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## March Fly-Out info

SATURDAY

MARCH 11

Castle

Lunch and Tour Museum

Meet at Restaurant at

11:30 AM

Admission is \$6 reduced to \$5 if we have 10 people. Shuttle service from the ramp to the museum through Gemini, 209-725-1455

Flight Leader: Terri Gorman

## Newsletter Info

Newsletter contributions are welcome, so send your news items, cartoons, photos and articles to the Editor, Paulette Dal Porto at pdalporto@sbcglobal.net Newsletter Deadline is the 20<sup>th</sup> of each month.

## President's Corner

Terri Gorman



It's almost March and I'm looking out the window at the snowcapped hills surrounding Reid Hillview Airport. The wind is 290 at 20kts. It's a good day to stay home and write my column for EAA Chapter 62's Intrepid Airmen.

I want to welcome the following visitors who attended our February meeting. Jeff West, a new pilot; Paul Harmon, student pilot. Larry Reed taught both Jeff and

Paul their Ground School at Amelia Reid Aviation. Chuck Arnold, student pilot; Norman Winer, visiting from Canada, a private pilot who flies a PA28-180C; Bill Denison and Jack Sunzeri, building a Hornet; Tammy and Richard Pottorff. Richard is becoming an A/P mechanic and works for Vern Miller on Saturdays. Paul Harmon is thinking of building a homebuilt and Roger Grimm is interested in Sport Aviation. Thank you all for stopping by and visiting Chapter 62. New members receive a complimentary Hot Dog Dinner at the next meeting (*continued on page 4*)

## My Flying Stories continued...

Rolland LaPelle



My next training trip was in a 172. To tell the truth I didn't like it, as the feel was different, and at that time I had trouble stabilizing the pitch. It was a cloudy day and the task was to fly to Columbia I had never been there and the overcast was at about 2000'. My instructor indicated that he didn't think I could find it but I did. At the ETA I spotted the antenna tower, which the map showed to be a way off the end of the runway, and it was just a matter of looking off my left wing and there it was. My instructor was surprised and complemented me on it.

We had breakfast there and then headed to Pine Mountain and then to Mariposa and with all of that I became familiar with mountain flying.

About this time I had subscribed to Trade-a-Plane and had started to look for a plane. I spotted a 1957 Tripacer Super Custom with a constant speed prop on it and over the Easter weekend I drove back there in my Fiat 600 and took a look at it, gave the man a deposit and over the Memorial day weekend I went to get it. The trip to get it was a challenge. I got a ride to Reno in a tripacer with my instructor. (*continued on page 7*)

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Rusty Wells  
**(408) 243-9053**

## Meeting Minutes



Ron Carmichael  
**GENERAL MEETING**

Terri Gorman called her second meeting to order as President at 7:30 pm. Many guests were in attendance and were introduced by Terri. Unfortunately, our speaker from Lycoming Engines cancelled at the last minute so an alternate plan was put into action. Terri introduced the officers again. There was much applause for our Newsletter Editor, Paulette Dal Porto. Paulette got the Newsletter out on time last month in spite of being hospitalized for a gall bladder operation.

Amazing! Terri has a certificate of appreciation for Paulette for taking over the Newsletter. Terri asked for and received unanimous approval of the minutes as printed in the last Newsletter.

Wolfgang Polak reported on the EAA Air Academy and announced that we are looking for interested 16-18 yr olds who want to receive an all expense paid trip to Air Venture 2006. The deadline for applications is the beginning of April. Wolfgang said that the applications are available on line for printing. Members should try to seek out those who might qualify and encourage them to apply.

