

HORIZONS

A publication of the Massachusetts Air and Space Museum

The Massachusetts Air and Space Museum inspires new generations to explore, experience, and pursue interests and opportunities in science and technology

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MASM is now Open!



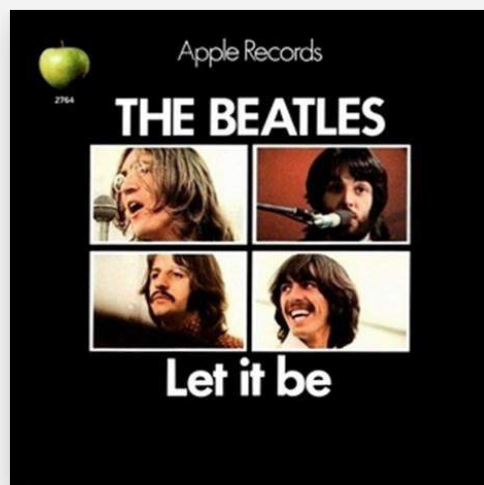
Museum Entrance at 438 Main Street Hyannis
Photo by Barbara Jagla, MASM Curator

After almost an entire year of designing, planning, permitting, constructing, renovating, furnishing, and outfitting, the new museum at 438 Main Street in Hyannis has finally opened its doors. It demanded arduous efforts consisting of heavy lifting by many members of the MASM family in order to conduct a soft opening of the new museum on November 10th.

The new museum facility is positioned almost directly across the street from the John F. Kennedy museum and is handy to many diverse shops and restaurants in the heart of Hyannis. The local bus line has a

Continued on Page 2

Win The Beatles Airplane!



The Beatles Last Album Together

OWN A PIECE OF "THE BEATLES" HISTORY (Sort Of)

Portions of this article were published in the April 2022 issue of AOPA Pilot magazine

By: Kevin R. Currie, MASM Chairman of the Board

As pilots, we all try to be somewhat knowledgeable about the different planes that are out there. The more unique (think Ercoupe, VariEze, Osprey, etc.), the more apt we are to give it a second look and remember it. We are often puzzled and intrigued when we see an aircraft of different design. Wondering why an extra piece would be added such as canards

Continued on Page 4



From the Cockpit

At the outset of my tenure as the new president of the Massachusetts Air and Space Museum I am energized by all the achievements of my predecessors. The previous leadership teams have brought the idea of MASM from concept to reality. Their dedication has launched a new facility on Main Street in Hyannis that holds great promise with exhibit space, educational venues, and in the foot traffic that will generate more and more interest. Generating interest, especially in young people, is our primary goal. Our mission statement appears at the top of Page 1 of this and every issue of Horizons. Toward that goal MASM also just held its second career day for high school students which was an enormous success.

Giant strides are in the making and I am proud and thrilled to be part of the excitement. Keep watching for updates on the heights that MASM reaches next!

Georgia Pappas, President



Board Chairman Kevin Currie kcurrie@massairspace.org
Board Vice-chair Joe Dini jdini@massairspace.org
President Georgia Pappas gpappas@massairspace.org
Curator Barbara Jagla bjagla@massairspace.org
Interim Exec. Director Keith Young kyoung@massairspace.org
Operations Manager Bryan Mckay bmcKay@massairspace.org

Museum located at:

438 Main Street Hyannis, Massachusetts
 (508) 827-6300

Museum Hours:

Thursday, Friday & Saturday 10:00 AM to 4:00 PM
 Admission: Adults \$10.00 Children (ages 5-11) \$6.00
 Active Military with ID: Free

MASM Business Mailing Address:

200 Hanscom Drive, Bedford, Massachusetts 01730

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Continued from Page 1

stop right outside the museum's front door. Although it is considerably further away from the Cape



NASA's Apollo Space Suit

Photo by Barbara Jagla, MASM Curator



Anne Bridge Baddour Exhibit

MASM Board Vice-Chairman Joe Dini talks with a visitor

Photo by Barbara Jagla, MASM Curator

Cod Gateway Airport than was the previous facility, the anticipated increase in foot traffic alone will drive museum attendance figures upward even during the so-called upcoming off season on Cape Cod.

