice....

If any of you are interested in trying your hand let me know....I can show anyone how to burn holes. There are hundreds of videos on Youtube showing you how to get started with both gas and TIG ( thats how I received my training).

### Notes from the President.....

First a big thank you to Kelly McMullen, FAA Safety Team member, and President of EAA Chapter 1445, for the outstanding presentation on owner/operator maintenance during our September Chapter meeting. It was very well received with plenty of interesting questions answered.

Nov. 17: Elections of new Chapter officers. Please volunteer to run for our Chapter's leadership positions. It is a great opportunity to actively promote the EAA and our Chapter. Our Vice President and Treasurer plan to run again, please volunteer to serve in our Chapter's leadership team.



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If anyone has any suggestions for future speakers, or has an aircraft project they want to share with the group please let us know.

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### Southern Arizona Teen Aviation Website.

We are a non-profit 501c(3) organization dedicated to introducing High School Students to aviation. Much of a teenager's school life is spent sitting in a classroom, doing homework or studying for a test. Our classroom is a workshop. The primary focus of our work is building a Van's Aircraft RV12 airplane and then flying it. A real airplane.

The group of high school students participating in building the Van's RV-12 light sport aircraft with the Southern Arizona Teen Aviation organization continue to make good progress as they started their Summer school vacations. New students were interviewed for next semester, and a Summer session is being started once a week on June 6. Hopefully they will be able to fly the aircraft to the EAA's Air Venture in 2019. However, as many experimental aircraft builders will tell you, the airplane will be done when it's done!

[Click here for more information](#)

We are asking our Chapter members to please contribute to our Newsletter with aviation oriented articles or short pieces and photos. Photos of your aircraft and build are especially welcome. Just drop a note to [newsletter81@eaa81.com](mailto:newsletter81@eaa81.com) with either text, or photos. I will edit and post either in the newsletter or on the webpage. There is a tremendous amount of talent in our group, so please pass along your expertise and knowledge to all.

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If any of our Chapter members has a project he/she would like to show please let me know. We can schedule a meeting at your project's site if that is possible.

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It has been two years since the FAA made available the "Remote Pilot" certificate to licensed pilots for the use and operation of small unmanned aircraft systems (UAS). To maintain your certificate current you have to access the FAA Safety Team website and take the recurrent course. It takes about a couple of hours to complete, including the online test, renewing your certificate for another 24 months.

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**Needed for December are a volunteer, or two, to organize our Chapter's Christmas**



Our Chapter's Young Eagles and Eagles Programs anticipate more activity and flight requests as the weather cools in our area. If you are interested in mentoring kids and adults into aviation please check out requirements to become a Young Eagles Pilot at [EAA.org](http://EAA.org). The YE Coordinator position will be open soon. It is not one to be voted on, all we need is someone to coordinate the flights, not do all the flights. The list of all local Young Eagles pilots, and their contact information, will be provided. Contact Chapter 81 Young Eagles Coordinator - Tito Sanchez at (734) 358-7297 for further information.

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The October, 2018 edition of the COPPERSTATE Fly-In has been cancelled by a unanimous vote of the Board of Directors. We are unable to host the Fly-In at Falcon Field in Mesa for a variety of compelling reasons. Fly-In will be held at the Buckeye Airport (KBXK) on February 8<sup>th</sup>, 9<sup>th</sup> and 10<sup>th</sup>, 2019

[Click here for more information](#)

At the last EAA81 meeting, Lynn Wesley commented that five Buckeye people went to Sun-n-Fun this spring and spent 3 days talking with the Sun-n-Fun management and with Lakeland officials to see how they do the event. This is the only city and airport group (to my knowledge) that has visited a successful fly-in like Sun-n-Fun to find out how it's done. Hopefully this is a good sign of their commitment to hosting the upcoming Copperstate Fly-In 2019 and support into the future.

**EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.**

**Upcoming webinars include the following topics and presenters:**

## **EAA Flying Clubs – Growing Participation in Aviation**

**Wednesday, October 10 – 7 p.m. CDT**

Presenter: David Leiting, Chapter Outreach Specialist

[Register Now >>](#)

## **Preparing for an IFR Winter Cross-Country**

**Wednesday, October 17 – 7 p.m. CDT**

Presenter: Gary Baker | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

## **How to Prepare for an Unknown Aerobatic Sequence**

**Tuesday, October 23 – 7 p.m. CDT**

Presenter: Jim Bourke

[Register Now >>](#)

## **Flying to the Bahamas**

**Tuesday, October 30 – 7 p.m. CDT**

Presenter: Mike Zidziunas | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

## **November Webinars**

### **Operating Oversquare**

**Wednesday, November 7 – 8 p.m. CST**

Presenter: Mike Busch | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

There is a fly in at the Douglas, AZ, airport Oct. 6 and 7. Below is a flyer for the event.



**COME CELEBRATE 50 YEARS OF FLIGHT  
AT THE COCHISE COLLEGE DOUGLAS CAMPUS  
OCTOBER 6 AND 7**

October 6 Fly-In at 7 AM  
Breakfast by the FlyCochise Club

October 6 Mile High Murder Dinner at 6 PM  
More info at this link: <https://form.jotform.com/82315658624158>

**Activities for Saturday with most of them being repeated on Sunday:**  
Fly in/drive in pancake breakfast • Live Mariachi music • Static display of military and Dept. Of Homeland Security helicopters • Unmanned vehicle display by Northrop Grumman • Raffle for introductory flight(s) with hourly drawings • Hands-on flight simulator demonstration & contests • Information booths manned by our aviation partners:

Dept of Homeland Security • Border Patrol • PSA Airlines • Envoy Airlines • Cochise College Alumni • The Cochise College Flight Club  
...and many more

That evening, join us for a three-course buffet dinner and a  
Mile High Murder Mystery  
6 pm in the Aviation Hangar  
4190 W. Hwy 80, Douglas AZ 85607

Make your reservation by Tuesday, October 2, 2018

For more information call 520-417-4114 or email:  
[aviation50th@cochise.edu](mailto:aviation50th@cochise.edu)

## Marana Regional Airport (KAVQ) Control Tower Initiative

If you are in agreement, we request your support of this effort. Attached is a sample letter you are welcome to use as a template to write your own letter. Feel free to print a sample letter as is, on your letterhead or with a business card, sign and send to Steve Miller.

We request that you share this with other interested individuals and groups, returning your letters to Steve Miller by October 15, 2018.

Letters are to be emailed or mailed to

**Steve Miller, C.M., C.A.E.** Airport Director Marana Regional Airport 11700 W. Avra Valley Road,  
#91 Marana, AZ 85653  
[smiller@marana.com](mailto:smiller@marana.com)

### Sample letter

Re: Marana Regional Airport's re-application to the FAA Federal Contract Tower (FCT) program

Dear Steve,

**Individual, or association name** support(s) the Marana Regional Airport Air Traffic Control Tower Initiative. This support is an effort to make Marana Regional and the National Airspace System safer.

The urgent need for a control tower at Marana Regional Airport (KAVQ) is evidenced by observation of operations within the airport environment and safety reports filed over the years. The extreme diversity of aircraft is a big part of the safety challenge. With airport users as diverse as ultralights, flight training aircraft, corporate jets, military aircraft, unmanned aircraft systems (UAS)/drones, and sky diving operations, avoiding a mid-air collision may be considered a matter of luck without an air traffic control tower. Also, the persistent refusal of a few to follow safe operating and/or communications procedures makes for an unsafe environment that would be vastly improved with an operating air traffic control tower. With an operating control tower, all pilots will be required to adhere to safe procedures.

The safety at Marana Regional Airport would be greatly enhanced with an air traffic control tower, whether a traditional tower, or a remote facility in conjunction with Pinal Airpark. The latter would help alleviate other safety considerations including, but certainly not limited to, confusion between the two airports.

For safety, **your name and/or association name** wholeheartedly endorses your Marana Regional Airport Air Traffic Control Tower Initiative. We are committed to safety at Marana Regional. With an operating air traffic control tower, this beautiful airport will be an even more desirable destination for pilots and their passengers flying into the region.

Thank you for your continued commitment to making Marana Regional Airport a safe, welcoming airport.

Sincerely,

**Your name and/or association name**  
**contact information**  
**email address**

EAA Chapter 81 Meeting Minutes  
September 15, 2018

Meeting was called to order by President Tito Sanchez at 1000 at the Ryan Field meeting room.

