



EAA 196

NEWSLETTER

June 2019

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6 Month Calendars

Coming Events

Chapter Meeting Speakers:

- **June 24:** Ryan Keough — Collings Foundation & Model F Flying Boat
- **July 29:** No speaker—Cookout & General Meeting
- **August 26:** Ross Sharp —The People's Mosquito.

Like last year we have suggestions for events for 2019 such as:

- Visit the Owl's Head Transportation Museum in Maine
- Visit the New England Air Museum , Windsor Locks, CT
- Visit airplane construction projects
- New England Flying Gourmet Challenge
- Ramp tours during the Wings and Wheel event

We welcome more ideas, and more speakers!

News

- Solar powered taxi-way lights have been added.
- The safety overrun at the end of runway 21 will soon be paved.
- The crossing runway 12/30 has been graded and seeded. Expect to see it open around July 1.
- Alaka'I Technologies is testing their passenger-carrying, hydrogen fuel cell powered, multi-copter. It should be flying soon!
- EAA 196 is going to try having a November meeting this year to avoid going 1/4 of the year between October and January.

Licenses and Ratings

- Congratulations to Beth Cook on receiving her CFI rating!!

Young Eagles Rallies

by Andy Goldstein

After having to cancel our April Young Eagles rally because of high winds, we made a rousing start on the season in May.

We flew 40 kids on May 11, our regularly scheduled rally. And then we flew 25 more on May 18, in a private rally for Jookender Community Initiatives. (They're a Boston area Russian community group.) What's even more remarkable is the number of pilots that pulled this off. Both days were bright and sunny, but still on the blustery side, keeping our light taildraggers on the sidelines. On top of that, several airplanes were down for annual or otherwise unavailable.

We did the May 11 rally with two airplanes and three pilots, with Peter Morse from Danielson, CT, flying an astounding 23 kids! May 18 was not nearly as frantic, with three airplanes and four pilots flying "only" 25 kids. Also on the 18th, we welcomed another new Young Eagles pilot: James Mwathi, a buddy of Dominik Airey from Beverly. All told, an impressive number for two weekends!

Thanks as usual to our steadfast ground crew of Greg and Pete Alberti, Dominik Airey, and Mark Saklad. (Bob Glorioso and a couple others also helped out on the 11th - too busy for me to keep track of everyone.)

Detailed scorecard:

<u>May 11:</u>	<u>May 18:</u>	<u>June 8</u>
Jim Ellis - 10	Dominik Airey - 7	Lee Coopridner— 6
Andy Goldstein - 7	Jim Ellis - 8	Jim Ellis— 6
Peter Morse - 23	Mark Hubelbank - 4	Phillip Mahler— 7
	James Mwathi - 6	Doug Stone— 4

The next rally will be on **Saturday, July 13**. As word continues to get around about our Young Eagles events, we have become somewhat victims of that success, with lots of new faces and plenty of repeat offenders. So we will certainly need pilots. If you've flown YE before, please consider clearing your calendar for July 13 and August 10. If you have not flown YE before, you simply need to take an online Youth Protection course, with a basic background check done after.

Bob's Panel... PLUS!

By Bob Glorioso

(Since Bob wrote this the plane is finally back together and FLYING again!)

Our A-36 Bonanza in the hangar, that also houses all the EAA 196 materials and food, has been going through its annual and panel upgrade. The first picture is of the panel taken from where the windshield normally sits. It's easier to work on without the windshield especially when the windshield is being replaced.



We (Pablo with a little help from me) are replacing the AI and HSI with an Aspen Avionics system. We expected this part of the project would hold up everything else except it didn't! The Aspen panel is not in the photo but its there now and has already been tested and only needs a test flight. We removed 25 pounds of gyros, back-up air pump and wires replaced with 2 pounds for the Aspen.

So, we are waiting for the remainder of the work to be completed. The engine's ECI cylinders were a victim of an AD. Two had been replaced in earlier annuals and as of May 4 the remaining four are now in, as is the new alternator. Now all the other pieces around the engine are being installed.

