

# 2020 Officers

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## Albuquerque, NM

## Chapter 179



**December**  
**2020**

Visit Albuquerque EAA Chapter 179 Web Site: [www.eaa179.org](http://www.eaa179.org)

Newsletters are at: <http://eaa179.org/newsletters/>

The Web Site for the LOEFI is: <http://www.loefi.com>



## “Saigon Tea” Takes Flight To raise funds for aviation scholar- ships

## Upcoming Events & Chapter Meetings

December 15, Tuesday, EAA Chapter 179 Social Gathering Using ZOOM, look for an email with the link and time (6 PM) information - coming soon.

## Inside This Issue

Upcoming Events & Chapter Meetings .....	1
From the Editor .....	2
From the President .....	3
Young Eagles .....	7
“Saigon Tea” Takes Flight.....	8
2020 Scholarship Fundraisers .....	9
Aviation Scholarships - Accepting Applications! .....	11
Did you know..... from Emilio Verastegui .....	13
And More...	

## From the Editor, Harley Wadsworth

Here is our last newsletter in 2020, enjoy.

Our Chapter is progressing forward, in spite of the pandemic. We have our RV-12 build, and are determined to continue our scholarship activities, and other worthwhile endeavors. I have added a link to our RV-12 build project and also a link to EAA Webinars.



George Young is doing a great job with our Chapter 179 web site. And our tool crib continues to grow. We will have lots of bottled up energy to restart a lot of fun in-person activities and recover from too much time spent sheltering at home. We are approaching possibly the worst time in the pandemic. So let's hang on until we get enough help from the vaccines now getting approval, before relaxing our defenses.

Our Chapter 179 Zoom gatherings have helped fill in the gap that would have been hard to span without them. The Zoom Application has a lot of good features and we are utilizing them well. Please, join us for our December gathering.

Merry Christmas and Happy New Year! HW



November Gathering on Zoom

[Webinars \(eaa.org\)](http://www.eaa.org)



Click on the logo for more info:



THE CLUB JUST FOR  
INSTRUMENT PILOTS  
(AND STUDENTS)



EAA Chapter 179, RV-12 build project:  
RV-12 Project <http://eaa179.org/rv12project/>

### Other NM EAA Chapter Newsletters

EAA 691, the Green Chile Chapter: <http://eaa691.org>

EAA 555, Triple Nickel Chapter: <http://555.eaachapter.org/>

EAA Chapter 1306, Edgewood, NM:

<https://eaa1306.org/newsletter-archive/>

Find or Become a Tech Counselor and/or Flight Advisor: (your EAA login is required to see this information) <https://www.eaa.org/en/eaa/eaa-chapters/eaa-chapter-resources/chapter-programs-and-activities>

The [Lobo Wing of the CAF](#) The Lobo Wing is located at hangar 80 of the Moriarty, NM Municipal Airport.



[www.nmpilots.org](http://www.nmpilots.org)

## From the President, Emilio Verastegui

Hello fellow EAA Chapter members and friends!



*How your Chapter President feels about the COVID-19 thing!*

Here we are in the month of December, 2020! Can you believe that we are still dealing with and struggling with the COVID-19 pandemic? It certainly has put a spin on our activities for our Chapter, as it has for the whole of EAA, and for that matter, the whole world. Well, enough of that issue. We hear about it seems all day and night and I will not dwell on it further here.

The coming year promises to be one of excitement, new beginnings, and joy! I want to review some news with you and let you know where we, the Executive Officers, think we are headed in the New Year. We have several new Executive Officers stepping in to fill vacancies, as well as a couple of new Directors. The incoming Executive Officers met recently to review the By-Laws of the Chapter and determine where we stand regarding our many

different Committees. Please help me welcome the following new Executive Officers and Board Members for 2021 - Joyce Woods as V-P, Carol Kromer as Treasurer, and Ryan Carson as (the duly elected) Secretary. I will remain in the President's position for the year. Also, we have several new Board Members making their official appearance in 2021. They are Mark Sturm, Brandon Fryer, and Kent Berwick.

