



EAA 196

NEWSLETTER

June 2018

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Coming Events

Like last year we have suggestions for events for 2018 such as:

- Visit from Ed Urbanowski's Stearman biplane
- Visit the Owl's Head Transportation Museum in Maine
- Visit the New England Air Museum , Windsor Locks, CT
- 2nd Annual Minute Man Air Field Open House & 5K Run
- Continued speakers and presentations at monthly meetings
- Movie night
- Myrick's Fly-In
- Wings and Wheels (we'll be cooking at at least 3 events)
 - 6/14, 7/19 and 8/16
- June 10 (Sunday), 1:00-5:00 : Young Eagles for Boy Scouts. We have one confirmed pilot, but could use a couple more. Contact Peter Alberti at peter@albertifamily.com .

We welcome more ideas, and more speakers!

News

- The IMC Club has found a new CFII for the group. Kevin Norby has agreed to serve as their IMC Club CFII. He now runs a flight school out of Southbridge, and formally taught at Marlboro. Kevin attended the May IMC Club meeting and jumped right into the CFII role helping the group think through scenarios and providing his thoughts as we went..
- Kerry Lynn completed his first solo this month! His shirt tail is on the wall in Aptis! Congratulations!

Young Eagles Rallies

by Andy Goldstein

April 14, 2018

After two days of deteriorating weather forecasts, the weather gods gave us a big break and held off the approaching bad weather. We ran our first Young Eagles rally of the season under almost clear skies, seasonably warm temperatures, and light winds. 8 pilots flew a total of 23 kids. The overcast started coming in shortly before noon, just as we were finishing up. This is the first April in a couple years where the weather has worked out, so we owe the weather gods big time. Thanks to our pilots and our ground crew - Dominik Airey, Greg Alberti, Pete Alberti, and Mark Saklad.

Detailed scorecard:

Lee Coopriders	2
Bob Glorioso	4
Pablo Hopman	2
Mark Hubelbank	3
Phillip Mahler	4
Fred Moses	2
Mike Smith	3
Doug Stone	3

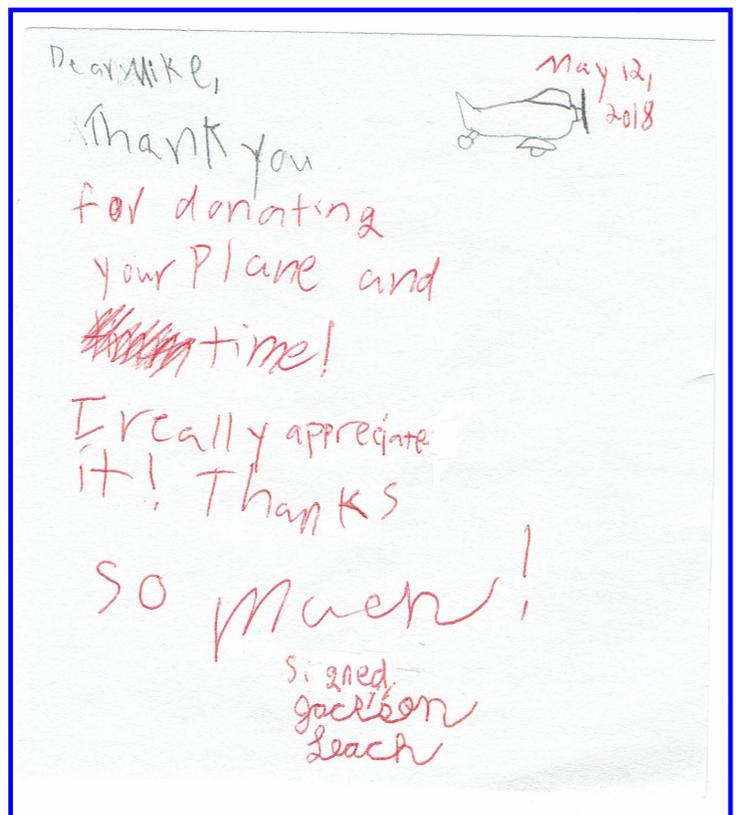
May 12, 2018

No one in their right mind would have scheduled a Young Eagles rally for this past Saturday, with the dismal weather forecast. (In a word, "rain".) But the weather actually held exactly to forecast, starting with a fairly high overcast, and the rain held off until a little after 11. Before the weather closed in, our 6 intrepid pilots managed to fly 22 kids. The overcast

made for smooth air, and even when the rain came in it was fairly light. Thanks as usual to our pilots, and a special thanks to our ground crew, Dominik Airey, Greg Alberti, Pete Alberti, and Mark Saklad who kept the registration desk running smoothly.