The second photo also taken from where the windshield was shows all that was removed to run a cable from the aspen to the autopilot computer behind the baggage compartment and replace the elevator cables.



There is an AD on the elevator cables in Australia so we decided to beat the US at it and replace the elevator cable now. Why take a chance anyway, the cable is original installed int 1982! Along the way it needed some new pulleys and associated parts to completter the installation.

The new windshield is here and has been configured for installation that will take place shortly.

[Ed: The airplane is back in the air. Now it's time to teach the old dogs some new tricks. Namely how to use the new Aspen Avionics.]

Foxborough Cable TV

by Peter Alberti

In March, 2019 three of our very own EAA 196 Chapter members graced the sound stage at the Foxborough Cable Access studios to join host Bob Hickey on his show *Foxborough Central*.

Mark Saklad, Cassie Tatro and Greg Alberti promoted our Young Eagles program, offering a number of different perspectives. Mark offered an entertaining history of YE that somehow included the notion of stepping on kids during airshows. It turns out Cassie has not been flying as long as Mark - who knew? But she did get the aviation bug from hanging out at airshows, so hopefully no one ever stepped on her. Greg revealed he has been flying for 25% of his entire life which, it seems, gave him enough experience to expand the scope of the discussion beyond Young Eagles and into chapter meetings, other events, and a pitch for Nancy's Airfield Cafe. An in-depth discussion of whether or not you should eat while flying was a gripping plot point.

Of course a genuine passion for everything aviation was clearly portrayed by the whole cast. And they did it in just one take!

For those who appreciate (and remember) the concept of a "re-run" you can view the segment here: <https://www.youtube.com/watch?v=OViGi1uz0h0&t=802s>



First Airplane

by Graeme Smith

Fri 24th June 2011 - 3 in the morning I'm up. 4 in the morning I'm picking up my instructor.

10 in the morning we arrive at P96 Jersey Shore – on the Detroit Sectional – but because of crappy weather – we drove rather than flew in from Providence. P96 is a 3000ft grass strip set in an oxbow of the beautiful Susquehanna River in Pennsylvania Dutch/Amish farming country. The runway is aligned east-west with the valley and there are 2000ft mountains on either side. The farm road is at one end and then a field of corn. When driving down the road it is a good idea to look left and right – you are crossing the end of the runway. A couple of small hangars and an airfield office that looks deserted. A line of trees guard the southern edge of the field from cross winds. The weather is looking a little better here. Some bright patches with fleecy cumulus. A couple in yellow shirts are setting up deck chairs at the end of the runway. Plane spotters?

We call Leo who owns the plane we have come to look at. He will be with us in a few minutes. We drive back to the farm and find a mechanics shop to the side of the barns. A small Piper was running up here a few minutes ago and is now departing on Runway 9. Everything is locked up. We peer through some windows and I see the plane we have come to look at in the middle of a shop floor. We hang out. Leo shows up – he is just going to pop over to Lock Haven to pick the mechanic up – he just flew a plane over there. The penny drops – the plane we just saw depart.

Lock Haven is the home of Piper Aircraft and they are having a fly-in this weekend - we decide to stay at P96 – the pattern is suddenly interesting with a small helicopter and an old Vietnam era Huey over on the field edge who seems to be crop spraying and an old yellow Piper. I grab my handset and tune to the CTAF. We wonder if anyone is using it around here. The helicopter announces his pattern and asks if anyone else is about. The Piper is calling his downwind on 27 and adds – “watch out – there will be a gaggle of Pipers here in a minute”. We watch him turn base and slip hard over the river and into final and the field. We watch carefully to see how he rolls on the grass – watching for ruts and bumps. It seems very smooth. He taxis up to the yellow shirts and they seem to converse. He back taxis to leave.