MASM maintains an awesome collection of the genuine artifacts representing the Massachusetts' rich history of both the aviation and space industries, and this new facility will permit the museum to more appropriately exhibit that collection. A museum replica Apollo space suit is on hand to greet visitors and tell the story of how it came to being in Massachusetts. The Bay State was also responsible for the heat shields on most of the manned space craft from Mer-

Continued on Page 3

Continued from Page 2



MASM Operations Manager Bryan McKay helps a museum visitor fly a Piper Cub on the simulator

Photo by MASM Executive Director Keith Young

cury through the Apollo missions, and on the Orion spacecraft that NASA will use to travel to both the Moon and eventually to Mars.

Pilots of all sorts are well-represented at the mu-



MASM Volunteer Colin Towers enlightening museum visitors

Photo by MASM Executive Director Keith Young

seum. From MASM Director Michael Goulian, famed sport pilot whose aerial acrobatic accomplishments are legendary, to Anne Bridge Baddour, former research pilot for the Massachusetts Institute of Tech-

nology. Anne has flown almost everything with wings, and probably a few aircraft without wings.

Although attendance might have been somewhat brisk, among those who came to take in the museum experience were guests who had visited the former museum location. Their enjoyment of the many exhibits displayed was made truly special by the museum volunteers and Operations Director Bryan McKay who helped visitors fly the simulators that are set up to provide a flight experience at the controls of simulated airplanes.

The downtown location is a grand beginning for a plan that includes occupying a hangar at Cape Cod Gateway Airport. MASM was recently awarded the winning submission by the airport commission for renovating and expanding to the hangar previously used by the former Air Cape Cod.

Although no formal commitment exists at this point, the Board of Directors has undertaken to study the possibility and the costs associated with this large project and

whether it's actually feasible. If so, MASM is considering keeping both locations and utilizing the local bus service to connect the two. Getting the hangar location would also open the opportunity to partner with a flight school, as well as an FBO to sell Avgas and provide aerial tours of Cape Cod

Right now, museum volunteers, directors, and staff are working diligently to outfit the new museum with exhibits and programs that will excite imaginations, entertain, and inform the guests who visit. If you haven't visited the new facility yet, what are you waiting for? ✈



110 Mary Dunn Way Hyannis, MA

in Burt Rutan's designs or controls removed like rudder pedals in the case of the Ercoupe, pilots delve deeper into the plane, wanting to touch, understand, and explore the uniqueness of something novel. Pilots seem to be, for the most part, inquisitive and politely gregarious when around like-minded folks.

Every time someone walks by the open hanger door when I am washing the plane, I get similar comments. "Nice plane. What kind of homebuilt is it? A Kingfisher (or some other homebuilt amphib)?" And every time my response is the same, "Thanks. But it's not homebuilt. It's a Thurston Teal." They squint a bit, tilt their head to the side, and say, "Thurston Teal? Never heard of it. Is it new?" It's not surprising that these folks are not familiar with an airplane that received its FAA certification in 1970, was manufactured in Sanford, Maine; and only had a run of 38 planes built.



Thurston Teal N501ME

The Massachusetts Air And Space Museum (MASM) was featured in a piece by Julie Summers Walker in the May 2021 issue of

AOPA Pilot. Dr. Nat Sims, a MASM supporter, donated his Thurston Teal to the museum to be raffled off as a fundraiser for the museum's educational efforts. After having an annual performed at its home field in Newport, Vermont, Mike DuPont, an A&P, IA and owner of American Aero Services in Taunton, MA, donated his time to go up to Vermont and fly the Teal back to our hanger in Mansfield, MA. N501ME started out life in 1970 as N2011T and was initially scheduled to go to the Bahamas for use by *The Beatles*, but more on that later.

N501ME was designed and built by David

Thurston in his factory in Sanford, Maine. Thurston received his Aeronautical Engineering Degree from New York University just before the start of World War II. In 1942 he went to work for Grumman Aircraft and after the war assisted Leroy Grumman in the design of numerous amphibious aircraft being developed for the general aviation market. Thurston also designed and built the Colonial Skimmer, which later sold and ultimately became the Lake Buccaneer.



Thurston Teal cockpit with stick controls, and manual main and tail gear controls.

As you can see from the accompanying photos, N501ME is a classically beautiful plane even when sitting on the ground. David Thurston

built the Thurston Teal with usability, simplicity and functionality in mind. The Teal has a manually operated retractable gear system. The photo of the floor area shows the two bars between the seats that are used for lowering and retracting the gear along with the rudder control for water operations. A larger bar is used for the mains and a smaller one, right beside it, is for the tailwheel. Throttle, mixture, carb heat, and propeller pitch are all located on the ceiling.