Detailed scorecard:

Bob Glorioso	3
Andy Goldstein	4
Mark Hubelbank	3
Fred Moses	3
Mike Smith	3
Andy Travnicek	6



Runway Left Behind

By Graeme J.W. Smith

I never leave runway behind me if I can help it – November 4th - even in minus 100ft DA on the 5,000ft rwy 05 at KSFZ - North Central - as usual I tucked hard on the threshold line prior to take off. Today it paid off.

Full throttle, into the air at about 800ft runway used and into a Vy climb. Then I smelled a distinct and strong electrical whiff. The Intercom 'sidetone' in my ears went dead and:

- Scan - Radios are still lit up
- Something is burning - scan panel and footwell again - nothing visible
- Think - last plane around here that reported a bad radio - burned in the air.

I chopped the power, kicked a massive slip from about 300ft and put her back down on the last 1,000ft of runway. No harm to the brakes and I taxied off and shut down. I made calls in case I WAS transmitting but the lack of sidetone in my ears and other pilots later confirmed they just saw me put her down - nothing transmitted.

Tracing back through the Intercom inline fuse - good. Lack of flaps was the clue. The flap slo-blow fuse was blown. And that appeared to be the smell. A little more wire tracing - yep someone wired the intercom to the downstream side of the flaps instead of back to the bus.

Why did the flaps fuse blow? After replacing it and working everything - all is well (including the intercom). I'm thinking it's those stupid undersize 1/4" fuses that need crimping into the holder had started to rattle around. Fortunately my spares are the proper full size AGC ones and after putting one in - all is well. Ground tests, run ups and a short hop in the sky. All well.

But I sure am glad I don't leave runway behind me.....



How I Got Here

by Chris Brandon

I expect many of our “How I got here” stories start with “I’ve been interested in aviation for as long as I can remember.” Well, that’s me. Highlights of what I remember: [Mohawk airlines](#) sold 20-minute flights to celebrate the introduction of jet service into Albany and my father took me and a few friends on one for my 8th birthday. Another year we went to [Old Reinbeck](#) for my birthday. I probably burned up 10 rolls of 126 film that day. A few years later I probably burned through a few hundred feet of Super-8 film, again at Old Reinbeck. When our family took a month-long station wagon drive across the US, and each of us kids got to pick places to go, I selected the [EAA museum](#). As a teen in the early ‘70’s, I fell in love with the [Dyke Delta](#) (as seen in Popular Mechanics – or was it Mechanix Illustrated or Popular Science? I had subscriptions to all of them). I ordered the introductory plans and started scheming. By 1975 I was an EAA member, if only I’d borrowed money to buy a lifetime membership then.

Of course, I’d need to get my pilot license in order to fly the plane and as luck would have it, there was an 1,800’ grass strip just a couple miles away by bicycle. Ralph H. Mosher, CFI 49709, was a WWII vet who bought a farm in Slingerlands NY after the war and set himself up as [airport owner](#) / CFI / A&P / farmer / oil truck driver / volunteer fireman and probably a bunch of other stuff to make ends meet. I brokered a deal with my parents to pay half of my flight training expenses* and that’s how I ended up bicycling to Tri-Village Airport every few days for a ½ hr lesson when the weather was good.



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My introduction to N8113F**, a 1966 Cessna 150, was entered into the log on April 23, 1975.



I was introduced to the hood 7 lessons later on May 14, soloed on August 19 and passed my private pilot check ride (at Schenectady County Airport) on October 17, 1976 – a great start for my Senior year of high school! My license was issued “Night Flying Prohibited”. Tri-Village didn’t have lights and I didn’t have a driver’s license so repositioning the plane for night flying would have been too involved. Night flying didn’t really matter to me at the time.