Secretary's Report: As always, Bob Miller offered to read the Minutes of the previous month's meeting. As always, a motion was made to accept the Minutes as published in Sky Writer and on the website [eaa81.org](http://eaa81.org), and quickly seconded. The motion passed with a whole lot of ayes and nary a nay. As always. Jeez, you guys are really in a rut.

Treasurer's Report: Eric Nelson told us that we have about \$2,000 more than when we finished 2017. 2018 income so far has been \$4,875.79, including \$169.00 toward coffee and donuts. 2018 expenses were \$2,697.36, including \$145.33 for coffee and donuts. What this means is that we are finally donating enough to pay for the coffee and donuts! July -August balance was \$8,289.85, to which were added coffee and donut contributions of \$49.00 and dues payments of \$40.00, leaving a September balance of \$8,378.85. Chapter Hangar rent is paid up through September and will continue to be paid for the time being, but, if there is not more utilization, the Board of Directors will decide to shut it down, which will lead us to the dilemma of what to do with all the contents. We put a whole lot of work into having a Chapter Hangar; c'mon folks, let's make use of it!

Next, our featured presentation began, starring Kelly McMullan, who is President of the Casa Grande/Chandler EAA Chapter 1415. His topic: *Owner/Operator-Performed Aircraft Preventative Maintenance*. Kelly's presentation was primarily oriented toward certificated aircraft, but he added information regarding LSAs and Experimental/Amateur-Built (E/AB) aircraft as well. Rather than trying to repeat everything that was said, I will refer our readers to the complete transcript of the talk that will be posted on our website; however, I would like to point out some highlights that were surprising to many Chapter 81 Members regarding preventative maintenance that may be performed by the owner without A&P (Airframe and Power Plant Mechanic) oversight:

Elastic shock-cord (bungee) replacement on landing gear, not an easy job.

With the exception of the wind shield, all windows may be replaced.

Replace wheels and skis.

Replace any hoses not requiring a hydraulic connection.

Replace prefabricated fuel lines.

Replace or adjust any non-structural fasteners.

Remove/replace self-contained front panel-mounted NAV/COM (Navigation/Communication) devices that are tray-mounted, excluding DME and transponders.

Documentation for all owner-provided maintenance requires the following items according to FAR (Federal Aviation Regulations) Part 43.9:

1. Description of work performed.
2. Date of Completion
3. Name of person performing the work if different from the person approving it.
4. Signature, Certificate No. and type.

Here's something that may come as a surprise to owners: Who is responsible for keeping aircraft records? The Owner/Operator, NOT the A&P! Aside from the transcript, Kelly stated that AOPA (Aircraft Owners and Pilots Association) has a good presentation on Owner/Operator-provided maintenance.

Moving on to E/AB aircraft, Kelly informed us that the annual Condition Inspection must be based upon the Operating Limitations that the builder has documented. *Any person* may do any and all work on an E/AB aircraft, but only an A&P (no Inspection Authorization required) or the person holding the Repairman's Certificate (per FAR 65.104) may sign it off, stating that inspection was done and the aircraft was found to be in a condition for safe operation. Part 42 Appendix D states that the Registration, Airworthiness Certificate, Operating Limitations, and Weight and Balance documents must be present in the aircraft. Appendix D may be used as a guide for a maintenance check list, or the kit manufacturer, if any, may be able to provide one.

That's it! Not even a logbook entry is required; just documentation that it was done.

There is a lot of confusion in the chapter about LSAs. Kelly was able to clarify this. There are 4 types of LSA (Light Sport Aircraft):

1. Type Certificated (think Cub, early Ercoup, Taylorcraft; factory-built aircraft that meet the LSA definition and limitations)
2. SLSA = Special Light Sport Aircraft (factory-built LSA)
3. ELSA = Experimental Light Sport Aircraft (a kit from a factory which builds an SLSA) This must be built exactly to factory specification, identical to the SLSA. No substitutions nor deviation from the factory specifications may be made. There is no 51% rule in this category, and the Phase I testing (erroneously called fly-off time) is usually only 5 hours. After the aircraft has been certified airworthy, any modification desired may be performed. However maintenance must be signed off by an A&P or any person who has taken a maintenance course and been certified to maintain an LSA.
4. E/AB (home-built aircraft) that meet the LSA definition and limitations. There are no other limitations on design or modification to design; however, a Certificated Aircraft may not be made into an E/AB. Phase I testing generally requires at least 40 hours unless a certified engine/propeller combination is used; then the minimum requirement is reduced to 25 hours.