When the incoming officers met recently, to our dismay, we determined that we have several committee vacancies to fill (this is where I ask for volunteers)! Please look at the list below to see if you might consider volunteering for one of our open Chairs or Committees position. A successful Chapter is mostly built by the members willing to help make the Chapter successful. I trust you will do the right thing and help our Chapter, your Chapter, be as successful as possible.

Your four incoming officers (President, VP, Secretary, Treasurer) met to prepare for the January Board transition meeting and revisited the bylaws just updated last year. We are beginning to assess committee needs for 2021 and are fortunate that most volunteers are willing to continue. We definitely need volunteers for the following:

- 1 - Audit Committee: help conduct the financial audit
- 2 - LOEFI Committee Lead: coordinate planning sub teams for our September event
- 3 - Flying Start / Eagle Flights Lead: kickstart program for potential new pilots
- 4 - Facebook moderator: actively engage with members and the public In addition, there are two new committees we'd like to establish:
- 5 - Program Committee: 2-3 members to work with the VP to

*(Continued on page 4)*

*(From the President Continued from page 3)*

organize monthly programs

6 - Fly-Outs: a leader to plan flying events, once we can do them as a group again

If you're interested, you can contact me directly via email or let us know at [chapter@eaa179.org](mailto:chapter@eaa179.org)

As you know, we are in the midst of an RV-12 building program. Very few Chapters can say they have a building program to offer to its members. This not only gives you, a Chapter 179 member, the hands on experience of building an airplane from a kit, but it enables you to make future decisions about building your own airplane sometime in the future. The RV-12 build continues to progress at a seemingly fast pace, thanks to Lee Otto, Jim Kessler, Randy Reimer and others. I can not say I have done a lot on this build because I am deeply involved in my own project at home, but I can definitely say I have pulled a few rivets on the -12. You should try it - I think you will like it and be very impressed with the progress so far! I certainly am impressed.

I received an email from Mr. Jeremy Frick recently. He is the Program Director and an instructor at CNM for the Aviation Technology Program. The campus is located on Jefferson Ave, just south of Alameda. I will let you read his note below. It is a very good program that teaches students of all ages the skills and methods pertaining to an Aviation Mechanic career. I can attest to its authenticity because I was once one of those students! If they can teach an old dog like me new skills and knowledge, they can teach anybody! Our infamous Young Eagles Co-Ordinator, Barry Kromer, is also a graduate, as is Chapter member Stephen Fleming. I personally know of one recent CNM graduate that has since gone on to work for FedEx as an apprentice mechanic in Memphis TN. The career and lifestyle of Aviation Mechanic is a worthwhile endeavor to pursue, if a flying career is not within a person's grasp financially. Here is Jeremy's email -

Good Morning CNM Grads,

Our program is starting a new group on January 11th. We are offering hybrid courses where the theory is online and the lab is in person. 15 seats are available. If you know anyone who is interested feel free to send them our way. A virtual informational session will be available for interested students December 10th at 3 pm.

Email me or Mr. Ortiz for more information [dortiz115@cnm.edu](mailto:dortiz115@cnm.edu). Hope you all are well!

