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Special points of interest:

- Our next gathering will be online and in person, Monday, September 20 at 7:00 p.m. IMC/VMC Clubs meet the 2nd Monday of each month at 7:00 p.m.
- Our next limited Young Eagles rally will be Saturday, August 18; **no** pancake breakfast
- We're always looking for good ideas for programs. Please contact Larry Young with your information.



PERSEVERENCE

Nobody really thought there would be a big deal helping some kids build an R/C model airplane. Most of us had done it in our youth so no problem, right? Yeah, problem! Enter the Covid bug and everything ground to a halt. The chapter had jumped at the chance to get involved with the Build and Fly program co-sponsored by EAA and the AMA. Susan Calvin and Jim Cianciolo headed up the project. After a couple of false restarts, it finally happened. See the story on Page 9 in this issue.

President: **Mike Dooley**
 President Emeritus: **Larry Young**
 Vice President and Young Eagles Coordinator: **Chris St. Germain**
 Secretary: **Rob Schmitt**
 Treasurer: **Rob Ravencamp**
 Board: **Jim Brady, Paul Rodriguez, Larry Rhoads, Phil Ishmael**
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 Maintenance: **Tom Licata**
 Newsletter: **Bruce Hood**
 Web Editor: **James Perkins**
 Eagle Flight Coordinator: **Mitch Stafford**

EAA Chapter 91, Lee's Summit Municipal Airport (KLXT)
Lee's Summit, Missouri

President's Corner

EAA Chapter 91 president, Mike Dooley

COVID update: On August 30, a majority of the Jackson County Legislature voted to extend the county's public health order requiring mask-wearing in indoor public places for those 5 and older. The health order remains in effect until 11:59 p.m. on Thursday, October 7. As a result, we have decided to cancel our September pancake breakfast and just host a Young Eagles Rally this month.

As I write this I'm halfway through my Conditional Inspection checklist for my RV-8 and it's going well. I'm finding that I enjoy the maintenance side of aircraft ownership. I also learn a lot each time I look the plane over as I open up the references and double-check everything.

As announced last month, EAA Chapter 91 is now the proud owner of a new Lincoln TIG 200 welding machine.

- Tab Sunderland has offered to teach beginning TIG welding.
- We're lining up class resources now (including a suitable location).
- Class will provide some theory but will also be hands-on.
- Our first session target is the end of October.
- Class size will be limited to a maximum of four.
- Please contact Tab or me and let know us you'd like to take a class.

Events coming up in September

- National KR Gathering at KLXT: September 11-12 (arrivals September 10). Rob Schmitt hosting
- Hangar prep: Friday, September 17 starting at 1pm.
- Social: Friday, September 17; serving line open at 6 pm.
- Young Eagle Rally: September 18. Flights from 0830 until noon, weather permitting. Reservations online at <https://youngeaglesday.org>
- Chapter gathering: Monday, September 20: John Ohrazda, manager of the Lee's Summit Municipal Airport, will provide an update regarding the latest plans for the airport.

Aviate when you can – see you at the Eagle Hangar!



EAA CHAPTER 91

Monthly Gathering Minutes

August 16, 2021

NOTE: Meeting was conducted as a hybrid meeting- both online using GoToMeeting and face-to-face.