See; simple, nothing to it. Kelly's presentation was very well-received and we thank him and the FAAST team (of which he is a member) for enlightening us about this very important topic. An hour of WINGS program credit was awarded to those who signed up for it.

Visitors: Tim Carswell from El Paso is working on his Pilot's Certificate and is looking at building a Velocity. Rick Brown is flying a plans-built Sissler Cygnet. Ethan McLeod and Alan Palmer are beginning pilot training. Mark Gregory has many aircraft engineering qualifications, including being a Certification Engineer. Kevin Hunt is soon-to-retire and is interested in LSA and E/AB aircraft.

Old Business: The Board of Directors met last month; most of the business was routine and the Minutes of the meeting are available on the website. Of interest to most Chapter 81 members is a simplified system for paying dues, with all renewals in January, and new memberships starting in October or later being credited to the next year, rather than pro-rating. Dues remain \$20/yr.

New Business: Next Month, Ken Druse of the National Weather Service will provide a presentation on Severe (Aviation) Weather Prediction.

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New Business: Next Month, Ken Druse of the National Weather Service will provide a presentation on Severe (Aviation) Weather Prediction.

Nominations for Chapter Officers will be made at the October meeting. At the November meeting, we will need to elect a new Chapter 81 President and possibly a Secretary, but nominations are open for all offices. We are also looking for a new Young Eagles Coordinator. Aside from this, we need more Young Eagles pilots. 6 of the current 10 are Chapter 81 members. To become a YE pilot, a 20-minute online course at [EAA.org](http://EAA.org) is required, and a background check that could require 24-48 hours to complete. The rides are provided to kids from ages 8-17 and typically last about 20 minutes. The next YE flight is scheduled for Saturday October 27 for the nine teenagers participating in Southern Arizona Teen Aviation. This is a reward for the hard work they have been putting in on the construction of a Van's RV-12, which is anticipated to be completed in the spring of 2019. The tail kit for the second aircraft has already been started, with vertical stabilizer and rudder completed.

We still need a volunteer to organize the Christmas dinner, and we need contributions to the newsletter. Any flying-related material is welcome, including anecdotes, building or maintenance experiences; whatever you might find interesting. If you are concerned about your grammar, send a draft to Secretary Bob Miller for editing and polish; he'll make you look like a pro!

Lynn Wesley gave us an update about the Copperstate Fly-In. Like many area fly-ins, this is not officially affiliated with EAA. The Copperstate Board of Directors decided not to use the Falcon Field location again, instead moving the location to Buckeye, AZ, southwest of Phoenix, and the date from the usual October to February. Chapter 81 Member John Harlow, who is Forums Director, and Lynn, his assistant, went to Buckeye and spoke to the City Administration. The latter did something unprecedented: five attended Sun 'N Fun in Lakeland Florida, the second-biggest aviation fly-in in the US. It is extremely well-run and popular, and very successful. The Buckeye administrators want to learn what they can do to make the Copperstate Fly-In successful as well; what Sun 'N Fun is doing right! This is a good prognostic sign for the event. By the way, there *will* be an air show, for the first time in many years.

Meeting was adjourned at 1110. The next meeting will be at the Ryan Field meeting room on Saturday October 20 at 1000.

Respectfully Submitted by  
Secretary Bob Miller

**Angel and Greg Duncan**

I've been S-l-o-w-l-y reorganizing the library and finally donated (with permission from last year and no interest from chapter members since) the VHS and DVD's that were nothing but war stories, along with several huge coffee table style Time Life Books about WWII. Bookman's took them as a donations to go to "either prisons, or schools or hospitals." But they wouldn't buy them. (I got 3 bucks for 2 of the items that I'll hand over to the treasurer.)

Don't worry! There's still Plenty of coffee table books left that cover the same subjects over and over and over.... I'd really like to cull out about 2/3 of the total library. All or most of the books that fall in to the "Infomercial and Home Shopping Network midnight insomnia needed to get him a quick x-mas present that isn't another tie" category. (even the used book stores don't want these books)

Anything that is actually about EAA type stuff or books written for the pilot and/or builder audience (not just the insomniac crowd who is dazzled by the pretty pictures) is staying. Things like Building techniques, inspecting workmanship, use of materials, engine building/maintenance, building/aerodynamic theory, piloting, flight training tips... is all good.