The Huey is on the far side of the valley pulling pitch to climb out of the trees. “Whop Whop Whop Whop” – just like the movies – only he is painted white and there is no gunfire or napalm burning. In the distance we can hear some buzzing. Down the valley we spot another Piper – no two, no three and finally four. All in a line and making for us. One calls on the radio for them all. The small helicopter asks what is going on and decides to leave. The Huey disappears behind the tree line and then claws its way out as it swoops around – spraying crops - and the Pipers are turning final and dropping onto the field. Greg muses that only one has been making radio calls. I drag out the regulation about not needing a radio if your plane never had one to start with. These Pipers are certainly old enough. As they land – they taxi over to the yellow shirts and one by one are checking in. The penny drops – orienteering in aircraft. Must be an event for the Piper fly in. They back taxi and immediately depart. Each hanging in the air over us like big yellow moths as their small 65hp engines claw them into the air.

An elderly lady show up in a car and stomps around the barn – then comes over and asks if we have seen Ron – the mechanic. I offer that I think he just departed to Lock Haven with a plane but will be back in a few because someone went to pick him up. “He has my plane!” she announces and then remembers to introduce herself. “I'm Rosanne – if you see Ron – tell him I was here – he has my plane”. She drives off. Greg and I sit and calculate takeoff rolls at maximum weight in a Cessna 150 for the grass strip.

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We better make sure we only have half tanks or we will be overweight. We are conservative with all the numbers. It comes out at 800ft roll and 1900ft to clear a 50ft obstacle. We look at the irrigation machine in the next field at the end of the runway and decide it is only 30ft tall. Perhaps we could ask them to move it!

Ron arrives with the owner and we introduce ourselves. Then Ron opens the hangar door. N6141G is sitting in a large puddle of water. I look at the hangar roof but can't see where the rain has been getting in. Hmm. I stand in front of her and stare – everything looks square and as it should be. I get out my inspection checklist – a week of evenings collating FAA Airworthiness Directives, Cessna Service Bulletins going back 40 years and the Cessna 150 Club's list of "what to watch out for's". Checking them against the plane serial number - I've ranked them in order of importance – the first half of the sheet are "walk away if you find it" items and number one on the list is wing corrosion. We all set to.

For an hour all that Ron, Leo, Greg and myself do is remove inspection panels and fairings. I'm shining a flashlight inside wings, tailcone, into wing attachment points, undercarriage doubler plates, tail nut plates and just anywhere a Cessna 150 is noted for having problems. Ron has a fiber optic camera on a flex probe and we can get into the hardest spots and see how she looks. The wing tip repair from 2004 when a student once hit a runway light is apparent – but well executed. A previous rib replacement can be seen but Ron's opinion is that it is well executed. She all seems clean – though everything seems wet – this seems strange but I don't say anything yet. We progress through floor pans, seat track rails, aileron balance weights, flap tracks and a host of important bits. The plane has clearly been painted fairly recently so we are a little suspicious and look extra hard. But old planes also need repainting.

On the inside the plane is in fair shape for a plane that is 40 years old. Most are moldy and the plastic liners are cracked and battered. The plane is not perfect in the interior finish department – but she smells fresh and is "tidy".



We dig deeper – checking systems – Ron is going over the engine, I'm going over the checklist and referring back to the paperwork, Greg is taking "another view" of the plane by going around in the opposite direction from us. He picks up some flap track wear we all missed going the other way – but it is in limits. The owner – while helpful – is musing that we are pulling his baby apart. It must be heartbreaking for him as we pick things up. A slightly misrouted fuel line in the wing, an oil pressure line that is four years out of date, a slightly perished flexible brake line, a touch of corrosion on the motor mount where some battery acid dripped. He and his son bought this plane two years ago on the West Coast and flew it back across America. His son has been in college for two years up the road and holds an air plane mechanic's ticket. He has been flying her for two years while here in college. His son is now flying banner tows in New Jersey beaches – building time so he can apply to the airlines – it is time to sell her. She has been hangered at the edge of the field for two years and regularly flown. Hangared? Now I am really wondering about the water!

Ron doesn't just find things – he fixes the minor stuff as he goes – he is thorough and professional and looks at all the right stuff. A couple of cable ties to prevent hoses THINKING of chafing, he has already rubbed out the spot of corrosion, primed and painted it and rerouted the battery box drain to make sure it won't happen again. He fabricates a small pipe to lead fumes from the oil air separator away from a hose. Not strictly necessary but "tidier".