- I. The meeting was called to order by President Mike Dooley at 7:00 pm.
- II. Agenda. Greetings to members and guests. The Pledge of Allegiance was conducted. Report of Secretary: Rob Schmitt. Approval of minutes of June Gathering. Motion by Ron Hayes, 2nd by Phil Ishmael, motion passed. Report of the Treasurer. Mike Dooley provided an update on the financial status of the Chapter. We have had great fundraising results from the KC airshow and from the Hendrick Collection.
- III. Announcements. AirVenture 2021 was a huge success! Of special note: Pam Ratliff was recognized as Volunteer of the Year at Volunteer Park. Charlie Wayne Moore made a chapter directional sign that was featured at the Blue Barn. Rob Schmitt highlighted his KR2 during a Homebuilts in Review presentation on Saturday, July 31st. Chapter 91 contributed a total of 15 volunteers this year, and collectively we contributed 984 hours – an average of 66 hours each. Chapter 91 won a Tig Welder in raffle entered by Larry Rhoads. Tab Sutherland will manage this equipment for our chapter. Residents of Lee's Summit are using ADSB data and phone/tablet apps to file noise complaints with the airport manager. This type of citizen tracking was the subject of an article in this month's Kitplanes Magazine, Fly Friendly!
- IV. Old Business. Ray Scholarship Update: Jim Brady updated that Charlie Licata has finally been approved as our 2021 Scholarship winner with EAA. Fundraiser: Hedrick collection sale: ongoing. Remaining items are for sale at Ariann Haskin's "Olive Branch Antiquities and Oddities" shop in Odessa, MO. Young Eagles Build & Fly (RC program). Restarted June 26, but suspended again due to Jackson Co mask mandate. Aircraft construction skill workshops will continue on a one-on-one basis. Contact Mike Dooley if interested in learning sheet metal basics, riveting, wiring, or composites. Chapter Tool Crib: Welder added. We are acquiring welding accessories and prepping for a future class.
- V. New Business: None.
- VI. Calendar: Social: Friday, August 20 at 6 pm. Sign up sheet passed around. Young Eagle Rally Saturday, August 21, no Pancake Breakfast. Next Board Meeting: Monday September 6, 7 pm. IMC/VMC Club meeting: Monday, September 13 at 7pm. KR Gathering September 10-12th hosted by EAA Chapter 91/Rob Schmitt. Please sign up if you want a T-Shirt/Hat or to attend the Banquet. More info at <http://krgathering.net>. Young Eagle Rally Saturday, September 18th. Chapter Gathering September 20, 7 pm.
- VIII. Wants and Needs. Please donate to our Trimotor Wing fundraiser! Jeanne Willerth: instruments and avionics for sale. Mike Dooley: Backup B&C 20 amp alternator system for Lycoming, complete for sale \$500. Steve Reeves. Complete HSI system for sale.
- IX. Presentation: Dave Kuehn present information and insights into exactly how Air Traffic Control Centers work and how they can assist pilots even when not on an IFR flight plan.
- X. Meeting Adjourned at 9:00 pm.



Our next meeting of the IMC Club will be: **NOT IN SEPTEMBER**

That's correct. We are taking September off to give our moderator a much needed break. After two years in the house, wife and I are pulling the camper out. In the meantime, here are some great EAA webinars to keep you in the know:

Avoiding Carburetor Icing - A Cool Pilot's Guide to Carb Heat

Wednesday, September 8, at 7 p.m. CDT

Presenter: Prof. H. Paul Shuch | *Qualifies for FAA WINGS and AMT credit.*

[Register >](#)

Flying With the iPad — Your Digital Co-Pilot

Wednesday, September 29, at 7 p.m. CDT

Presenter: Bret Koebe | *Qualifies for FAA WINGS credit.*

[Register >](#)

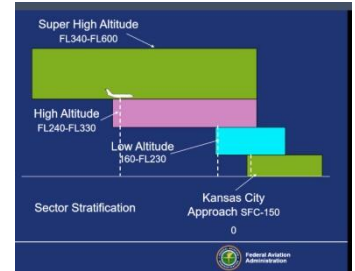
(I think that the registration links work. If not register through the EAA website.

Chris Hope, CFI-I, IMC Club Facilitator

2018 FAA Flight Instructor of the Year, Central Region

More info about VMC Clubs at: www.eaa.org/imcclub

LAST MONTH'S PROGRAM



I have to apologize for a misunderstanding. We had announced that last month's program was to be about learning how ARTCC (Center) could help even those pilots not on IFR flight plans. As it turned out, that was not really the crux of the talk. Instead, Dave Kuehn presented a very thorough explanation of what Center does and how it does it. Years ago, I enjoyed taking a tour of the facility in Olathe, but had forgotten a lot, so Dave's information was a great refresher into this deep and often misunderstood aspect of aviation. His presentation explained many operational aspects that we may not have realized or even misunderstood. This is why it's so helpful to talk with people who really understand how things work. Dave also helped us understand how busy these controllers are and how sharp they have to be to handle the increasingly intense levels of traffic in the sky. We really came away with a greater understanding and sense of how important and significant this job actually is. It was very interesting, but I'm glad there wasn't a test at the end. That was a whole lot of information to digest, and I don't believe I could handle the job.