With its 150hp Lycoming engine, constant speed prop, and two-place setup, N501ME has plenty of power for its designed recreational flying. Operating speeds are given in miles per hour and are what you would expect from this size amphib:

116 mph max level cruise

106 mph 75% power at 5,000 feet

95 mph 65% power at 5,000 feet

Ground takeoff is listed at 500 feet and landing at 400 feet. Water takeoff is listed at a bit longer at 600 feet while landings are shorter at 400 feet. With its 24.5 gallon fuel tank (24 usable), its 75% power set-

ting will get you a 250 mile range.

Flying the Teal from land is like flying all close gear tail draggers (think Piper Pacer or Pitts) – keep your feet alive and fly the plane through takeoff and landing. But the Teal does love water landings and takeoffs as long as you have the landing gear in its proper position. When Mike DuPont flew it down from Vermont, he was so impressed with it that he bought three raffle tickets in the hope that it would become his. But just to make sure that the new owner is comfortable and capable, MASM is providing the raffle winner with \$3,000 to be put toward a new rating or endorsement. With only 1350 total time on the airframe and 130 hours since engine and prop overhaul, this craft has plenty of life in it.

Currently, there are only five Thurston Teals listed in the FAA registry. Most of the remaining planes are located outside of the United States and that makes a lot of sense when you think about it. Canada has plenty of spots that are only accessible by air and water, and Europe has a rather restrictive general aviation policy. In most places in Europe, every time you fly you are charged an airport departure fee, a landing fee, and myriad other fees if you need to file a flight plan or ask for a weather briefing. Some European pilots have gotten around many of these fees by flying their Teals in water mode using lakes and rivers near their homes. Twenty-four of the Thurston Teals listed on the website have some form of non-USA registration numbers listed. <http://seabee.info/teal.htm>

And as promised, *The Beatles* connection: A note was sent by David Thurston to Mark O'Malia, the son of the original owner, in 1973 (a copy of which will be provided to the raffle winner through the graciousness of Mark). Mark's father Charles J. O'Malia was the first person to take possession of N501ME and the note helped to explain why a 1970 plane was being delivered to him as a new plane in 1973. It seems

that the aircraft was purchased by a NYC management company for Apple Records in July of 1970 and was scheduled to be delivered to *The Beatles* while they spent time together in the Bahamas. Unfortunately, the Fab Four broke up in 1970 before the plane could be delivered. It was stored in the Thurston Teal factory while the courts settled the band's issues.

The Massachusetts Air And Space Museum's mission is to educate, promote, and share with the public the many contributions that area companies, organizations, and individuals have made and continue to make within aviation. In addition, MASM works to educate younger people in the career opportunities available to them beyond being a pilot, aircraft mechanic, or rocket scientist. The funds made available by raffling this exceptional Thurston Teal will go a long way toward making this happen. For more information on both MASM and the Thurston Teal raffle, please visit the museum's website at www.massairspace.org. You could take a chance on owning your own unique amphibious aircraft and a piece of Beatles history (sort of). ✈️

Kevin Currie is a long-time private pilot, 35 year AOPA member, and Chairman of the Board of Directors at the Massachusetts Air And Space Museum in Hyannis, MA.

Another Successful Career Day at HYA



Airport designation HYA

Students from all over southern Massachusetts were treated to an aviation-focused career fair sponsored by the Massachusetts Air and Space Museum, Cape Code Gateway Airport, and a host of ven-

Continued on Page 8

MASM Annual Board Meeting

The Massachusetts Air and Space Museum board of directors held its annual meeting at the new museum on Main Street in Hyannis on October 19th. For board members and advisors who could not attend in person, the meeting was a hybrid get together utilizing the Zoom platform.



Outgoing MASM Board Chairman Joe Dini

those plan is doing the final work needed to open the new museum with an announced target date of Veteran's Day weekend.

Treasurer Jack Tamposi provided a financial overview of both the financial activity of the museum and a thorough status report of how things currently stand. He made a motion to continue with the accounting firm of [Succentrix](#) to handle MASM's requirements.