Rides for one brother and my best friend followed on October 30 but the parental funding dried up so flying was curtailed. I strayed and was checked out in a Cherokee 180 at the South Albany Airport but did occasionally get back to N8113F in the early 1980’s – until I moved to Boston, got married, had kids, and didn’t fly for 32 years.

Ralph and Margaret Mosher attended Jo-Ann and my wedding in Maine on Sept. 8, 1984. The next day Mr. Mosher’s motorcycle went off the road and he died within a day. The [Tri-Village Airport died](#) with him and is now a [shopping plaza](#). I still wonder what happened to the Tri-Pacer that he and Mrs. Mosher used for their transportation or the 10 other airplanes that were various stages of assembly either on the field or in his barn.

The Dyke Delta idea was shelved in deference to 1980s [VariEze](#) lust. I purchased plans, a [parts kit](#), and recruited friends and family to help me layup fiberglass airplane parts in my father’s side of the two-car garage – but only after I completed my [kit car](#) (my father’s [diesel Rabbit pickup truck](#) ended up outside

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through all of this. My parents also loaned me money for the car and VariEze kits. Now that I think of it, I should thank them...) A canard, elevons, center spar, and two wings were laid up before I moved to Boston, got married, had kids, and didn't fly for 32 years. The VariEze pieces are in my shed today but it will never be finished because I need to build an [RV](#).

After the 32-year gap? On January 25th 2014 Dan Connelly and I started work on my second biennial review – plus meeting requirements to remove the night flying restriction from my license. We flew N497PA, a Diamond DA20. Eventually Dan signed off the biennial and then Ray Collins removed the night flying restriction after asking me a few night flying questions. Ray didn't require a flight test...

May 2014 brought a tailwheel endorsement (in N7AC, a Champ) then on June 27, 2014 I took my wife of 30 years in the DA20 for her first flight with me as pilot. (She compared the DA20 to a Jetson's car.) The flight to Katama and back was the calmest and smoothest I'd ever experienced, exactly what was called for.



On September 27, 2014 we purchased our Cardinal and Greg Sheets helped me fly it back from Texas. This tie-down at a refueling stop was especially meaningful – between a Diamond DA40 (which I also flew at 6B6) and a VariEze.

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I passed my instrument check ride on May 14, 2015 then the commercial check ride on December 12, 2015. Since then? Lots of flying in the Cardinal. What's next? I guess 777 Captain is unlikely (confirmed by those who calculated my age back when I told you my high school graduation year) but if I could only land a flying job of some kind...

*I paid \$14/hr for N8113F wet plus \$7 for instruction – except Mr. Mosher often decided to ride along on local “solo” flights and didn't charge extra for that... My ground school was an adult education class at a local high school, another of Mr. Mosher's students drove me.

**[Still registered](#), located in Rutland VT but I never remember to look for it when I'm there. Maybe I should.

Note 1: I still can't believe any parent (or responsible 65-year-old CFI/aircraft owner) would allow a 15-year-old to fly solo. Mr. Mosher was also a big talker so each ½ hr lesson was generally preceded and followed by ½ hr+ discussions. This debrief was always outside with the airplanes, never inside the house or barn.

Note 2: My third solo cross-country was to [Riverside](#) in Utica NY – another airport that's now long gone.

LED Aviation Weather Map

by Beth Cook

The idea behind the LED METAR map is not something I came up with on my own; instead I happened across a different version while browsing through an aviation-related Internet forum and thought it looked like a fun project. When I investigated a little further and discovered that it's run by a Raspberry Pi, I was sold! Now it was just a matter of figuring out whether or not I could decipher the PHP code enough to customize it for the map of New England airports that I wanted to create.

I sent the link to the code for the original map to a developer friend of mine to help me make sense of the code – I am by no means a programmer – and he immediately offered to write up a cleaner version for me to use. I supplied him with the airport codes and the criteria for each flight category (VFR, MVFR, IFR, LIFR), and he put together the code that runs on the Pi. The Pi connects to your specified WiFi network and queries aviationweather.gov with a list of airport codes that you configure. Once it receives the METAR data, the code parses it to determine the flight category based on reported ceiling and visibility. The color of the lights represents the current flight category at the airport:

Green: VFR – ceilings greater than 3,000ft and visibility greater than 5 miles

Blue: Marginal VFR – ceilings between 1,000 and 3,000ft and/or visibility between 3 – 5 miles

Red: IFR – ceilings between 500 to less than 1,000ft and/or visibility between 1 and less than 3 miles

Magenta: Low IFR – ceilings less than 500ft and/or visibility less than 1 mile.