THIS MONTH'S PROGRAM

Have you noticed there are fewer airports than there used to be? What a shame. Almost every town of any size at all had a local airport. But the sad truth is that this portion of America is rapidly disappearing. The survivors have to compete with new and ever-changing environments, and only the strong survive. Which helps explain why Lee's Summit Municipal Airport is prospering and growing. Much has to do with a forward-thinking local government, and a very capable management team that makes everything work. John Ohrazda has been the airport manager for years, and will update us on what's happening – and what's coming – to KLXT. I'm sure John will also explain the recent invitation for the public to attend a special program at the airport later this month. John will explain all the details, so join us in person or online Monday, September 20 starting at 7 p.m. for our next monthly chapter gathering. We hope you can make it.

A HELPING HAND

by Mike Dooley

I received a phone call from fellow EAA member Steve Schultz in mid-August asking for an assist. Steve lives in North Carolina and came across an ad for an airplane wing in KC. The wing appeared to be an amateur-built wooden wing for an aerobatic aircraft, possibly a Stephens Akro or Laser 200. He asked if someone from EAA 91 could look the wing over before he drove all the way to KC.

John Rice and I met the owners in downtown KC on August 21 and took photos of the wing in a really dark old building. Although the wooden skin was rough, the spar appeared to be in good shape and that was enough to give Steve the green light to make the trip to KC since what he was really interested in was the spar. If you've priced lumber lately, you'll know why the wing spar was Steve's goal!

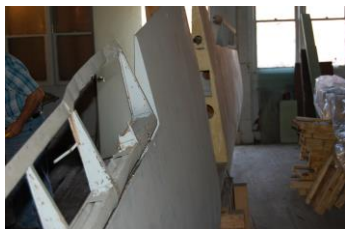


Figure 1 Straight Wing, Rough Aileron (Mike Dooley photo)



Figure 2 Mike Dooley chatting with fellow EAA member Steve Schultz while looking at the wing. (John Rice photo)

August 25/26 Steve Schulz drove to KC. He stripped off the skin and ribs and loaded the spar on the roof of his car. From Steve "The process I use in KC to strip the skins and ribs from the spar was simple. I cut a hole in the first and last rib bays to see where the ribs were forward and aft of the spar. From there I used a Sawzall™ to cut off the bulk of the airfoil. From there I used a 3/8" bearing trim router bit to flush cut the skins to the spar. Indexing on the tops of the glue blocks, I cut away the remainder of the ribs with a flushing saw. I did completely remove all of the rib material for both left and right rib #1 so the shipping blanket would wrap cleanly around the spar. I secured the blanket with tape then loaded it on the car. Two binding straps on the passenger side, two fore and aft cross straps from the driver's side, and one strap at the front pulling down and a counter strap from the trailer hitch. It remained solid for the entire 1,000 mile trip.



Figure 3 Removing the Ribs (Steve Schultz photo)



Figure 4 The Prize on the Car (Steve Schultz photo)



Figure 5 Minor Damage at the Tip, But a Great Spar! (Steve Schultz photo)

