

Illinois Valley Beacon

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Christmas Luncheon Our Annual Chapter Christmas Luncheon was held on Saturday, December 6th, at Barrack's Cater Inn, 1224 W. Pioneer Parkway. A social time with hot apple cider began at 11:30 a.m. and a buffet lunch was served at noon. Entertainment was provided by a Barber Shop Quartet.

Last Month (By Sam Sisk) The election of Chapter officers was less than complete, with only two positions being filled. Those were the secretary by Jack Frost and the treasurer filled by Morrie Caudill. The President and the Vice President still needs to be filled. Sam Sisk and Joe Rex agreed to remain in those positions until they are filled.

A raise in the monthly dues was voted on and passed unanimously. The dues for the Y2K will be \$20.00.

The hangar committee was asked to meet and discuss the possibility of a rent increase.

These are things that were suggested to help offset the deficit we are having each month {addressed in the last newsletter}.

A planning session for Y2K was held as part of our meeting and the schedule is as follows: Jan. To Be Announced, Feb. Chilli Dump - Details to follow, Mar. TBA, Apr. TBA, May Pot luck, June TBA, July TBA, Aug. Picnic, Sept. TBA, Oct. Pot luck, Nov. Business Meeting - election of officers, Dec. Christmas Luncheon.

We discussed Speakers, bus trips, workshops, and many other things that came from the membership that we will consider these for future meetings.

I received a letter from the National EAA offering the B-17 back to PIA in July of 2000. After discussing it at an executive meeting, we are going to pursue that endeavor.

Calendar's Does your Chapter need calendars for the year 2000? We have them available for you at wholesale price. The EAA World of Flight 2000 calendar is now available for you to order. You can order on line at <http://www.eaa.org/merchandise.html> or you can call or e-mail Andrea Kester at 920/426-6819 or akester@eaa.org. From EAA Chapter E-Gram #5

Reminder... Chapter Status Reports and Chapter Insurance Renewals are DUE DECEMBER 15, 1999. The Status Reports were sent to the Chapter Secretary and the Insurance mailing went to the Chapter Treasurer. If your Chapter did not receive either of these mailings, or you are missing these mailings or any part of them, please call the Chapter Office immediately and request what you need at 920-426-4876 or e-mail us at chapters@eaa.org. From EAA Chapter E-Gram #6

EAA Chapters Wings Weekend

Have you heard of the about the Wings Fly-In and Expo weekend taking place May 13-14, 2000 in Lawrenceville, Georgia? If not, check out the website at <http://www.wingsweekend.com> (and even if you have heard of it, check it out!) From EAA Chapter E-Gram #6

Scholarship Info The EAA Aviation Foundation Scholarship Program is now on-line so spread the word! You can visit the site at <http://www.eaa.org/education/scholarships/index.html>. It's a great site with scholarship information and applications available, so check it out!! From EAA Chapter E-Gram #6

Happy Birthday Evelyn (and

Congrats!): Aviator Evelyn Johnson has turned 90, and will be honored by Woman Pilot magazine this month as a recipient of one of its annual Woman Pilot Awards. The awards recognize the unsung heroines who are doing extraordinary things for aviation. you CAN read about her, in Joe Godfrey's profile: <<http://www.avweb.com/articles/profiles/ejohnson/>>. From AVflash 5.44b

WOW! Frequent - Flyer Miles To The Moon: In what is billed as the first-of-its-kind college-credit course, the Rochester Institute of Technology (RIT) in Rochester, N.Y., will offer a course in Space Tourism next semester. The course, which will explore orbital mechanics, marketing, economics and packaging science, will deal with thorny issues like "What food does a space hotel serve?" RIT wants its students to be prepared for the next wave in adventure tourism. From AVflash 5.44b

John Glenn: Third American in Space: Our oldest space traveler has published his autobiography on the anniversary of his return to space at age 77. "John Glenn: A Memoir" hit bookstores Tuesday, and offers his take on how being a "straight arrow" may have cost him the honor of being "First American in Space." When NASA asked the original seven astronauts to vote on who should be the first in space if they couldn't go, Alan Shepard won - and Glenn says he lost because he'd been scolding his astro-mates about their skirt-chasing. From AVflash 5.44b