Joe Dini and Larry McGlynn provided an update on all the fundraising

Board Chairman Joe Dini presided over the agenda that included reports from various members on the many accomplishments that have been achieved thus far, and about the extensive plans that the board of directors is undertaking that will carry the museum into the future. Key to



MASM Treasurer Jack Tamposi

efforts thus far. Although Joe is stepping down as Board Chairman, he is remaining as the Vice-chairman in order to devote more of his time to the museum's ongoing fundraising efforts.



MASM Director Larry McGlynn

Museum Curator Barbara Jagla provided an update on the extensive collection possessed by the museum. The museum closed the former location on Iyannough Road and had to move the bulk of the collection along with the numerous articles to be exhibited to the new Main Street location. The exhibits were placed in storage there awaiting the construction and renovations to the facility.



MASM Curator Barbara Jagla



Incoming MASM Board Chairman Kevin Currie

MASM Director and incoming Board Chairman Kevin Currie reviewed the progress with the airplane raffle that began in July of 2021. The museum received the generous donation of a Thurston Teal airplane and established a comprehensive raffle in compliance with Commonwealth laws and regulations. To accomplish the enormous task of raffling off an entire aircraft there are expenses for advertising

Continued on Page 7

Continued from Page 6

as well as ticket sales and hangar rental.

At present the raffle has generated over \$55K in profits for the museum after expenses. Kevin raised the idea to end the raffle earlier than previously planned for a variety of reasons, the most pressing of which is the current hangar in Mansfield. Apparently it may be sold and it is unlikely that MASM will be seeing the same low rental fee from a new owner. Even if a suitable hangar at a low rent might be available elsewhere, it will still cost the museum a tidy sum to have the aircraft moved there. Although the amount that MASM has acquired thus far is below what was originally anticipated, it is well above what the airplane would have netted had it been sold outright. In addition, the raffle itself was not only undertaken to raise money, but also to elevate the awareness of the museum throughout the aviation community and with the general public as well.

MASM Director Pat McGlynn gave a brief overview via the Zoom link on the subject of the museum's human resources elements.

MASM Director Larry McGlynn reported the status of the museum's various insurance coverages and offered recommendations.



Incoming MASM President
Georgia Pappas

After hearing from incoming MASM President Georgia Pappas regarding the success of the scholarship program that was conducted this past academic year, it was decided to continue

the program with a number of changes. It should be noted that MASM Director Tom Hiniker was not only very much involved in the development of the appli-

cation criteria, and in the selection process of the high school student that was ultimately chosen to receive the \$5,000 scholarship, Tom also donated the money to fund the scholarship.



MASM Director
Tom Hiniker

the Cape Cod Gateway Airport management concerning the hangar and property that was once the home of Cape Cod Air.



MASM Director Emeritus
James N. Tamposi, II

In general business, the Board of Directors decided to establish and authorize a subcommittee to closely investigate and negotiate with

Director Jim Tamposi, II tendered his resignation from the board, but agreed to remain in an advisory capacity. For his many years of dedication to MASM, Jim was awarded the title of **Director Emeritus.**

Also tendering her resignation as a member of the Board of Directors was Barbara Jagla who will remain in her position as the museum's curator.

The reelection of directors included Thomas G. Hiniker, Jim Wiegel, Kevin R. Currie, Patricia L. McGlynn, and James Jack Tamposi, III.

In addition, two new members were added to the rolls of the MASM Board of Directors:

Michael Farley—Associate Professor and Chairperson of Aviation Science, Bridgewater State University;

Continued on Page 8

Continued from Page 7

Michael R. Sasso, Jr.—Program Director Aviation Maintenance Technology, Cape Cod Community College;

Nominations for officers involved a sea-change for the leadership of MASM.

The new Chairman of the Board of Directors is Kevin R. Currie, replacing outgoing chair Joe Dini.

Joe Dini will now assume the role of Vice-Chairman of the Board.



President Georgia Pappas
Past-President Bob Segal

Outgoing President Bob Segal will remain as an active member of the board, and the incoming MASM President is Georgia Pappas.

Vice-President Finance, Clerk will be Jim Wiegel.

MASM's new Treasurer will be James "Jack" N. Tamposi, III.

Upon adjournment of the annual meeting, the majority of in-person attendees repaired to nearby Alberto's Ristorante for a delightful dinner together sponsored by *Air Credit Alliance*.



MASM Wants You!

The Massachusetts Air and Space Museum currently seeks volunteers to act as docents at the museum in Hyannis. If you would like to apply, for details contact Interim Executive Director Keith Young at:

kyoung@massairspace.org

Continued from Page 5

dors that represented a fantastic cross section of the many career paths open to young people in the world of aerospace sciences.