Yellow: Unknown

If for some reason the Pi cannot get a station weather report, or a component is missing from the report, the light will change to yellow, indicating that the flight conditions at that airport are unknown. This happens occasionally as automated stations go down for maintenance, or at airports that do not have automated weather reporting when the tower is closed (KOQU for example). The code queries aviationweather.gov every 5 minutes for updates, so you can actually watch flight conditions change in real time as weather moves through our region...and I've been known to do that on occasion.

The trickiest part of this project was making sure we had the flight categories parsed and categorized correctly. The code checks for LIFR requirements first and moves up the chain until it hits VFR, which is really the absence of any limiting sky or visibility conditions. After some error-checking and debugging, it was time to make the map a reality!

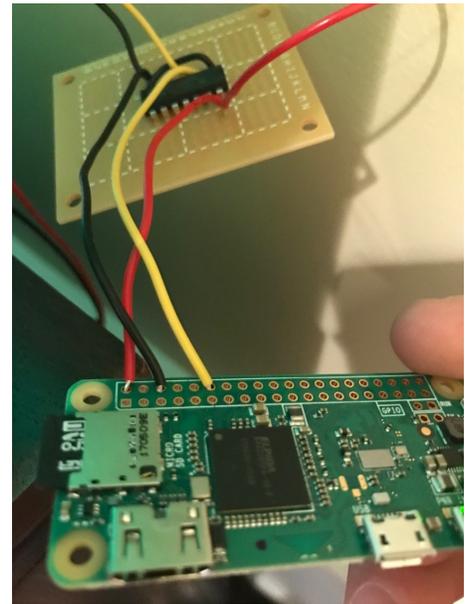
I decided I wanted to start somewhat small: an 18"x24" map of the New England area, focusing on the airports in Massachusetts. Since current sectionals are available in digital format from the FAA, I downloaded the current Boston sectional and cropped it to the area and dimensions I wanted, and then I made a list of all of the airports that had automated weather reporting services. I then used this list of airports to ensure that I would be able to assign an LED light for each location.

I had the section of the sectional printed on 1/4" foamboard at my local FedEx Office, making sure to ask for some scrap foamboard to use for drilling the holes. I found a string of individually-addressable LEDs lights and a foamboard drill on Amazon.com and was off – drilling holes for each airport that would have a light depicting current weather conditions. I numbered and labeled each airport on the back of the foamboard and dry-fitted the LED string, making sure I numbered each individual light, so I knew which one was assigned to which airport. Doing this also helped me to determine which lights needed to be skipped (due to spacing

between airports), and where I would need to cut the string and splice in more wire to increase the length between lights.

Once everything was dry fitted and double- (and triple-) checked for correctness, I glued each light in place using a hot glue gun. After everything was set, it was mounted in a shadowbox frame, plugged in, and the map was complete!

I have since built a second, larger map that hangs on the wall in my kitchen, and am debating building a third that will encompass all of New York and New England. I would be happy to answer any questions or assist with anyone interested in building their own version! The wiring schematic and more detailed instructions are available on request (bwightman@gmail.com).



LED Aviation Weather Map Resources

Amazon shopping list: <http://a.co/gW24kyA>

- The Pi Zero kit on this list contains the necessary adapters for USB and HDMI

Level shifter datasheet: <https://cdn-shop.adafruit.com/product-files/1787/1787AHC125.pdf>

Sectional charts: https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/

Frame options

- http://www.framesbyemail.com/wood/Shadow_Boxes
- <http://www.frameusa.com/shadow-box-frames>

Other Raspberry Pi Resources and Projects: <https://www.raspberrypi.org/>

If you're just not that into DIY: www.aviationweathermaps.com



STEVE KROG

COMMENTARY / THE CLASSIC INSTRUCTOR

As the flying season ramps up, I thought this was a good article to reprint. Reprinted with permission from EAA and Sport Aviation magazine.