DESPITE BIG BUCKS, AOPA GETS COLD SHOULDER FROM ATLANTIC CITY'S MAYOR: The Aircraft Owners and Pilots Association last week wrapped up its EXPO '99 in Atlantic City, N.J., and everyone but Mayor James Whelan appeared happy with the event. Whelan has had a long-standing desire to close Bader Field, but has been thwarted so far in his attempts. To the horror of Atlantic City residents whose income is tied to the convention business, the mayor told the local newspaper, "I don't care if they (AOPA) ever come back to Atlantic City," despite the \$7 million in local spending generated by EXPO. When's the next election, Mayor? From AVflash 5.44b

PICKING PILOTS' POCKETS: A SENATE COUNTERPROPOSAL... An ill wind could be blowing for aviators as House and Senate conferees hammer out a compromise on FAA reauthorization. Under the House version (H.R. 1000) of the reauthorization bill, the aviation trust fund would be taken "off budget" and unlocked so the money could be used for aviation purposes. H.R. 1000 would have the trust fund money join a 30% general fund contribution made to the FAA each year. If the bill only had to pass the House, the FAA would be home free, but that isn't how the system works. To iron out differences in the House- and Senate-side bills, Senate Budget Committee Chairman Pete Domenici (R-N.M.) has submitted a counterproposal that could prove troublesome to pilots. From AVflash 5.45a

...CASH, CHECK, OR CHARGE? Domenici's "fix" would do away with the contribution the FAA gets from the general fund, making the agency rely entirely on the money from the aviation trust fund. What would the adoption of the counterproposal mean to you? Nothing good, AOPA will assure you. "This counterproposal is worse than existing law," said AOPA President Phil Boyer. "It won't meet critical air traffic control modernization needs, and it won't provide adequate funding for aviation infrastructure improvements. Even worse, it could trigger a tax increase on aviation users." Now might be a good time to phone your Senator, or at least sew the button back on the wallet pocket of your pants. Ultimately, however, disagreements between the Domenici proposal and taking the trust fund off-budget -- as proposed by the House -- may doom H.R. 1000 and any form of long-term FAA reauthorization, at least until next year. Indeed, some aviation lobbyists tell AVweb that it appears "all hope is lost." Action on Capitol Hill this week will tell the tale. From AVflash 5.45a

SHUSTER REJECTS SENATE FAA REAUTHORIZATION PROPOSALS... After weeks of negotiation leading to an impasse on how to spend the monies in the Aviation Trust Fund, Congress may have come up empty at the 11th hour. Late Wednesday, House Transportation and Infrastructure Committee Chairman Bud Shuster (R-PA) issued a press release stating that he has rejected Senate proposals to cut aviation spending, possibly ending chances for the FAA reauthorization bill, known as AIR-21. As AVweb reported Monday, House and Senate negotiators have failed to reach agreement on this and related issues, most notably taking the trust fund "off budget." From AVflash 5.45b

...AND OPPOSES ANOTHER SHORT-TERM EXTENSION Presuming that the bill cannot be revived, Shuster's move also leaves open the question of what to do about FAA funding during the current fiscal year, which began October 1. Anticipating yet another attempt to "carry over" an FAA reauthorization bill until next year, Shuster said, "I continue to oppose further short-term extensions of selected aviation programs. This band-aid approach can only delay the significant investments that the flying public has paid for and deserves." From AVflash 5.45b

AOPA BACKS SHUSTER AND AIR-21: AOPA strongly agreed with House Transportation and Infrastructure Committee chairman Bud Shuster's (R-PA) action last week to reject the Senate's FAA reauthorization proposals, which AVweb reported Thursday. AOPA President Phil Boyer stated: "We must have an FAA reauthorization bill that guarantees that all trust fund monies are spent on aviation" and "Shuster rightly walked away from a very bad deal." From AVflash 5.46a