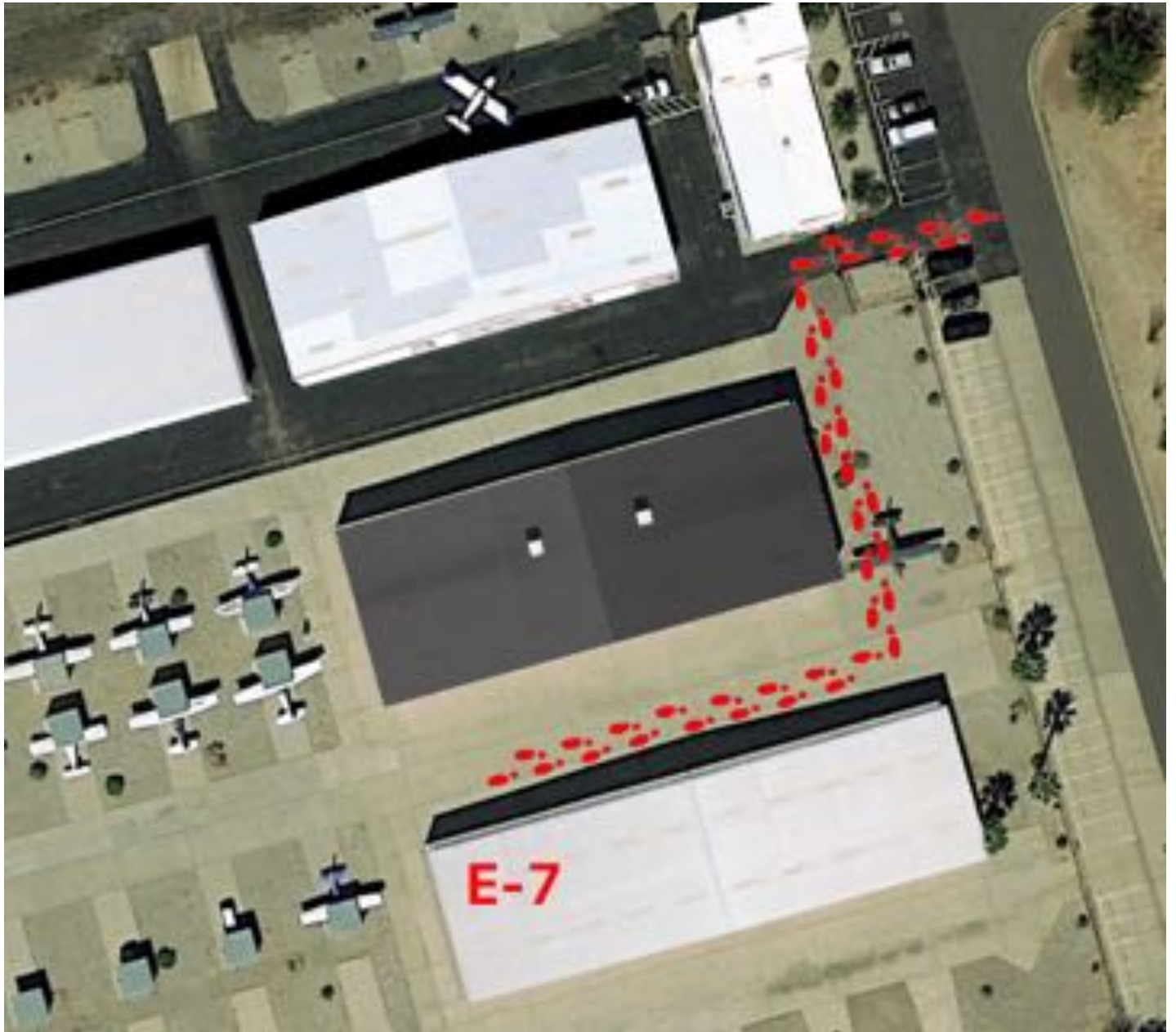
My library reorganization goal is to have a marked off section that I can tell members "you can keep anything you want from these shelves". A few coffee table books at the hangar are ok, but we are currently swamped with them. I'll get more done as the weather cools off.