Traffic Patterns and Near Misses

Recommendations for operations at a nontowered airport

BY STEVE KROG

RECENTLY WHILE WORKING on takeoffs and landings with a student, we experienced a bit of a surprise. Had it not been for seeing the shadow of another airplane, our landing outcome could have been much more “eventful” than it actually was.

We were doing pattern work, completing about six takeoffs and landings, when the event occurred. Radio communication was being used, and my student had announced that we were at midpoint on the left downwind leg, landing on turf Runway 18. No additional radio calls were made nor were any heard. We were flying a Piper J-3 Cub. At a point approximately 45 degrees off the approach end of the runway, a descending turn onto the base leg was initiated. The altimeter indicated we were about 500 feet AGL, and no other traffic was observed. A left turn onto the final approach was made, power was gradually reduced, and the glide path was established. As we approached the runway end and seconds before leveling and flaring, we spotted the shadow of an aircraft overtaking us. At my direction the student added full power and began a climbing left turn away from the shadow. As we did so a low-wing aircraft passed nearly over the top of us, touching down about 200 feet beyond our aircraft.

Though my student was quite shaken by the experience, thankfully, there was no harm done. After completing another half-dozen takeoffs and landings we concluded the flight. Then it was time to analyze the situation on the ground and turn the experience into a positive learning situation.

In another instance, again doing pattern work with a student, we were flying at 1,000 feet AGL. As we approached the approximate midpoint and made our radio call, we both spotted a Cessna 310 at our altitude and rapidly approaching from our right. I took control and made an immediate hard descent. We both looked up as the 310 passed overhead, easily within 100 feet. The 310 pilot never saw us as he was descending to pattern altitude with the intention of crossing over the airport at midpoint and entering downwind for a landing on Runway 29, the runway we were also using. Was the 310 pilot following the recommended procedure?

At the Hartford (KHXF) airport we have two runways that intersect: Runway 11/29 is 3,000 feet of hard surface, and Runway 18/36 is 2,000 feet of turf. They intersect at the approximate

midpoint of both. On light wind days we frequently have two active runways. On one occasion I was checking an individual out in his newly acquired Luscombe 8A. We were using turf Runway 36. Prior to the takeoff we completed a 360-degree turn on the ground looking for airborne traffic and spotted none. A quick radio announcement was made, and we began our takeoff roll. Just as we began our liftoff and approaching the intersection, a landing aircraft was rolling out on Runway 29. He used a lot of brake action and stopped before the intersection. We learned from several observing folks on the ground that the landing aircraft had made a long and quite low straight-in approach to land and hadn't made any radio calls that the observers could recollect.

Here at Hartford, especially on weekends, we have helicopter, fixed-wing powered aircraft, ultralight, and glider and glider-towing operations taking place, often from at least two separate runways. The airport traffic pattern can be an interesting, sometimes confusing, area of operation, but it's an excellent training environment because of the mix of aircraft.

I sat down with the student with whom I was flying in the first example, and we began looking for traffic pattern information. Various flight-training manuals, both print and electronic, were searched with little success. Each define the traffic pattern elements but offer little in informing a pilot how to approach an airport and at what altitude, determine surface wind and favorable runway, and then safely enter the traffic pattern.

We then turned to the *Federal Aviation Regulations/Aeronautical Information Manual (FAR/AIM)*. Section 3, Airport Operations, devotes nine full pages to the airport traffic pattern. But it proved to be of little help as much of the information pertained to towered airports and airport illustrations defining each part of the traffic pattern.