BUDGET PASSES, AVIATION ABANDONED, LAWMAKERS FLY HOME President Clinton is

hailing the fiscal 2000 budget as a "victory for the American people," praising a provision to help Americans with disabilities keep health coverage. As for Americans with aircraft, the \$1.8 trillion budget contains, well, not much. AIR-21, Rep. Bud Shuster's (R-PA) maddeningly sensible plan for aviation funding, was shot down earlier in the month. Shuster, frustrated with the Senate's shameful proposals for the FAA reauthorization bill, opted to bail out, as AVweb reported. Since the current fiscal year began October 1, the FAA has been working under temporary funding, which is something it has had to get used to. But hey, at least the budget included money to offer debt relief to poor nations. From AVflash 5.47a

AIR FORCE WITHDRAWS MOA "LIGHTS-OUT" PROPOSAL An Air Force plan to fly lights out at night in Military Operations Areas (MOAs) has been withdrawn after more than one thousand comments opposing the practice were sent to the FAA. To conduct night-vision equipment training, the Air Force had petitioned the Feds in 1998 for a blanket exemption to the FAR requiring position lights at night. As AVweb reported, AOPA discovered the plan in April and led a rally to defeat it, believing that general aviation safety would be seriously compromised if "see and avoid" became impossible for GA pilots. From AVflash 5.45a

WARRANTY REMINDER TO OWNERS OF TCM ENGINES AFFECTED BY CSB 99-3: If you are one those aircraft owners/operators who had an engine affected by the TCM crankshaft bulletin CSB 99-3 released this past spring, just a friendly reminder that your extended six month warranty is probably due to expire soon. You may want to inspect your engine before the warranty expires, especially if your next annual is months away. AVweb heard from one reader whose precautionary check before the warranty expired caught a bad cylinder that is now being repaired under the warranty. From AVflash 5.45a

FAA'S MORGAN HONORED FOR GOOD WORK: Hats off to a "fed" who really gives a darn. FAA director of air traffic Ron Morgan has been awarded AOPA's Presidential Citation for his many system improvements. In his job, Morgan leads 24,000 air traffic personnel, manages 29 million miles of airspace ... plus he's an instrument-rated pilot and flight instructor, so he understands how things work in the real world. Congratulations to Morgan as he continues his good work. From AVflash 5.45a

YOUNG-AT-HEART PILOT IS OLD NEWS: Pilot Ralph Charles is still in flyable condition, too. Charles, of Somerset, Ohio, celebrated his 100th birthday this past weekend. We at AVweb are honored to do our best Willard Scott imitation and wish Mr. Charles a happy

100th (and many more) while hoping that we, too, will be flying high when we reach the century mark! From AVflash 5.45a

INSTALLATION ERROR BLAMED FOR INHOFE PROPELLER LOSS An NTSB investigator says installation error -- not sabotage -- caused Sen. Jim Inhofe's Grumman Tiger to lose its prop last May. As Avweb reported, Inhofe (R-OK) -- one of very few active pilots in Congress and a good friend of general aviation -- made a successful emergency landing at the Claremore, Okla., airport after gliding eight miles in his disabled aircraft. From AVflash 5.45b

AVEMCO STOPS OFFERING COMMERCIAL INSURANCE Avemco, one of the largest insurers of privately-owned aircraft, has withdrawn from the commercial end of the business. Stephen Way, chairman of Avemco's Houston-based parent, HCC Insurance Holdings, cited "poor underwriting results" in the company's insurance for charters, instruction and other commercial aviation operations. Way said that such policies had accounted for about \$10 million of Avemco's \$75 million in annual premiums. Other HCC companies, HCC Aviation and Houston Casualty, will continue to write a full range of aviation insurance policies. From AVflash 5.45b

FLORIDA LAW COULD PREVENT STEWART FAMILY SUIT AGAINST LEAR: But for a loophole, a new Florida law might have barred the family of golfer Payne Stewart from suing the manufacturer over the Learjet accident that killed him and five others last month. The law exempts manufacturers from liability for planes more than 20 years old -- and the Learjet that Stewart was flying in was 23 years old. But a grandfather clause in the law means it will probably not apply to the Stewart crash. From AVflash 5.45b