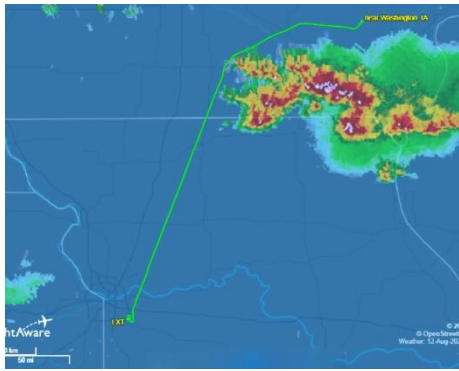
"Other than a little rain in Kentucky, the trip home to NC was uneventful. I unloaded the spar on Sunday and got it under the house. This is where the preliminary work of stripping the rib glue blocks and giving it a close inspection will take place. Once the rib blocks are off, I'll move it to the garage to strip the spar caps off, measure, and weigh it. Then I'll model in SolidWorks to see how close the wood density is to the nominal mass of Sitka Spruce and determine if there is enough parent material to mill the core I want. Getting it off the car was not a big deal, but it took a couple of furniture dollies to maneuver it to the back yard and into the crawl space. I did try man handling it, but it proved too much to move by myself.

"I have attached a few pictures for your newsletter. If your chapter is interested in following me along on this journey, I will be happy to send you anything I post on FB. Let me know. Thanks again for all your help in KC."

With some hard work, the wing spar from KC should find a new life in an aerobatic plane in NC.

THIS STUFF WORKS!

by John Ford



I was doing some hangar flying with a few buddies and telling the story about my recent “three dog flight” from KLXT to Iowa City (KIOU). The WXBrief at 5AM was for “severe clear,” but as I was climbing out to 5,500 feet at 6:15AM, the picture looked very different -- towering CU and a wall of black stuff directly on my course.

Now, you gotta realize that I don’t always have an iPad with ForeFlight and ADS-B-in with weather and music. I’m more like a cheap aftermarket reproduction bobble-head of Charles Lindberg, so I only have the basics in the cockpit. I still use a paper sectional chart, and I scribble my fuel usage and frequencies in black dry-erase marker on my side window. Yup, really! At any rate, as I told my story, I was amazed that none of my buddies knew what was available to pilots in the air.

So, do I abort, or what? I was already on VFR-FF, talking to KC Center. He was busy, so I told him I’d be with FSS for a bit, and pulled out the *FAA Chart Supplement* (little green book that also tells about Runway 18 being the less-than-5 knots runway at KLXT, by the way), and looked up the FSS frequencies. I dialed in the Chillicothe RCO for Columbia Radio. My in-flight coffee service had already begun, so we shared a relaxed chat over coffee about what he saw on his radar. Sure enough, he said the convective SIGMET had just popped up in the last half hour, showing extreme precip, hail, etc. But if I headed to Lamoni for about 15 minutes, the supercell would have moved east and I should be okay after that; weather behind it was clear. I thanked him and went back to KC Center, then to Chicago Center, who told me that there was another split swath developing on my new course, but moving east. So the suggestion was to head directly for KOTM/KIOW and go between cells as they followed me. Pretty slick. Clear from KOTM to KIOW. Imagine that!

On the way back, same story. The Chicago Center controller played FSS for me, vectoring me surgically around “the corner” before turning for KLXT. I think those controllers enjoy talking about something other than just clearances, frequencies, and altitudes.

I repaid the system with PIREPS, and the flights were a good casual back-and-forth use of (still) available services that many people think have disappeared, or that folks may find intimidating to use. Yes, I should/could have checked weather at 6 AM, but these services allowed me to build a plan long, long before my options ran out. Yeah, this stuff works!

SOME YOUNG EALGES SOAR

By Chris Hope



Probably all of us, at one time or another, ask ourselves if we are making a difference in this world. We try to do good because it seems to be the right thing to do, and because we feel good ourselves when we do so. But, do our actions make a difference? This thought occurred to me a couple of weeks ago in conjunction with our Young Eagles activities.

For those of you who actually note the names of the kids you fly with, see if any of these names are in your Young Eagles list: Aaron Ralston, Morgan Oyler, Ashton Sterk, Matt Davis.

Aaron had his first YE flight with us when he was about 12 years old. He soloed on this 16th birthday and would have attained his private pilot license on this 17th birthday had Covid not interfered. As it was, checkride day came about four months after his birthday. He has just started his high school senior year and is starting to work on an instrument rating.

Morgan started a bit later. She had to really work on her parents to convince them that she was serious about this. She worked on her PPL through her senior year at high school, took her checkride last month, and started on her next step at Arizona State University last week.