Larry Reed reported on the upcoming Moffett Fly-in of the EAA B17 (Aluminum Overcast). Larry and Paulette Dal Porto have been working on this project and just learned from EAA that it will be Moffett or nothing. They will not fly into SJC. Many volunteers will be needed and hopefully we will be able to fly Young Eagles as well at Moffett. By next month, Larry and Paulette will need to get the names of Chapter volunteers willing to help out. A place on the Chapter Website will be available for signups. The B17 arrives on Thursday, April 27 (about 11:30 am) and leaves on Monday, May 1. There will be a media flight in the afternoon. We need a volunteer that will work directly with the media and coordinate with the B17 crew. The crew will also need a vehicle donated by our Chapter for their transport to/from quarters. We could use a WWII veteran that anyone might know who could come and relate their experiences with a B17. We can sell food and beverages if we desire. We could also raffle off a mission flight. It would cost us \$300 dollars in advance to do that. The average revenue per chapter is \$3000 for the B17 visit. We will get a minimum of \$500 for hosting the visit. We do not book flights. This is done via the EAA B17 Website. We need people for ground handling and security. They fly 8 flights per day. Ground Tours are from 2pm to 6pm. We need someone to assist in loading/ unloading for flights and to monitor visitors who just go through the aircraft in the afternoon. We will have our Chapter Info Table and will need volunteers for this. Larry admonished us to not just rely on him – this is a Chapter project. Think over what you might want to do and participate. A signup list will be passed around at the next meeting.

Allen Roark reported that the Young Eagles Event at South County will be one week earlier than originally announced. It will occur on May 13. See the website for details.

## Chapter 62 Contacts (continued)

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Membership  
**Jon Garliepp**  
408) 253-3769

Shop & Swap — OPEN

## Calendar of Events

### March

**03/02 General Meeting**  
7:30 pm  
Vern Miller Aviation  
Reid-Hillview Airport  
Speaker: TBD

**03/08 Flying Gourmets**  
Pine Mountain Lake  
Lunch at the Corsair Cafe

**03/09 Board Meeting**  
7:30 pm  
Reid-Hillview Airport  
Terminal Building

**03/11 11:00am**  
Lunch at Castle  
Lunch and tour museum  
Flight Leader: Terri Gorman

**03/18 11:00 AM**  
Rain Date for Castle Flyout  
Wanted: Volunteer Flight  
Leader

**03/18-19 Sportair**  
Workshop in WVI  
for details call  
800-967-5746 or go to  
<http://www.sportair.org>

### April

**04/06 General Meeting**  
7:30 pm  
Vern Miller Aviation  
Reid-Hillview Airport  
Speaker: TBD

## Meeting Minutes (continued)

Terri outlined the upcoming fly-outs and reviewed the very successful recent one to Salinas to visit the P51 plant. Twenty one attended. See the website pictures.

Randy Wilde gave the Treasurer's Report after the cooking/cleanup of our hot dog dinner (He does it all!). He urges all to check the website to see if dues are paid up for this year. Dues for 2006 are due! The Report was approved unanimously.

Meeting adjourned at approx. 9 pm

Officers and Board Members present were: Terri Gorman, Larry Reed, Brian Dal Porto, Randy Wilde, Ron Carmichael, Rolland La Pelle, Wolfgang Polak, Alan Roark, Jim Manley, and Ralph Reichold

Minutes submitted by Ron Carmichael

### BOARD MEETING MINUTES

RHV airport terminal building,  
San Jose, CA

President Gorman called the meeting to order at 7:30 pm.

The General Meeting Notes were given and approved with minor corrections.

Discussion was held on the timing of the General Meeting Speaker relative to the business part of the meeting.

Randy Wilde gave the Treasurer's Report and reported that Brian Dal Porto gave him the invoice for the new digital projector. Randy said that he recalled we had approved an amount of \$783.73 for the projector and thus he will reimburse Brian for its purchase. The Treasurer's Report was approved. Wolfgang Polak suggested we look into the possibility of putting some Chapter moneys into a CD to gain more interest. Randy is working to get the new signatures set up at the bank for access by officers.

It was generally agreed that we should have the annual Picnic on July 15 (to avoid conflict with the Arlington Event). It was also agreed to invite other Chapters in the area as we did last year. Another Poker Run was also proposed. Allen Roark, Young Eagles Coordinator, said that the schedule is posted on the web. It was suggested that we might want to move the April YE Event at RHV to Moffett for the B-17 visit – if things work out and the B-17 comes to Moffett

Wolfgang Polak, Web Master, reported that he has the Officer Job Descriptions, the Air Academy Applications, and a sign up for the B17 volunteers on the website. He suggested that Officers should be looking at the Chapter By-Laws, also on the website, in making out their job descriptions..