The snake camera is able to inspect inside the exhaust system and show the state of the flame traps. Greg and I have been draining the fuel tanks and lines. We got small spots of water but nothing significant then we get to the low point drain. It looks like it has not been off in years. Certainly since the repaint. It is supposed to be checked every 100 hours. Better it is supposed to be fitted with a newer type quick drain. Ron is concerned. If he heaves on the cap and it breaks – we will be stuck – he doesn't have a part in stock. We rock the wings to settle water and drain everything again – it seems OK but this tiny fitting is actually quite important. While under the belly Ron spots a hole. It is by way of the engine exhausts and could let fumes into the cabin. Not good. But what caused the hole? It looks like a bullet hole! Can't be. We tear everything out on the inside in the same space, behind the rudder pedals and trim cables – hard to get at. We snake in the camera – there IS a spent bullet lying in the belly and we scan around to check for further damage. None. Well I'll be..... For the test flight (if there is going to be one) we put a piece of duct tape over the hole! We reach for the bullet with long nose pliers.

I have part of the tailcone still disassembled to check nut plates and I find a dent in the skin. Coupled to the nearby skid mark on the tiedown eye this does not look good. Tail Strike? But it is only in one small spot and doesn't seem consistent with a strike. Other parts of the skin would be distorted – they are not. I ask Ron to come look. He feels around inside. And comments – still some water in here from when we washed her yesterday. We clean up the drain hole. And that explains all this water I have been finding! The dent? "Hangar Rash" is his opinion. Something nudged her in the hangar. Not significant – doesn't need patching.

We are buttoning the plane up. We have checked the seat tracks meet the new airworthiness directive issued last week for wear limits (they do). Just that belly drain issue – should we fly her? Ron appears all smiles – he has been scratching around in some boxes at the back of the shop and has found the part. He heaves the old one off and we are faced with a small plug of matted fibrous material. Grass? It won't come out. He drills it out! We turn the fuel back on and flush the system. Then he fits the new part. Then we flush the whole system again to be sure. We finish buttoning things up.

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We have four screws left over..... Ron points out where he fitted new stainless in place of steel screws on one inspection plate. The count is correct. I draw him aside and ask my test question – “Would you let your kid fly this plane?” His response is that he doesn’t have kids but he would fly her.

Four of us have been at this for four hours. It has been a 16 hour inspection under mechanic’s supervision. A small shower of rain has passed through and the sky is clearing. Greg and I are being honest with each other about our weights as we calculate the weight and balance for the plane. We know that a couple of big guys like us means we will need to go on half tanks to stay in weight limits and we are on a grass strip so it is especially important. We come up with the fact we can probably carry 12 galls of fuel – tops. I’ve sticked the tanks and we have six of which three are usable. Good for 30 mins but no reserve. Be nice to have another three. The pump is shut at the field and is not a self-serve. Ron looks at a big twin aircraft in the shop. She has 75 galls in her tanks. He goes over and drains us three. “I’ll adjust your bills” he says and hands me the can. I climb up and pour it into the wing tank.



We pull the plane out to the grass. The owner comments that that was probably the most thorough preflight ever. Greg and I laugh and tell him we haven’t even preflighted yet. I produce an integrated preflight checklist which I have worked up from Cessna’s recommended list (so mandatory), a commercially available list (so experience) and my flight school’s best practices. We thoroughly preflight the aircraft. I pull the prop through a few times to get the oil circulated prior to start. She seems good. We pull her down the farm road to the end of the strip and get in. I look at Greg and ask if he is OK with flying this? Greg is probably the most conservative instructor at the school. I’ve seen him scrub a lesson or get a mechanic opinion for a very minor item that another instructor might still fly with. If he is good to fly this plane at this point – at an unknown field then this is an important test. He is good to go. We work the startup sequence off the checklist. I get to the actual moment of start. “Prime” says Greg. A mixture of the checklist and his experience in 152’s. We pause while I explained the owner told me not to. His suggestion was two strokes on the throttle rather than

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the primer. He keeps the primer for cold weather. We try the owner's way. She fires instantly and the oil pressure is solid. We work the gauges and check everything through. Seems good.