On hand were Air Force, Air Force Reserve, Army, and Marine Corps recruiters who showed students the many choices available to them in aviation technologies within our armed forces.



Students crowding vendors in Cape Code Airport lobby

Engineering firms that design and build airports demonstrated how the design and construction of modern airports is integral to the smooth flow of air operations, and how careers are abundant for those who acquire technical expertise.

Community colleges and other education institutions that deal specifically with the skills called for in an aviation career were present to offer guidance as to what educational paths would prove the most beneficial for students interested in specific careers.



President Pappas and Vice Chairman Dini counseling a student

MASM Board Vice Chairman Joe Dini and MASM President Georgia Pappas talked with high students about MASM's scholarship program as did the many other vendors at the Career Fair that offer educational assistance for college courses.

Continued on Page 9

Continued from Page 8

The famous 99's had a booth where experienced female pilots were there to point out how aviation is not the exclusive domain of males. This organization of intrepid woman aviators exists to help promote woman to places of high standing within both the aviation and space communities.

Out on the flight line, Cape Cod Gateway Airport assembled many of the support vehicles that serve the needs of aviation at their facility: from snow-



A quick photo op on the tarmac at Cape Cod Gateway Airport with a jet, a US Coast Guard turboprop, and one giant plow

But the entire purpose of the day's event was to bring young people closer to the entire aerospace field and show them what is possible for their futures. Between the government agencies like the Air Force, US Coast Guard, Massachusetts Department of Transportation, Barnstable Police Department, colleges, universities, and the airport itself, the day was a whopping big success. Most of the students attending were awakened to some possibilities while others were re-energized to keep aviation in their sights for their future.



**↑ Big trucks
Bigger truck →**

throwers to fuel trucks, security vehicles to emergency response fire suppression trucks.



**Working on
final approach**

MASM volunteers manned the flight simulator to give students a small taste of controlled flight. Dozens tried their hands at mastering the Piper Cub while a watchful MASM assistant kept vigil on another screen offering advice to the young pilots on how better to handle the airplane.

Helped by her good friend, one young lady posed for a photo of her standing in front of her favorite airplane out on the tarmac.



Thumbs-up to the two dozen MASM volunteers who showed up to help. They made things run so smoothly for both the students and the airport

John W. Wood, Jr.'s Grumman Albatross Cockpit Desk Restoration

By

Barbara Jagla, MASM Curator

One item on exhibit at the new museum location on Main Street in Hyannis is the fascinating Grumman Albatross cockpit desk restoration by John Wright Wood Jr. of Massachusetts. John began the restoration project by acquiring an old cockpit from the salvage yard, the “aircraft boneyard”, in Tucson, Arizona in the early 1990’s. Using aircraft manuals and information from the Naval Historical Center in Washington D.C. for reference, John took over two years to bring the cockpit back to factory fresh conditions. He kept a log that documents that the project took some 800 hours.



*Grumman Albatross desk with John Wright Wood, Jr.
Photo by Barbara Jagla, MASM Museum Curator*

After stripping the cockpit down to a shell of aluminum and glass, removing the control yokes, throttles, radios, and hydraulics, John opened all the instruments, cleaned them and changed some dials. He decided to make many of the gauges fully functional and modified them to do so. He added a power supply, pumps, and motors to provide electricity, air, and sound effects. John moved the windshield wipers

and de-icing gear aft. The intercoms, flares, oxygen regulators, and hand pump were moved forward. Grumman Aircraft supplied parts that John was unable to find at the aircraft boneyard.

The first owner of the aircraft was the U.S. Naval Academy, where it served from 1953 to 1960. Built in Grumman’s Long Island factory, the aircraft type was designated UF-1T or TU-16C. It flew 3,637 hours for midshipman training and transportation. The tail number is 131914.

The Grumman Albatross is a large twin-radial engine amphibious flying boat that was used by the United States Air Force (USAF), the U.S. Navy (USN) and the U.S. Coast Guard (USCG), primarily as a search and rescue aircraft.