Jeremy Frick

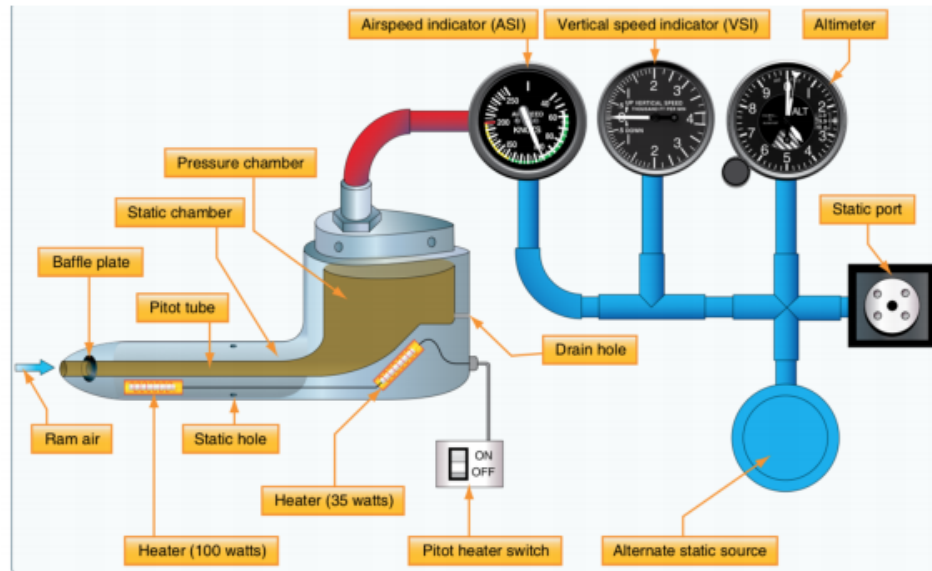
Aviation Technology Instructor/Program Director

Central New Mexico Community College

505.224.4000 ext. 50287



# “Let’s all get together”



In my two previous articles, I brought some thought to the Altimeter and the Airspeed Indicator. This short treatise will focus on the Vertical Speed Indicator, more often called the VSI (and sometimes called the VVI or Vertical Velocity Indicator). As you can see in the diagram above, the VSI is one of three instruments to use static air to help the pilot determine if the aircraft is going up or down with respect to the surface of the earth. A properly calibrated VSI will indicate zero in level flight or on the ground.

The VSI displays two different types of information to the pilot. First, it displays “Trend” information, which is an immediate indication of the aircraft’s climb or descent. Secondly, it also displays “Rate” information in a steady climb or descent.

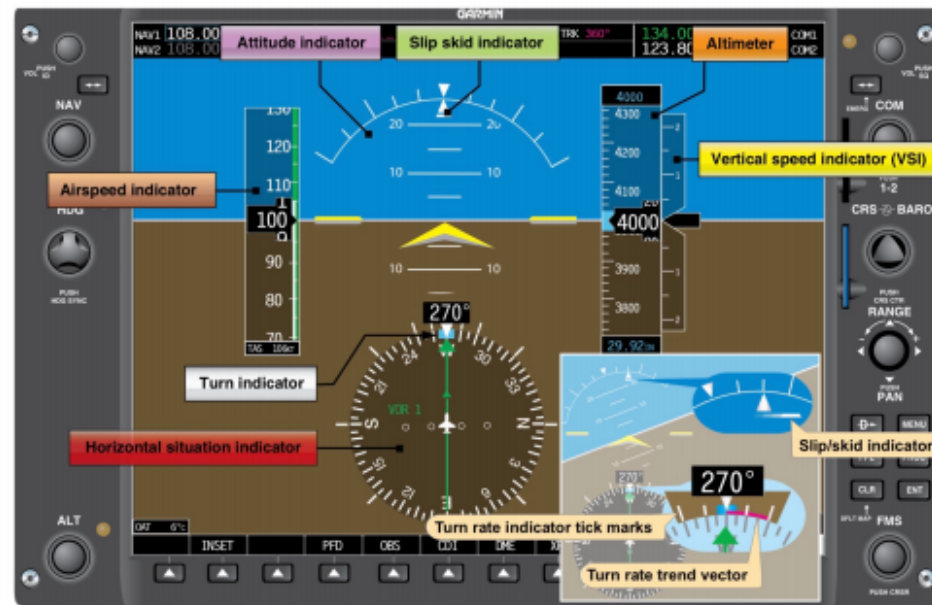
The VSI is a differential pressure instrument, even though it receives only static air! The basic principle in use is that regardless of the air pressure available to the instrument, there is built into the instrument case a calibrated air leak through a restricted orifice. Therefore, in level flight or on the ground, the static air pressure in the instrument case and the external air are equal and the same. Hence, the instrument reads zero, or at least it should. During a pre-flight check, before engine start, the instrument should indicate the field elevation. If the indication is more than 75 feet different from the field elevation, the instrument is not qualified for flight and should be repaired before the next flight.