I taxi the length of the runway to the departure end while she warms up. A REAL soft field. I've practiced these as part of my schooling but never actually flown off a real grass strip before. This is my first. I look at it – it is nicely crowned to keep it drained and the grass has clearly come from the adjacent turf farm! Greg has already been over it with the owner to check for ruts and holes. I'm wondering if Greg wants to go first on this? No he says – you do it. We turn into wind and run up. Everything looks good. I noticed the gyros had come straight up when we started up and they are solid after the taxi – they must be in good order to settle and stabilize so quickly.

I call my departure, pull onto the runway and swing into wind without stopping so the nose wheel can't dig in. Everything is green on the gauges. I throttle up and stamp right rudder to hold her straight. "Still Green" from Greg who is closer to the engine instrumentation and off we go – nose wheel high. As soon as she lifts I level and wheelbarrow to pick up speed. We are definitely flying over the theoretical 50ft obstacle by 2,000ft used and I climb out over the bend in the river and over the town.

"Centerline" from Greg – I'm off. I'm scanning the sky and the gauges as we climb up to 1,300ft and I turn crosswind as I climb on to 1,600ft for pattern. There is a mountain in front of me! I turn downwind and down the valley. We are both looking for the field. A grass strip in among a lot of crop fields. Greg jokes that there is no problem about an emergency landing field but asks if I can see the actual field? I have it and point it out. I pass the plane to him for the first landing. "Feels fine" from him. He calls his base as we turn up the river and as we turn final it is apparent there is a fair crosswind. We are being conservative with the flaps. This plane will flap 40 but 30 is more common these days and we stick with that. He brings her in and the wheels kiss the grass and we soft field land and pull off. I taxi round and off we go again. I skim the grass during this second take off and up we go.

The 150 has a rearview mirror. I have it better set this take off and can see my centerline without twisting round. I'm bang on this time. Same pattern only I'm landing this time. I pull it a bit tighter than Greg because of the cross wind has increased and down we go. I soft her down and she kisses the grass. I pull off at the hangar and we shut down. There is no rattle or clatter from worn valves. She just smoothly stops. We get out. We both look at the red pitot cover on the pitot tube. We both look at each other. WTF? Can't be – the pitot static system was working fine – where did that come from? The owner laughs. He sneaked it on while we were shutting down. We put her away.

The owner and I go talk money in the mechanic's office. I ask - and the owner comes down a bit because the market has softened a bit in the last month since he advertised her and I have three others in the area I can go look at that are same spec and hours but a bit less money. We shake on a deal. I write a check, he gives me the paperwork. The mechanic holds the keys till the owner confirms to him my check is good. I get a month free in the hangar till I can collect her. I ask the mechanic to take care of the flexible brake lines and the out of date oil pressure hose. He suggests a new sealed battery while I am at it. The current battery is almost lifed out and a new sealed one will avoid the problem with the acid spill. I OK that. There is a picture on the mechanic's wall. A rice paddy, a river and a thatched hut. Taken from about 100ft. It is dated 1968. He confirms he took it in Vietnam. He was a crew chief and mechanic on a Huey. I ask if he services the crop sprayer across the valley. He doesn't - he is trying to retire. Wow – I didn't think he looked much over mid-50's.

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Greg and I get in the car and go have dinner then drive home. I get in at midnight. A 23 hour day. I'd better pass my Checkride now!

For those who want to know – This 40 year old Cessna 150 is a small two seater - the second most built aircraft ever and the most used training aircraft ever. N6141G comes with a small Instrument Flight Rules set up on the front panel which will allow me to progress to instrument training. With insurance, tie down at Newport, annual inspection and fuel she will cost about \$65 an hour to operate. She is the equivalent of a Ford Escort / Focus – “first car”. It was not the first plane I looked at. I had a list of 16 in New England which I culled down to 6 of interest. I pulled title histories, accident histories and all pertinent FAA paperwork on 2 and this was the second one I actually looked at. The first one I looked at for 30 mins but walked away when I found some obvious corrosion.