Paulette Dal Porto, Newsletter Editor, said she is happy about feedback on

## Calendar of Events (continued)

**04/08 Weekend Special  
Monterey Tour Martin  
Hollmann's Business, Lunch  
on the waterfront, and the  
Monterey Bay Aquarium tour**

**04/12 Flying Gourmets  
Dingalings Restaurant in  
Hollister. Meet at  
restaurant at 11:00 am.**

**04/13 Board Meeting  
7:30pm  
Reid-Hillview Airport  
Terminal Building**

**04/04 Sun and Fun  
for details check out  
<http://www.sun-n-fun.org>**

**04/30 Pacific Coast Dream  
Machines  
Half Moon Bay Airport  
10am - 4 pm  
Cars, planes and more!**

### May

**05/04 General Meeting  
7:30 pm  
Vern Miller Aviation  
Reid-Hillview Airport  
Speaker: TBD**

**05/11 Board Meeting  
7:30pm  
Reid-Hillview Airport  
Terminal Building**

**05/20 Wings of History  
Open House  
This is the annual who open  
house. Most likely there will  
be a Young Eagles event.**

**05/26-28 Watsonville  
Antique Fly-in  
[www.watsonvilleflyin.org](http://www.watsonvilleflyin.org)**

## Meeting Minutes (continued)

the Newsletter. She now has two new columns started - thanks to Allen Roark and Jon Garliepp. A few more lines added to each column would be even nicer. Get writings to her by the 20th. Paulette can get things off the website, but she needs an email prompt before the 20th to do this. Terri Gorman said that Vern's daughter has not yet responded to approve her article (series) being put in the Newsletter.

Terri Gorman said she contacted the Santa Clara Art & Wine Festival. Ralph Reichold could be our "required resident" so we could have a booth there. A July 1 contact is necessary to set this up. This is a two day event and would take a lot of volunteers. It's the same weekend as the Reno air races. Larry reported on Moffett. He's done two letters to them outlining what we could provide and what they need to do for the B17 visit. The EAA "tour planning coordinator" was contacted and is aware of the problems being worked at Moffett. Since we will do signs and Moffett has to have security at the gate anyway, they really don't have to do much. Stay tuned. Larry has worked very hard on this. If Moffett doesn't go through, that's it. No alternative exists.

Reporting on Air Academy Applications, Ron Carmichael has contacted the C.A.P. and Larry Reed said that he gave info to their leader who's in his ground school. Brian Dal Porto suggested having his daughter go to one of their meetings and describe her Academy trip. Also, Ron contacted Eric Peterson, airport assistant mgr. and former Aviation Explorer leader, and he will try to get the word out - although the Aviation Explorers have disbanded at RHV.

A general discussion was held concerning ordering Chapter T-Shirts, etc. Shirts are to be ordered in March. It was suggested that we need a person to sell the shirts at the General Meetings. Jim Manley volunteered. It was also suggested that the Membership Chairman should take pictures at the General Meetings to include any new members/guests for the Newsletter and Website

Terri Gorman suggested that we not do Young Eagle flights on RHV Airport Day and instead advertise to have the free flights one week later. Terri also said that the C.A.P. wants to be involved.

Vice President, Jim Manley said that the March speaker will be Martin Hollmann and the April speaker will be a Lycoming representative.

Meeting adjourned at 9:03pm

Officers and Board Members present were: Terri Gorman, Brian and Paulette Dal Porto, Rolland LaPelle, Ron Carmichael, Randy Wilde, Wolfgang Polak, Allen Roark, Rusty Wells, Jim Manley, and Larry Reed

Minutes submitted by Ron Carmichael

## Swap -n- Shop

### WANTED: Wanted Cozy Mark IV

Wanted Cozy Mark IV, partially built.