# “Let’s all get together”

Since the VSI is part of the “Terrible Three” - the Airspeed, the VSI, and the Altimeter, a blockage in the pitot system or the static system or both can cause irrational indications and readings. If the pilot is not familiar with how these instruments are affected or it has been a while since these erroneous indications were studied and comprehended, the pilot may have a substantial problem to deal with while flying. This becomes a critical problem if flying in IMC weather. Here in NM, with 300 days or more of clear skies, it’s not a serious problem. A blocked static system affects all three instruments mentioned above, even though the Airspeed Indicator is the only one of the three that is connected to both the static system and the pitot system.

But good news follows! Many aircraft are equipped with an alternate static source “in the flight deck.” Should the primary static system become blocked, opening the alternate static source introduces static air pressure from the “flight deck”. While it is obvious that the flight deck is not outside the aircraft, the instruments may again work, but in a decidedly different fashion or at slightly slower pace. The aircraft’s POH (Pilot’s Operating Handbook) is a good place to look up airspeed corrections if you are using the alternate static air system.

“Well what about my EFD?”, you say. EFDs or “Glass Cockpits” usually include PFDs and MFDs. PFD is the Primary Flight Display and the MFD is the Multi-Function Display. A proliferation of EFDs, PFDs, and MFDs, retailing at a somewhat lower price each year, has become possible due to great advances in technology in recent years. The traditional “six-pack” of instruments can now be displayed in one LCD screen (Liquid Crystal Display).



# “Let’s all get together”

Looking at the picture of the EFD above, we can see all the basic instruments and their respective read-outs, but presented in a slightly different fashion. There is an airspeed “tape” as opposed to a round dial. Similarly, the altitude indications are presented as a tape as well. The VSI indicator is a little more hidden until you get used to the fact that it also is a tape and not a round dial! But looking closer at the diagram, we can discern other useful indicators and instruments, such as an Attitude Indicator, an HSI or Horizontal Situation Indicator, some trend bars, etc. In my own airplane and in the aircraft I flew when I was working, I have/had the same basic setup. But, being the old-school kind of guy that I am, I like to see a few round dials thrown on to the instrument panel for good measure!

Much can be said about the traditional displays, such as, easy to read, not confusing, big displays, etc. But, once a pilot gets used to EFDs and all the rest, you never want to go back. Sounds silly and you may think I just contradicted myself, but I did not. I like the new displays, I am used to using them and I can find information quickly, but I really do not want to give up the old ways. Just my nature I guess.

We’ll call it “mission accomplished” here folks. Hope you found this word-a-thon useful if nothing else. Till we meet again, keep flying and keep the rubber side down!

Emilio Verastegui, a pilot.

## Young Eagles December 2020

To repeat: the Young Eagles dates for 2021 will be May 8, September 11 October 16, October 23 and November 6. Please make sure that if you

plan to fly Young Eagles in 2021, make sure that your Youth Protection documentation is or will be up to date before the flight dates. It takes about 2 weeks for all the updating to occur at EAA National, so please do not wait until the last minute. I cannot change your YPP data locally. Only you can do that with national.

There have been a few individual chapter members doing Young Eagles flights since last month, so if you have any interested kids, get them up in the air! Safely, of course.

Respectfully submitted,

Barry Kromer

**Owner looking to share one-half ownership**, in the Albuquerque area, on a 2019 RV-8 quick build. I purchased the complete kit, including the finishing, firewall forward and wiring kit, along with Dynon sensors, landing/position lights and other components. I have over \$64,000 and 600 hours invested. I completed most of the construction, wiring and plumbing and stopped work before the fiberglass parts. I'm looking for someone to contribute the engine, prop and some avionics. I will split all future ownership costs. I can provide pictures, construction log, and a list of completed items upon request. I'm a former US Navy aviation structural mechanic and a private pilot since 1989.