Walking and Talking

by Peter Alberti

My mother told me I never crawled as a baby. I waited until I could walk – confidently – and then I became mobile. I'm not sure if that's true, but it wouldn't surprise me. My whole life I've felt very insecure and always waited until I was completely confident about doing something before allowing anyone else to see me do it.

In aviation there are plenty of opportunities to “allow” others to see you make mistakes, but few are more prominent than talking on the radio. It's no secret that radio work is a key source of significant anxiety for the inexperienced newbie, any in many cases the proverbial butterflies stick around even for experienced pilots.

LiveATC (<http://www.liveatc.net>) is an effective and popular resource for people looking to listen and learn. From a web browser or their mobile app you can listen to CTAF, Clearance Delivery, Ground, Tower, Approach/Departure and Center controllers all over the country and even internationally. I have tuned in Boston Tower or Boston Approach a number of times and tried “assigning” myself to an aircraft so I could practice responding to ATC clearances given to my adopted call sign. It's not a bad way to learn, especially since you quickly see the pattern of repetitive clearances issued in a given sector/area at a given time. It's a great way to pass the time on long drives when you don't yet have a PPL and an airplane to get you there faster!

Books and websites/apps abound for radio practice. I personally enjoyed *Radio Mastery for VFR Pilots* by Jeff Kanarish. It comes with a workbook (purchased separately) which is great for trying out phraseology in the privacy of your own home. I also recently found a new (paid) mobile app called Plane Talk. It's still in early development so it has some imperfections, but I appreciate the methods they're using to build “muscle memory” for radio work. That it forces you to talk out loud helps you avoid the less-effective behavior of “saying” the phraseology in your head.

In my opinion, the best way to really build confidence is to learn by doing. As a former trainer I'm all too familiar with the popular mantra: “Tell me and I'll forget. Show me and I'll remember. Let me try and I'll understand.” While the LiveATC and workbook methods described above are a moderately effective form of “let me try”, leveraging a practical environment committed to your own flying is hands-down the most effective way to chase the butterflies away.

The Boston Virtual Air Route Traffic Control Center, or BVARTCC (<http://www.bvartcc.com/>), is arguably the best way to become proficient with radio skills. It is literally designed to help people of all skill levels learn. Mistakes are expected, and the governing philosophy is “Don't be judgmental – be helpful.” It's 100% free (they accept donations as a 501(c)(3) charity) and extremely well-organized. It is **not** a free-for-all game play scenario, however. The code of conduct specifies professional behavior and adherence to their rules. I learned this quickly when I inadvertently departed KBED while connected to the BVARTCC network without talking to a controller first! Instead of booting me off the system, the controller patiently helped me learn how to switch between “active” pilot and “observer”.

It would take more space than is reasonable in a newsletter to write about all the details around BVARTCC, but here are a few highlights:

- It works with the major flight simulators (XPlane, Prepar3D, FSX, etc.)
- You can choose to be a pilot, ATC controller, or both
- There is a significant amount of training and support! One particularly cool feature is the Pilot Ratings Program where you progress through different levels of proficiency to learn and prove your skills.
- They hold events like “Pack the Pattern”, “Regional Circuits” and “Fly-Ins”. Members also often meet in person.
- **The main feature, though, is you can learn by doing in a very realistic environment**, and you can do this whether or not you have a PPL. That’s really helpful for people like me who are taking their good old sweet time getting in the air.

Admittedly, BVARTCC doesn’t provide me with the “I won’t do it in front of anyone else until I’m confident I can do it” security blanket I needed before my mother witness my first walk. However, since it is geared toward learning and mistakes are expected, it provides comfort and a very practical learning environment.

What's on the WEB?

PLEASE SEND US YOUR FAVORITE LINKS FOR INCLUSION IN FUTURE ISSUES!

From the PDF file you should be able to click on the links. You may have to give your PDF viewer permission to open links.