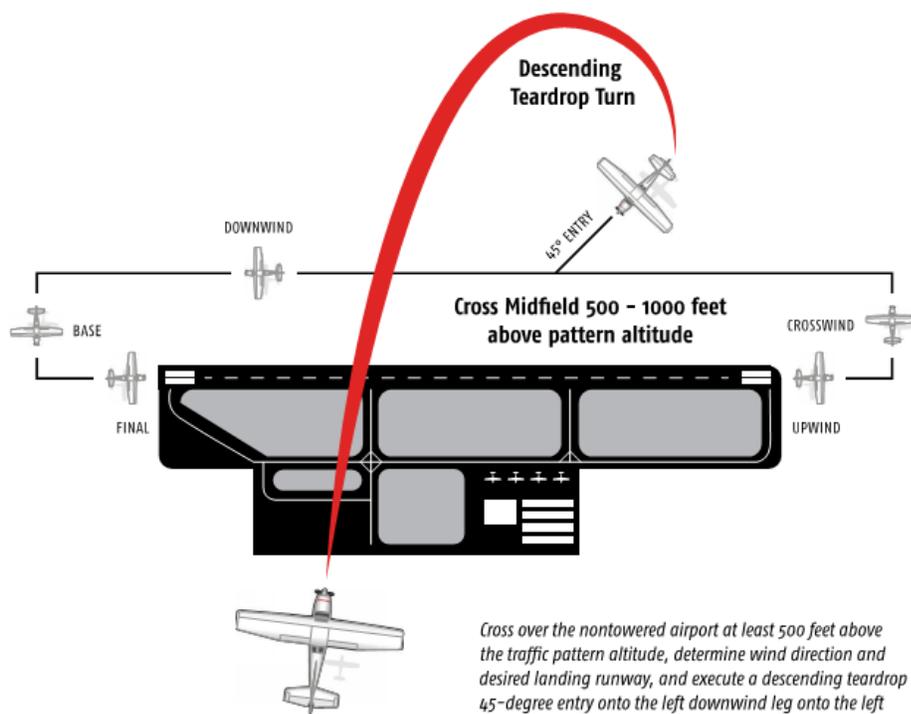
What altitude should be used when approaching a nontowered airport? How should one approach it? Over the top? Fly around the perimeter? At what point and at what altitude should the traffic pattern be entered? Is a straight-in approach legal? Safe?

Together, my student and I continued our search for answers and turned to the FAA website. This isn't the most user-friendly website, but with patience and a good deal of persistence, the needed information for which you are searching can be found. Manuals, training info, and several other menu items were searched to no avail. Then we turned to advisory circulars and found the answer: *Advisory Circular (AC) No. 90-66A, Recommended Standard Traffic Patterns and Practices for Aeronautical Operations at Airport Without Operating Control Towers*. I highly recommend that all general aviation pilots who fly primarily for pleasure at nontowered airports download and read the AC — you can find a link at www.EAA.org/extras. It may save you from experiencing a safety-compromised situation at some point.

The FAA has never issued any hard and fast regulations specific to airport traffic patterns. Rather, you'll find the phrase "it is recommended" frequently used when dealing with an airport traffic area and pattern.

Here are the key points as recommended by the FAA (AC 90-66A) when operating in a nontowered environment:

- The use of any traffic pattern procedure does not alter the responsibility of each pilot to see and avoid other aircraft.
- Prior to entering the traffic pattern at a nontowered airport, aircraft should avoid the traffic flow until established on the entry leg. Wind and landing direction indicators can be checked while at an altitude above the traffic pattern.



Cross over the nontowered airport at least 500 feet above the traffic pattern altitude, determine wind direction and desired landing runway, and execute a descending teardrop 45-degree entry onto the left downwind leg onto the left downwind leg, assuming left traffic, of course.

- When the proper traffic pattern direction has been determined, the pilot should then proceed to a point well clear of the pattern before descending to the pattern altitude.
- Arriving aircraft should be at the appropriate traffic pattern altitude before entering the pattern with entry made at a 45-degree angle [to a point] abeam the midpoint of the runway.
- The traffic pattern altitude should be maintained until the aircraft is at least abeam the approach end of the landing runway on the downwind leg.
- The base leg turn should begin when the aircraft is at a point approximately 45 degrees relative bearing from the runway threshold.
- Aircraft remaining in the traffic pattern should not begin a turn to the crosswind leg until beyond the departure end of the runway and within 300 feet below traffic pattern altitude.

When putting these recommendations to practice, I like to have my students approach an airport at least 500 feet above the published traffic pattern altitude and cross over the field at the approximate midfield point. The flight path may need to be altered slightly to better see the windsock or wind tetrahedron. Once the wind direction has been determined and the appropriate runway selected, proceed away from the traffic area so as to position yourself to enter the pattern on a 45-degree angle to the downwind leg midpoint. The descent to traffic pattern altitude should be done simultaneously.