Brian Morrison  
505-975-2967  
flyasub@gmail.com



*David Duganne with Phil Phillips, pilot and "Saigon Tea"*

## **"Saigon Tea" Takes Flight**

EAA 179 Online Scholarship Fundraiser Auction

David Duganne, whose father was a past member of EAA179 secured a flight in "Saigon Tea" with a "Buy Now" bid with pilot Phil Phillips. In his excitement after the flight, he said "this flight checked an item off his bucket list!" He's flown in taildraggers before but really enjoyed this flight. Thanks to Phil Phillips for donating not one, but TWO flights in this historical aircraft. Active member Chris Grotbeck snagged the second flight. . .

The Auction continues until 5:00PM Tuesday, December 15, 2020. Check it out at: [www.32auctions.com/EAA179](http://www.32auctions.com/EAA179) Click on "VIEW ALL ITEMS"



## 2020 Scholarship Fundraisers – Building the Future, By Joyce Woods

First, a **BIG THANKS** to everyone who responded so quickly to our call for funds to make sure our 2021 scholarship program is funded, despite all our normal fundraising events being curtailed this year. The auction is still in progress so more to come, but below is an initial list of those who contributed online or via snail mail as of this writing.

Our scholarship fund got the boost we needed! The idea for an auction started in November when builder and Technical Counselor, David Otero donated a set of BladeSox™ custom propellor covers and suggested we would set up an auction. The Board liked the idea and several members personally donated items, so off we went! Thanks to in kind donors: Kent Berwick, Jeri Burzin, Brandon Fryar, David Otero, Lee Otto, Phil Phillips, Susie Reimer, Joyce and Art Woods. With more planning, perhaps we'll do this even better next year!

Near ready to launch the auction, I saw that Facebook matches any donations to any 501c3 organization collected through Facebook on "Giving Tuesday". I started looking into it and before I knew it, I had created a Facebook Fundraiser, it went LIVE, and we had supporters respond with hundreds of dollars in a few hours.

Combining all these efforts, we raised over \$5000 within a few weeks, which gives the Board flexibility for 2021 grants. Awesome!

### THANKS TO 2020-21 SCHOLARSHIP FUND DONORS

Anonymous	Lucien and Sandra Haag	Michael Paxson
Arnold Bronson	Susan Larson	Randy Reimer
Ryan Carson	Jason Manzanares	Joyce Schmitt
Doug Dingman	David McBride	Lanny Sigler
David Duganne	Brian Morrison	Joel Stribling
Jon Farley	Chris Olsen	Mark Sturm
Chris Grotbeck	Lee Otto	Emilio Verastegui
Michael Haag	Steve Owen	Art & Joyce Woods

EAA 179 awarded over \$50,000 to twenty-six recipients from 2017 through 2020 including aviation scholarships and Air Academy tuition. In addition, we qualified for participation in EAA's Ray Aviation Scholarship program, providing grants of up to \$10,000 to support a student through the Private Pilot certificate.

**NOTE CHANGE: 179's ONLINE AUCTION Closes 5:00PM MST, December 15, 2020**

***Bid by Tuesday, Dec 15! Thanks to great support of our online auction, bidding will end for ALL ITEMS promptly at 5:00PM, just before our chapter holiday gathering (via Zoom) on December 15.***

***Make your Bid! [www.32auctions.com/EAA179](http://www.32auctions.com/EAA179)***

## Online Aviation Auction - Join the Fun! EAA179 Scholarship Fundraiser

Flight Experiences | Aviation Art | BladeSox | Shop Tools | Headset



**NOTE CHANGE: All Bidding Closes 5:00PM MST, December 15, 2020**

*Due to the great response received, our online auction will close out for ALL ITEMS before our chapter holiday gathering (via Zoom) on December 15.*

It's the first time we've conducted an online auction and we're delighted with how it was received! Rather than make you wait, we decided to close it out early. This auction to benefit EAA179's scholarship fund was made possible by generous member donations. [Email us](#) for the zoom link.