Alaka'i Technologies and the Skai Multicopter

(Our neighbors in the new South Hangars)

<https://www.alakai.com/>

<https://www.skai.co/>

Live From the Flight Deck

A professional pilot sharing his videos and stories from the flight deck, look out for his amazing time lapse videos.

<https://www.youtube.com/user/golfcharlie232>

Maria the Pilot & Pilot Maria

These two girls are shooting some amazing videos from their travels and adventures, and from their work as professional pilots. Don't miss out on the video below where they both fly the 1930's Tiger Moth biplane.

<https://www.youtube.com/channel/UCFsiqjTNOu-rqtCAmhvzEOQ/videos>

https://www.youtube.com/channel/UCqxXMfL_mcfZZtJHnIH8Mzw/videos

Books

PLEASE SEND US YOUR FAVORITE BOOKS FOR INCLUSION IN FUTURE ISSUES!

"Always Another Dawn. The Story of a Rocket Test Pilot"

By and about Scott Crossfield and the experimental X-planes he was involved with. Incredibly interesting and detailed.

"A View from the Hover" by John Farley

I assumed this book would be only about Mr. Farley's time as a test pilot for the Harrier. But that is only part of the text. The rest is a wonderfully concise discussion of everything from basic aeronautical engineering, to test piloting in general, to aviation safety, to general aviation flying. I think every pilot or would-be pilot would get much from this book. I think it also highlights how much the Brits have contributed to aviation over the decades (something I think is oft forgotten these days).

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PHOTO FINISH (Open House)



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Calendar

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Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 8:30 Hangar Talk Breakfast
2	3	4	5	6 Wings & Wheels	7	8 9:00-12:00 EAA 196 Young Eagles
9	10	11	12	13 Wings & Wheels	14	15
16	17	18	19	20 Wings & Wheels	21	22
23	24 6:00 EAA 196 BBQ & Chapter Mtg	25 7:00 IMC Club Meeting	26	27 Wings & Wheels	28	29
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July 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 JULY 4 HOLIDAY	5	6 8:30 Hangar Talk Breakfast
7	8	9	10	11 Wings & Wheels	12	13 9:00-12:00 EAA 196 Young Eagles
14	15	16	17	18 Wings & Wheels	19	20
21	22 AIRVENTURE	23 7:00 IMC Club Meeting	24 AIRVENTURE	25 Wings & Wheels AIRVENTURE	26 AIRVENTURE	27 AIRVENTURE
28 AIRVENTURE	29 6:00 EAA 196 BBQ & Chapter Mtg	30	31			

Calendar

August 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 Wings & Wheels	2	3 8:30 Hangar Talk Breakfast
4	5	6	7	8 Wings & Wheels	9	10 9:00-12:00 EAA 196 Young Eagles
11	12	13	14	15 Wings & Wheels	16	17
18	19	20	21	22 Wings & Wheels	23	24
25	26 6:00 EAA 196 BBQ & Chapter Mtg	27 7:00 IMC Club Meeting	28	29 Wings & Wheels	30	31

September 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2 Labor Day Holiday	3	4	5	6	7 8:30 Hangar Talk Breakfast
8 Myricks Fly-In	9	10	11	12	13	14 9:00-12:00 EAA 196 Young Eagles
15	16	17	18	19	20	21
22	23	24 7:00 IMC Club Meeting	25	26	27	28
29	30 6:00 EAA 196 BBQ & Chapter Mtg					

Calendar

October 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 8:30 Hangar Talk Breakfast
6	7	8	9	10	11	12 9:00-12:00 EAA 196 Young Eagles
13	14 Columbus Day Holiday	15	16	17	18	19
20	21	22 7:00 IMC Club Meeting	23	24	25	26
27	28 6:00 EAA 196 BBQ & Chapter Mtg	29	30	31 HALLOWEEN		

November 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 8:30 Hangar Talk Breakfast
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25 7:00 EAA 196 Chapter Meeting	26 7:00 IMC Club Meeting	27	28 Thanksgiv- ing Holiday	29	30