Matt is a senior at St. Michael's, and Jim Brady has whetted his appetite for more flying. He started taking instruction in July, and I expect to see him solo by the time you read this.

Ashton is a senior at Lee's Summit North. I sent his parents a note recently, talking about his progress. He started lessons at the first of the summer. His mom sent me this back: "Thank you for your update! We appreciate everything you're doing for Ashton. He sure loves it and has ever since Gus Schlegel took him on his first trip when he was 7."

It has been my pleasure to fly with all four of these young people. Like all of you, I love this Young Eagles program.

YOUNG PILOTS TAKE WING

by Jim Cianciolo



Some photos courtesy of Fred Hulen

In early 2020 Chapter 91 and Kansas City Radio Control Association teamed up to purchase a complete radio control model airplane system through a program created by both the EAA and the AMA. The program was developed to teach young people the fine art of aeromodeling under the tutelage of experienced modelers. It seemed a perfect match since so many KRCers belonged to EAA and many EAAers enjoy flying RC. The Build and Fly program was led by Susan Calvin and John Ford.

We got off to a great start with five students between 12 and 16 and plenty of us old-timers. The Chapter graciously provided work space in their hangar for us to set up shop and to create balsa dust. Progress was good but then COVID hit and grounded the activities.

We reconvened this summer and finished the build. After extensive inspections and safety testing there was nothing left to do but to defy gravity. On National Model Aviation Day on August 21, we trekked to the model airplane field at Lake Jacomo. We preflighted the new ship, checked that the controls were free and correct, powered on and she broke the surly bonds of earth.

Then with the help of some adult instructors, three of our young builders got to take the stick for the first time. Lucas, Owen and Matthew each flew extremely well and were buzzing with excitement as they got to experience the joy of making their own creation fly. Soon the other boys will get airborne.

Thanks to all involved especial Susan Calvin who kept the project going. Thanks to Chapter 91 for their space and support. This, my friends, is a great way to get youth involved in aviation.

GATHERING ONLINE INVITATION

September 20 will be our next chapter gathering and again, you can attend in-person with a mask or online without one: your choice. To access online just go to <https://global.gotomeeting.com/join/200625613> To get the app you can just go to <https://global.gotomeeting.com/install/200625613> To access via telephone dial 1 224 501-3412 and use the access code of 200 625 613 when asked. The meeting starts promptly at 7 p.m. but you can log on at 6:30 to socialize with other members. We look forward to seeing you then.

POTLUCK COOKOUT AND YOUNG EAGLES

Since the mask mandate for indoor gatherings remains in effect, we will not be serving the traditional pancake breakfast again at this month's Young Eagles rally on Saturday, September 18. But we will still hold the potluck cookout on Friday evening, September 17. Please RSVP to Mike Dooley so we'll have the proper amounts of food. Call or text him at 816 956-1887.

LOCAL UPDATES

Eagle Hangar Landscaping Planning

Yes, the Eagle Hangar looks a bit naked without the evergreens. Our landscaping plan is progressing so watch the newsletter for updates. Let me or another board member know if you can help with planting. My phone is 816 956-1887.

Hedrick Sale Update

Remaining items from the Phil Hedrick memorabilia collection are on sale at The Olive Branch Antiquities and Oddities shop in Odessa, MO. It's a fun shop to visit and we encourage you to support the shop as it continues to sell items on behalf of the chapter. The Olive Branch is located at 123 S. Second St., Odessa, MO 64076

BETTER LATE THAN NEVER



Way back in 2020, Charlie Becker and Serena Kamps helped present a chapter leaders' bootcamp at KLXT. At that time, the intent was to present our traditional High Flight awards thanking them for their contributions, but life intervened and it didn't happen. However, at AirVenture 2021, the deed was finally done and here's proof. You have to admire Mike Dooley's tenacity to make sure these awards were finally presented. Well done.

Image courtesy of Mike Dooley

BEFORE OR AFTER – THAT IS THE QUESTION

by John Ford

After returning from a recent flight, I was recently talking to a friend who showed surprise when I mentioned doing my “post-flight walk-around” before heading home. He didn’t know what that was.