**Auction Home:** [www.32auctions.com/EAA179](http://www.32auctions.com/EAA179)

Then click [VIEW ALL ITEMS](#) to see everything!

*To bid, just create a 32Auctions account. You can change to a screen name before bidding. No payment is required until successful bidders are determined.*

*If you find something you must have, select **BUY NOW** and pay online to be declared an immediate winner. A good way to secure an item before Christmas! And feel good making a generous donation.*

**Auction closes for all items, December 15 at 5:00PM.** *Instructions for payment by check or online via the EAA179 website will be sent to winning bidders. As always, donations accepted at [EAA179.org](http://EAA179.org).*

*All auction proceeds fund [EAA 179's Aviation Scholarships](#). Besides multiple \$1500 chapter scholarships, we have the opportunity to secure another EAA Ray Scholarship in 2021 by putting up \$5000 from our chapter. Having supported two successful PPL completions in the past two years, it's compelling! As always, the 179 Board will decide the amount and number of scholarships, based on funding available.*

***Many of you already responded to our calls for donations or the Scholarship Fundraiser on Facebook – THANK YOU FOR YOUR SUPPORT!***

***Happy Holidays!*** Any questions, contact Joyce Woods at [chapter@eaa179.org](mailto:chapter@eaa179.org)

Hello Chapter 179 Members and Friends,

*If you or someone you know are serious about a future in aviation and age 25 or under, consider this! Please pass along!*



## Youth and Young Adult Aviation Scholarships - Accepting Applications!

The Albuquerque Chapter 179 of the Experimental Aircraft Association awards multiple scholarships annually to support aviation education. The maximum award per individual is \$1500 and may include flight training, Airplane and Powerplant mechanic certification, or other activities for applicants intent on entering an aviation-related occupation. Applicants must be 25 years of age or less, and residents of New Mexico. The amount and number of grants are determined each year and contingent on available funding.

**Applications accepted online through February 15, 2021.** *We encourage you to access the application site EARLY, to understand requirements and prepare to submit. You may need to set up a Google Account.* Contact me at the email below if any problems with the application process.

[Download 2021 Scholarship Flyer \(.pdf\)](#) for details and to apply online.  
Find more info on our website, [Chapter 179 Scholarships](#).

Looking forward to seeing another pool of candidates shaping the future of aviation!

Mark Sturm  
Scholarship Committee Chair  
EAA Chapter 179  
[scholarshipeaa179@gmail.com](mailto:scholarshipeaa179@gmail.com)

*The Experimental Aircraft Association (EAA) was founded in 1953 by a group of people interested in building their own airplanes. Today, EAA is a community of recreational pilots and builders dedicated to sharing our love of aviation. Albuquerque EAA Chapter 179 is a 501c3 tax exempt charitable organization.*

For an overview of all our chapter scholarship programs and past recipients see: [EAA179 Scholarship Program](#)

**Like what you see? Want to help?** Unable to host our normal events this year, our scholarship fund depends completely on donations. Thus, we appreciate any support.

**Donate now - online - click here!**



Or to donate by Mail, send a check to: EAA179 - Scholarship; PO Box 3583; Albuquerque, NM 87190-3583



Working links, this column

## Youth and Young Adult Aviation Scholarships

If you are serious about a future in aviation and under the age of 25 please apply for an aviation scholarship by February 15, 2021.

### How to Apply

The application form will open on December 1, 2020. Submit your application at the following site; all entries will be via electronic forms via the QR Code or:

<https://docs.google.com/forms/d/1MjFeqmxjYKb4HtRimacyFiuKYkct1ScfB7sHFCI5j7s/edit>

The maximum award per individual for 2021 is \$1500.