TCM ACQUIRES MATTITUCK: Teledyne Continental Motors, of Mobile, Ala., announced it has acquired the assets of Mattituck Aviation Corporation, the well-known piston-engine rebuilder and overhauler based in Long Island, N.Y. TCM Officials said the move was part of an overall strategy to enhance and expand customer service. From AVflash 5.45b

HYPERSONIC FLYER: The world's first hypersonic (Mach 5-plus) air-breathing free-flight vehicle was delivered this week to NASA's Dryden Flight Research Center in Edwards, Calif. Built by Micro Craft, of Tennessee, the X-43A, a 12-foot-long, unpowered vehicle, is expected to fly in May and reach speeds up to Mach 10. Unlike a rocket that must carry its own oxygen for combustion, an air-breathing engine scoops air from the atmosphere. From



DEAR SANTA, I'VE BEEN SOOOOO

GOOD: Looking for a stocking stuffer? The Y2K edition of Abercrombie & Kent's annual Around-the-World By Private Jet tour will take you on a glorious and luxurious 27-day jaunt aboard a custom L-1011 to some of the most exotic locations on the planet, including Bali, Zanzibar, Rio, and the African bush -- for only \$52,000. From AVflash 5.45b

MEMPHIS CENTER DSR DIES: Controllers in adjoining Air Route Traffic Control Centers (ARTCCs) and pilots alike were sent scrambling for a while Wednesday afternoon when the Display System Replacement (DSR) package newly installed at the Memphis ARTCC (ZME) went down the tubes. Sources tell AVweb that the problem was compounded by the facility's inability to bring up the old control room equipment to fill in while the DSR was fixed. From AVflash 5.45b

FAA ORDERS MODE C TRANSPONDER CHECK: As AVweb reported earlier this year, a TCAS system feeding off faulty data nearly caused the downing of a British Airways 747 by directing the pilots of a Korean Air cargo jet to climb into its path. Now, the FAA has ordered inspections every 45 days of jets flying with Mode C transponders using the Gillham altitude format. The affected transponders are from Rockwell Collins, Bendix, Wilcox and IFF. From AVflash 5.46a

MILLENNIUM BUGS TAKE TOLL EARLY: Many airlines are having a tough time finding anyone who wants to fly on New Year's Eve. Denver airport plans to shuttle travelers into 2000 through just one of three concourses. The rest will be closed -- they don't have easy access without electricity. But not to worry, there's a generator for the one they're leaving open. From AVflash 5.46a

AMERICAN AIRLINES BREAKS GROUND AT JFK: A new 2.2 million square-foot, 56-gate, four-concourse terminal is under construction at JFK, courtesy of American Airlines. Planners expect the facility to handle 14 million passengers a year, and at a projected cost of \$1.3 billion that should work out to ... more zeros per pax than we can fathom. From AVflash 5.46a

FEDERAL APPEALS COURT REVERSES NTSB DECISION ON PILOT READBACKS...

A U.S. appeals court has agreed with the FAA that Capt. Richard L. Merrell, of Northwest Airlines, was to blame for an altitude bust, despite an earlier NTSB decision that exonerated him. The FAA had prosecuted Merrell after he mistakenly complied with a climb clearance intended for another aircraft. Merrell read back the clearance in question, but his readback was "stepped on" by the aircraft for which the clearance was actually intended, and ATC never heard it. Merrell lost at an NTSB hearing, but had won on appeal to the full NTSB. No further appeals are expected. From AVflash 5.46b

...AND THE CASE HAS A LESSON FOR ALL PILOTS

The court decision makes it clear that if the FAA busts you for misunderstanding a clearance, you cannot use ATC's failure to correct your readback as a defense. The court's decision suggests there are only three defensible reasons to operate an aircraft contrary to an ATC instruction: an emergency, a radio problem, or because the ATC transmission was not clear and distinct. ATC tapes or cockpit voice recorder data would be necessary to substantiate the latter. From AVflash 5.46b

FAA DENIES AOPA REQUEST FOR INFO, SLC CLASS B BATTLE RAGES...