After the last meeting I asked Tito if the chapter had any T-shirts? (I would have asked during New biz had I thought of it sooner) He didn't think we did and told me I could look in to it if I wanted to. With that thought in mind, I was wondering, A: Does anyone else know if we already have t-shirts sitting in a storage box in someone's hangar? OR B: If any of the t-shirt places in town already have the logo on hand? Where ever the patches with the chapter logo came from, maybe? If not, can I get a copy of a file of the club logo to use in my search for quotes? Once I have some quotes/information in hand, I will formally bring up if there's any interest in t-shirts with the chapter logo on it at a meeting. (after checking in with the board of course)

## Location of the EAA Chap 81 hanger

Drive down South Aviator Lane to the end. Park just south of AirWest. There is a walk in gate just south of the auto gate. It is not locked. Walk through the gate, and turn left. Walk past the first hanger on your right. The EAA hanger is on the Northwest corner of the second hanger, E-7. Bring a chair if you are attending a chapter meeting. [See the two images below!](#)





## Classifieds

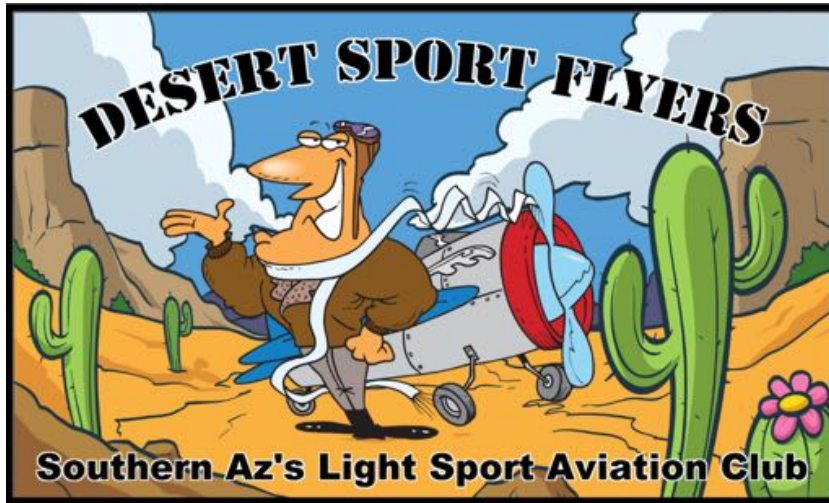
**Remember that you can place an add in the newsletter ( it will appear on the Chapter 81 web site also) to sell those items in your hangar. Then, you can buy more shiny stuff to put in your hangar! Send email to [newsletter81@eaa81.org](mailto:newsletter81@eaa81.org) with a pic, description and contact information.**

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011 Zenith Zodiac 601XL w/B modifications. EXTREMELY nice looking plane. 158 hrs, Jabiru 3300, MGL Glass panel plus a mounted tablet, autopilot, plus all the other stuff. \$44,500

If interested, contact Jimmy  
860-946-7194  
[jimmyg2000@att.net](mailto:jimmyg2000@att.net)





Two barn finds leading to start of Light Sport flying club. The first one is nearing completion of restoration and the annual is about finished. We expect to be flying this one by the end of February. The plan is to start the flying club in March if there is enough interest from the sport pilots around Tucson. The restoration on the second one will take several months. We would like to try 15 pilots per airplane. If scheduling is reasonable at this rate, we will have a club that is very strong financially. The total cost for each member will be \$150 per month. This will entitle the member to two flying hours each month. These hours will not carry over, but will expire at the end of each month if not used. Additional hours can be scheduled for \$50 each.. We would like to hear from every one who is interested in joining a sport pilot flying club. email: [desertsportflyers@gmail.com](mailto:desertsportflyers@gmail.com) Sec: Jim Taylor 520 349-5833

PLEASE NOTE; THIS CLUB WILL NOT BE LIMITED TO SPORT PILOTS. OTHER PILOTS CAN APPLY, AS WELL.



JUST ABOUT FINISHED WITH ANNUAL



PICKED THIS ONE UP FROM BARN NEAR JOPLIN, MO



PICKED THIS ONE UP FROM BARN NEAR LEXINGTON, KY

**Check out our Chapter Facebook Page!**  
<https://www.facebook.com/ea81.org>

**Please send items of interest, classifieds, etc**  
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