If you have any difficulty with this application process or the form itself, contact:

[scholarshipeaa179@gmail.com](mailto:scholarshipeaa179@gmail.com)



### How Can These Scholarships Be Used?

The Albuquerque Chapter 179 of the Experimental Aircraft Association presents annual scholarship awards to candidates pursuing aviation education including flight training, A&P certification, etc. Applicants must be 25 years of age or less and residents of New Mexico. The amount and number of grants are determined each year and contingent on available funding. Applications must be received by February 15, 2021. Recipients are notified and awarded certificates at the March Chapter meeting. Scholarships must be focused on their aviation endeavors and are paid directly to the school or instructor on behalf of the student recipient.

Examples of how these funds can be used are:

- Working toward certification, including CFI fees, and aircraft rental or tuition
- FAA testing fees
- FAA textbooks, review guides, and such

Scholarship funds are not used for general studies and school expenses. In 2017 to 2020, we awarded over \$30,000 to twenty applicants! Good luck; we relish the opportunity to support you in your aviation endeavors!



For more about EAA Chapter 179:

<http://eaa179.org/>



[2021 EAA Chapter 179 Scholarship Application \(google.com\)](https://www.google.com/search?q=2021+EAA+Chapter+179+Scholarship+Application&rlz=C3131C15j7s/edit)

Visit Albuquerque EAA Chapter 179 Web Site:  
[www.eaa179.org](http://www.eaa179.org)



Did you know..... from Emilio Verastegui

I wanted to relate some aviation history here, mostly because, in the first place, aviation is not always dull and boring like many seem to think it is and secondly, some interesting facts and figures come to light when exploring aviation history.

Of course, most people today seem to know something about December 7th, 1941 and Pearl Harbor, what happened there and why it happened. Yes, I am talking about the Japanese surprise attack that killed more than 2,400 people, both civilian and military personnel. While most historians agree that the Second World War officially began on September 1st, 1939 when Germany attacked Poland for some minor infractions, some Americans believe, erroneously, that the attack on Pearl Harbor was the beginning of World War II.

But, I digress. There are few other significant happenings related to December 7th that many people do not realize. These are a few that may interest you.....



**1940** - the first prototype of the Fairey Barracuda aircraft made its maiden flight. It was an English built aircraft.

**1949** - Thomas G. Lamphier sets a “round the world” record in a commercial transport aircraft, departing from LaGuardia Field on December



2nd, flying eastwards and returning to LaGuardia on the 7th, 119 hours and 47 minutes later, arriving 3 minutes early! Cost of his ticket was \$1,548.75. He was also famous because during the Second World War, he was one of two pilots credited for shooting down the aircraft carrying Admiral Yamamoto of the Japanese Imperial Navy on April 18, 1943. Yamamoto was the mastermind of the Pearl Harbor attack that occurred on 12/7/1941. Yep, I am talking about that same date that

FDR spoke about, “a date that will live in infamy!”



1972 - Apollo 17 was launched from the Kennedy Space Center in Florida. It was the last Apollo Mission to the moon. The three member crew consisted of Commander Gene Cernan, Command Module Pilot Ron Evans, and Lunar Module Pilot Harrison Schmitt.

1980 - A Pan Am 747-100 lands in Beijing after flying from New York (after a stop in Tokyo). It is the first commercial flight between the US and mainland China since 1949.



**1987** - PSA flight #1771 crashes in Cayucos, CA. All 43 people on board are killed.

**1995** - The Galileo spacecraft arrives at the planet Jupiter, more than 6 years after it was deployed for the cargo bay of the Space Shuttle Atlantis during Mission STS-34.



## Looking to share a hangar at DE2

My name is Frank Roush and I have been at Double Eagle since 2016 flying various aircraft.

I would like to share a hangar until mid next year. I have a yellow ultralight with foldable wings that can easily fit with most aircraft.

If you are interested please contact me at 505-553-3007 or [froush2@comcast.net](mailto:froush2@comcast.net).