If you fly airlines or military, this procedure is old hat, but I am amazed that more people within the local aviating community don’t do it.

I’ve observed that when many people put their planes away, beyond securing tie-downs and closing hangar doors, it’s a pretty brief ritual. The usual party line during primary flight training is that “the pre-flight walkaround is very important,” but I’ve rarely, if ever, seen a primary flight school push the post-flight inspection concept.

During my late teens, my flight instructor in the military drilled into me that the next person who pre-flights this plane should never find any “snags” that will ground it. The time to fix something is after you land, not before taking off.

Discovering a snag during the pre-flight walkaround almost always has the following possible negative outcomes:

- a) The planned flight is delayed or cancelled creating upset people
- b) Depending on the schedule pressure you are under, you may be tempted to fly anyway if you think it’s not that serious (famous last words!)
- c) What could have been repaired in a relaxed, deliberate, economic way has now become a rush job, with possible mistakes, and costing maximum dollars.
- d) After you discover the snag, your mind isn’t on the pre-flight walkaround anymore, so you miss critical items on the rest of the inspection.
- e) Whether you chose to “wing it” or to get it fixed in a rush, you are at best distracted or at worse upset with the snag delay, cost, etc, so you’re not running a sterile cockpit any more, cussing under your breath or thinking those words, even if your lips aren’t moving. You are now a safety hazard to yourself and others.

So, whether I am flying into a remote/small town field, or to a bigger regional airport and I have a planned departure the next day, I always take the time to do a detailed post-flight. Sometimes I find something simple that I can fix myself with a visit to the local hardware store. I once discovered a main tire with very low air pressure, so the next morning I got a ride into town to buy a \$10 bicycle tire pump. Sometimes, I have to tap the locals to find an A&P, but having 24 to 48 hours to figure out how to get it done is much better than chasing around at the last minute!

If you rent airplanes, obviously the pre-flight is critical; you just don’t know what happened on the previous flight(s), but, if you do the post-flight, then find and report something, you are doing the next renter (and all other pilots) a big favor.

Consider the “after”; do a detailed post-flight walkaround!

Cessna Steam Gauges For Sale!

Get Them While They're Hot!



- All electrics are 28V.
- All were working fine when removed from 1999 Cessna 182 for panel upgrade(s).
- Asking prices shown below.
- May be seen at KLXT by appointment.

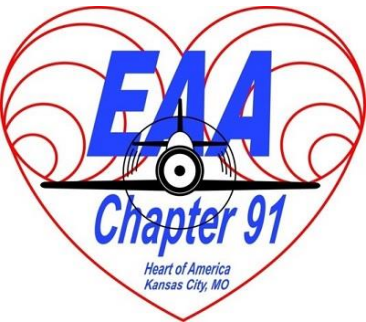
Contact:

Jeanné Willerth
www.jeannewillerth.com
 816-679-6084 c

Instruments from 1999 Cessna 182	Part #	Serial #	Price
Cessna 3" DG w/ heading bug for autopilot	Cessna S3330-2	T53012D overhauled 10-16-02	\$700
Cessna Altimeter	5934P-3	396297 certified 9-12-07	\$250
Attitude indicator	Cessna S3326-1	T69465N	\$350
Air Speed indicator with 182 markings	Cessna S3325-5	T38028B	\$250
Vertical speed indicator	S3327-1	284573	\$200
Fuel gauge shows left and right tanks	Cessna S3317-3	2680 mfg 10-1-03	\$250
Vac/Amp gauge	Cessna S3280-1	2127	
Entire Vacuum system			
Oil pressure/ Temp Gauge	S3279-1	2051	\$700
Dual EGT and CHT Gauge	Cessna S3305-2	489	\$500
Tachometer	Cessna S3329-4	0837	\$300
Manifold Pressure-Fuel flow Indicator	Cessna S3304-1	C99604	\$400
ADF KR 87	Bendix-King 066-3063-00	46463	\$100

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
September 11, 2021



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