Practicing the recommendations may seem like a waste of time, especially if no other traffic is observed or heard. Let common sense be your guide. Two or three extra minutes of flight may save you and others from a situation as described above. **EAA**

Steve Krog, EAA 173799, has been flying for more than four decades and giving tailwheel instruction for nearly as long. In 2006 he launched Cub Air Flight, a flight-training school using tailwheel aircraft for all primary training.

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What's on the WEB?

Starting in this issue we're adding a page to the newsletter with interesting or informative Internet web links. 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.

Savvy Aviation Webinars

https://www.youtube.com/playlist?list=PLYRORvQ4_I4YBu8BxvEA6XdJRJ_kGA0Ld

Flight Chops GA Videos

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

AirVenture Fisk Arrival with US Coast Guard Helicopter

<https://www.youtube.com/watch?v=IY1ytWIhHIQ>

Blue Angels in 360-degree video

<https://www.youtube.com/watch?v=H6SsB3JYqQg>

Craig Maiman's Sling 4 Builder's Blog

<http://craigsling4.blogspot.com/>

Airventure Schedule of Events

<https://www.eaa.org/en/airventure/eaairventure-schedule-of-events>

EAA Videos

<http://www.eaavideo.org/>

Hints for Homebuilders - EAA Video

<http://www.eaavideo.org/category/videos/hints-for-homebuilders>

T-51 Mustang

<https://www.youtube.com/c/SocialFlight>

<http://www.titanaircraft.com/t-51d.php>

<https://www.youtube.com/watch?v=-dR1OPgMb00>

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Calendar

June 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 8:30 Hangar Talk Breakfast
3	4	5	6	7	8	9 9:00-12:00 EAA 196 Young Eagles
10 1:00-5:00 Young Eagles (Boy Scouts)	11	12	13	14 5:00-8:00 Wings & Wheels EAA 196 Cooks	15	16
17 FATHER'S DAY	18	19	20	21	22	23 Owl's Head Museum Fly-Out (8:30–5:00)
24	25 6:00 EAA 196 BBQ & Chapter Mtg	26 7:00 IMC Club Meeting	27	28	29	30

July 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4 JULY 4 HOLIDAY	5	6	7 8:30 Hangar Talk Breakfast
8	9	10	11	12	13	14 9:00-12:00 EAA 196 Young Eagles
15	16	17	18	19 5:00-8:00 Wings & Wheels EAA 196 Cooks	20	21
22	23 AIRVENTURE	24 NO IMC Club Meeting	25 AIRVENTURE	26 AIRVENTURE	27 AIRVENTURE	28 AIRVENTURE
29 AIRVENTURE	30 6:00 EAA 196 BBQ & Chapter Mtg	31				

Calendar

August 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 8:30 Hangar Talk Breakfast
5	6	7	8	9	10	11 9.00-12:00 EAA 196 Young Eagles
12	13	14	15	16 5:00-8:00 Wings & Wheels EAA 196 Cooks	17	18 Owl's Head Museum Fly-Out (8:30-5:00)
19	20	21	22	23	24	25
26	27 6:00 EAA 196 BBQ & Chapter Mtg	28 7:00 IMC Club Meeting	29	30	31	

September 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 8:30 Hangar Talk Breakfast
2	3 LABOR DAY HOLIDAY	4	5	6	7	8 9.00-12:00 EAA 196 Young
9 Myricks Fly-In	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24 6:00 EAA 196 BBQ &	25 7:00 IMC Club Meeting	26	27	28	29
30						

Calendar

OCTOBER 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 8:30 Hangar Talk Breakfast
7	8	9	10	11	12	13 9.00-12:00 EAA 196 Young Eagles
14	15	16	17	18	19	20 6B6 OPEN HOUSE & 5K RUN
21	22	23 7:00 IMC Club Meeting	24	25	26	27
28	29 6:00 EAA 196 BBQ & Chapter Mtg	30	31 HALLOWEEN			

NOVEMBER 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 8:30 Hangar Talk Breakfast
4	5	6	7	8	9	10 9.00-12:00 EAA 196 Young Eagles
11	12	13	14	15	16	17
18	19	20	21	22 THANKSGIVING	23	24
25	26 NO EAA 196 Chapter Mtg	27 7:00 IMC Club Meeting	28	29	30	