The FAA is acting put-upon by AOPA's request for additional information on Salt Lake City's Class B and has told the group what amounts to "get it yourself." The agency wants to increase the ceiling of the SLC Class B from 10,000 to 12,500 feet MSL and add more Class B airspace east of the Ogden-Hinkley Airport. The Feds claim they need the expansion because of "numerous complaints about near mid-air collisions" and "many TCAS events" involving GA aircraft. From AVflash 5.47a

...BUT WHERE'S THE BEEF?

When AOPA asked to see the numbers backing up the FAA's assertions, the Feds told them they would have to request the info under the Freedom of Information Act. Why is the FAA reticent about releasing the data? AOPA contends it's because there may be no such data to release. AOPA says it found just three reports of near-midairs in the SLC area between GA and carriers, the most recent of which was in 1996. The topper is that all three occurred inside the already-existing Class B. From AVflash 5.47a

WHEN "VOLUNTARY" MEANS "MANDATORY":

A Y2K TALE After NBC's fear-mongering planes-falling-out-of-the-sky Y2K movie Sunday night, you didn't think we could resist a Y2K story, did you? Unlike the movie, however, this little Y2K tale really is happening. AVweb first reported in October that a "voluntary" FAA survey on Y2K-readiness sent to FAA certificate holders had become "mandatory," with the names of the non-respondents published in the Congressional Record for all to see. The initial non-respondents, mostly small Part 135 and cargo carriers, were given until November 1 to reply or risk being grounded. The National Air Transportation Association (NATA) says responses are coming in quickly, and as of last week, only 250 of the 3,300 requests were still out. NATA says this proves its members are committed to being Y2K-compliant. One might also say the members are committed to any Senate mandate -- no matter how ridiculous -- if that's what it takes to keep flying. From AVflash 5.47a

DEBATE REOPENED ON NORTH CAROLINA MOA

Pilots who want to speak out against the long-proposed Phelps Military Operations Area along the North Carolina coast are getting another chance -- and possibly their last one. The FAA, which last summer had announced that plans for the MOA would go forward without further comment, has changed its mind and

announced a fresh 30-day comment period, expected to begin in December. The decision responds to an official request from AOPA. The new MOA would overlie Restricted Area R-5314, and could impair GA operations at five airports, according to AOPA. Comments can be sent to <mailto:jeffrey.n.bruner@faa.gov>. From AVflash 5.47b

LIVE FROM THE RED PLANET, IT'S -- LITTLE GREEN MEN?

If the Martian hills are alive with the sound of anything, we'll soon get a chance to hear it. The Mars Polar Lander, expected to touch down December 3 near the Martian South Pole, is carrying a tiny device called the Mars Microphone that will beam whatever it hears to Earth for transmission over the Internet. It will be the first extra-terrestrial sound ever to be heard by humans, other than the noise and chatter recorded within astronaut space suits. Check it out at <http://www.planetary.org>. Can a push by environmentalists to preserve Mars' "natural quiet" -- as has been the case at the Grand Canyon National Park -- be far behind? From AVflash 5.47b

IN CASE YOUR SEAT CUSHION WON'T FLOAT:

The ever-vigilant NTSB issued safety recommendations this week to deal with flights over water. The safety board wants the FAA to require all occupants of single-engine aircraft operated for hire to wear life preservers when flying over water, whether float-equipped or not, unless the aircraft is high enough to reach shore in case of an engine failure. From AVflash 5.47b

WORST NIGHTMARE DEPARTMENT: It's dark and raining, you're over the middle of the Pacific Ocean flying a Cherokee from California to Hawaii, and you're losing oil pressure. That's what happened to pilots Raymon Clamback and Shane Wiley, who were rescued Sunday morning after spending 10 hours overnight in the cold Pacific waters. The plane went down about 300 miles northeast of the island of Hawaii, after radioing for help. A C-130 from Oahu circled as the two floated in their life jackets until a passing ship came by and plucked them to safety. From AVflash 5.47b