John’s career led him to Thermo Electron Corp. (now Thermo Fisher Scientific) in Waltham, MA where he served as President/CEO of Thermedics and President and CEO of Thermo Cardiosystems. He later became President and CEO of Analogic Corp. in Peabody, MA. His love of aviation led him to owning both fixed wing and rotary wing aircraft based at Hanscom field in Bedford, MA. In total, John logged over seven thousand flight hours, piloting over one hundred aircraft models, including jets, turboprops, seaplanes, open cockpit biplanes, helicopters, gliders and balloons.

John also wrote a book in which he researched the history and life of his 1940 Waco UPF-7 biplane. [As the Prop Turns: The Soul of an Old Airplane](#) is an airplane adventure book that includes many engaging stories about the people who flew NC29923.

Regrettably, John Wright Wood Jr. passed away on September 21, 2021. His legacy to the ever-growing narrative that comprises the history of aviation in Massachusetts will continue to live on with his generous gift to the Mass. Air and Space Museum of the Albatross Desk that is a cherished piece in the museum’s vast collection. ✈️



YouTube's logo

For those who surf the internet seeking all things aviation, we recommend tuning into a channel on the [YouTube](#) platform that is entitled:

[3 Minutes of Aviation](#)

You will find stunts, errors, mishaps, incursions, and all things aviation on almost a daily basis. There's no sales pitch or pleas for money; just three minutes of videos from around the globe involving all types of aircraft in unusual circumstances. Sometimes the events shown have serious consequences, sometimes they reveal close calls. Other videos are downright humorous.

If you enjoy a glimpse at how the rest of the world of aviation is carrying on, [3 Minutes of Aviation](#) is the place turn. If you are new to YouTube, in order to view regular installments of a site you need to subscribe to the channel. The subscribe button can be found on the screen below the video image. Next to the subscribe button is the shape of a bell. The bell is the notification button. If you subscribe and also hit the notification button whenever a new episode or installment is published on that channel, you will receive a notice of it. The bell in the upper right-hand corner of the screen will contain a numeral in red indicating the number of notifications you have pending. By clicking on this bell you'll see a drop-down list of all the notifications you have and what they



[Click the photo to watch](#)



Sikorsky Boeing SB1 Defiant Helicopter

Coming soon, the SB1 is about to change how and what we think about helicopters. This bad boy is about to make the venerable Blackhawk obsolete. It can move at alarming speeds, has all of the characteristics of conventional helicopters with many of the headaches removed.

The giant twin rotors are the key—one spinning clockwise, the other counterclockwise. By altering the speed and/or blade pitch of each rotor independent of the other the pilot can literally steer the craft in any direction and maneuver easily. The independent tail propellor gives the SB1 additional forward thrust which helps account for its tremendous speeds.

Known as the Defiant, this Sikorsky-Boeing collaboration can fly twice as far as the Blackhawk, can refuel in mid-air, and maintain speeds of over 275 knots. The rigid rotors again are the key. They provide tremendous amounts of thrust. Combine that with their almost horizontal attack angle and higher velocity is a given. According to some who have flown them they are also fun to fly and to fly in.



Sikorsky Boeing SB1

Keep your eyes on this new joint venture aircraft as it captures a number of markets, both military and civilian.



C.A.V.U

Most people familiar with aviation know that the abbreviation “CAVU” stands for “*Ceiling and visibility unrestricted.*” In this recurring feature of **Horizons**, your ability to see clearly into the history of aviation will be tested through identification of flying machines that once were. The first reader who submits the correct answer will be entitled to bragging rights and have their name and answer published in the subsequent edition of **Horizons**. Submit your name, the name of the aircraft, the type or version (if applicable), and the country where it was manufactured to the editor-in-chief of **Horizons** at: horizons@massairspace.org

Here is your challenge for this edition:

For additional content, click on many of the photos in this edition except this one. You'll find videos and links for more information behind each photo!



September 2022 Edition's Answer:

Lockheed Constitution—United States of America

Passenger & Military—Max. speed: 303 mph(490 km/h) **Range:** 5,500 NM

Dry weight: 114,575 lb(51,970 kg) **Max. take-off weight:** 184,000 lb(83,461 kg)

Dimension: Wing span: 189ft-1.25 in(57.64 m); length 156ft 1in(47.57m); height: 50ft 4.5in(15.35 m); wing area: 3,610 ft²(335m²)

Powered: 4 Pratt & Whitney R-4360-22w radial engines, 3,500hp each

Service Ceiling: 27,600 ft (8,400 m) **Payload:** 168 passengers/12 crew

Correct Answer: David Carpenter and MASM Past-President Bob Segal