YOU'VE GOT MAIL -- FROM THE FAA: The next postcard you get via snail mail from the FAA may be an invitation to switch to email. The agency's Wings pilot safety program is launching an email campaign to bring pilots the latest safety information and to build ongoing relationships with private pilots. From AVflash 5.47b

MONEY FOR NOTHIN' -- EAA GIVES IT AWAY:

Students interested in pursuing aviation studies can now apply online for EAA Aviation Foundation scholarships of \$500 to \$25,000. The awards assist outstanding students with financial need. Says Tom Poberezny, president of the foundation, "These scholarships are a way to assist students who are fulfilling their dreams in the world of flight." Start learning more now, at <http://www.eaa.org/education/scholarships>. From AVflash 5.47b

SFO GETTING WATER WINGS?

Don't laugh, they already have a 3,000 x 120-ft. floating airport runway in Tokyo Bay. State-side, engineers have their

eyes on San Francisco Bay. The FAA mandates that new parallel runways be separated by at least 4,300 feet to allow for side-by-side simultaneous bad weather operations, but SFO's existing runways are only 750 feet apart, and nobody is anxious to start dredging and filling in the Bay. Proponents forecast the floating runway would look and act just like a normal airport. From AVflash 5.48a

Short Final...

- ◆ A friend of mine works for Mesaba and relates a radio call he heard at MSP. A female Northwest Airlines cockpit crewmember had called several times for push-back clearance, and after receiving the okay, called back and canceled. Her last request went something like this:

NW123: Ground control, NW123 ready for push back, again.

Ground Control: Are you sure?

NW123: Well, I am a female and can change my mind at any moment.

Ground Control (laughing): Cleared to push back. From AVflash 5.45a

- ◆ Heard on the heavily-congested O'Hare clearance delivery frequency during the Monday morning outbound rush:

Aircraft: "O'Hare Clearance, November [loud squeal] #@%^&~!..."

Clearance: "General aviation aircraft calling clearance,

Short Final... (Continued)

say your call sign and go ahead with your request."

Aircraft: "This is November [loud squeal] #@%^&~!...at Signature for clearance."

Clearance: "All aircraft standby; November aircraft calling for clearance, say again your call sign."

Aircraft: "This is November [loud squeal] #@%^&~!...clearance."

Clearance: "November aircraft at Signature, I cannot understand your number, so I'm going to call you November Niner Niner Bravo ... is that okay with you?"

Aircraft: "Affirmative."

Clearance: "Okay then, November 99 Bravo, what can I do for you."

Aircraft: "This is November 99 Bravo at Signature, ready to copy IFR clearance to Toledo."

Clearance: "Roger, stand by."

(after a brief pause...)

Clearance: "November 99 Bravo, I can't seem to find your clearance. Did you file a flight plan?"

[Thanks to "The NATCA Voice" <<http://www.natcavoice.com>> for this gem.] From AVflash 5.46a

◆ This Short Final comes courtesy of the BBC:

"Israeli premier Ehud Barak escaped unhurt when a jet carrying him and his party was in collision with a baggage truck on the tarmac at Manchester airport. The Israeli Air Force Boeing 707 was maneuvering during a refueling stop when the accident happened late on Thursday night.

"Mr. Barak's senior policy adviser, Danny Yatom said: 'It is good that it happened on the ground and not in the air.'" From AVflash 5.47a

◆ This exchange took place shortly after this year's Edwards AFB airshow.

Controller to F-117 stealth fighter: "Traffic is an F-16, two o'clock, 13 miles, southbound, climbing thru 6,000."

F-117 pilot: "Acquired and tracking..."

Controller to F-16: "Traffic is an F-117, two o'clock, 12 miles, opposite direction, level 5."

F-16 pilot: "Roger, tracking..."

F-117 pilot (without missing a beat and in a monotone): "Bull." From AVflash 5.48a



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