Contact: Bill Wild at 805-466-3574 or send email to wildbill@tcsn.net

### WANTED: hanger space available.

Looking for hanger mate to share or sublet 1/3 of a T hanger on Lima row. Looking for small airplane. Contact Brian Dal Porto at 408-802-7040



**Brian Stout**

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## President's Corner *(continued)*

The mid-month flyout found the Flying Gourmets landing at Salinas and having lunch at the Loading Zone. Helen, owner of the Loading Zone, managed to shift reservations around so our chapter would have a private room. Thirteen chapter members arrived in seven airplanes. Roger Kopp, retired from Lockheed-Martin one week prior to the fly out, was overjoyed to hear I found him a seat in Pat Johnson's Lancair. Lucky guy. Not only did he get to go on his first fly out after 'graduation' from Lockheed-Martin, but he flew in a homebuilt. Ed Rosiak over flew the field in his Lancair ES with Boyd Blue as a passenger. Robert Judd, the newest EAA Chapter 62 member, flew his Grumman with Erik Wahlstrom as passenger. Russ Todd, CFI, for Squadron II, flew a Cessna 172 down with no passengers. He offered to take members, but no one replied. Flying in a Cessna 172 with a special Japanese design was Ron Carmichael with Jack Cross in the right seat. With 'the first gentleman' as my passenger, I landed after Ron. In fact, we were both on Final at the same time, but I managed to slow up our Warrior. And, lastly, Allen Roark and his brother Jesse arrived in Allen's Beech Skipper. This was a great social event. We had four homebuilders present and two homebuilt aircraft. Ed Rosiak built his Lancair ES and Boyd Blue built a Glastar. Both aircraft are based at Frasier Lake. Erik Wahlstrom is building an Aero Mirage in his garage and my mate is building an RV6 quick build, which isn't too quick, in our hangar. These social fly outs give members a chance to get to know each other and to exchange helpful ideas in building their projects. I was glad I was the only woman present, as I didn't have to stand in line to use the restroom!

EAA Chapter 62 is a chapter that can boast about having members of varied interests. We have members interested in Homebuilding, Young Eagles, Warbirds and Sport Pilot. We throw in the social fly outs so members can get together and exchange ideas supporting their common interests. A Board Member reminded me that EAA is only about homebuilding, but that is not true. It may have been true at one time, many years ago, but any member reading Sport Aviation can readily see that EAA is not only about homebuilding.

The Tuskegee Airmen were a big hit at Hiller Aviation Museum on Saturday, February 11th. 320 people attended with 12 of those being the member of Chapter 62. The speakers spoke of their many adventures during World War II. They spoke of their perseverance as black pilots and of their achievements after the war ended. After their presentation, they autographed pictures and their Tuskegee merchandise, which was sold at the Hiller Gift Shop.

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## President's Corner *(continued)*

Martin Hollman will be our Guest Speaker at the March Meeting. Martin, a designer and builder, built the Stallion, a very fast composite aircraft and he is now working on a faster plane. On Saturday, April 8th, we will be visiting his business in Monterey, followed by a tour of his hangar, lunch on the waterfront and a tour of the Aquarium. Ron Carmichael will be leading this flight. This is the ideal fly out for the non-interested aviator.

Wear your EAA Chapter 62 badges to our meetings and let yourself be known to others.

See you on March 2nd!

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## Membership Corner

*Jon Garliepp*

Welcome to our four new and returning members, J. Sidney Lee, Howard Rogers, Steve Winegarden and Gilbert Garcia.



As of February 18, 2006 we have 49 members that have paid their 2006 dues. I will bring a list of paid and unpaid members to the next meeting, see me there or contact me at (408) 253-3769 to check your status.

Anyone needing badges can also contact me. Replacement badges are \$6.00.

All guests are welcome and encouraged to join in all our events.

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## Young Eagles Corner

*Allen Roark*

Terri Gorman, our Chapter President has negotiated with an FBO at RHV to give our Young Eagle pilots discounted fuel ONLY on the day the pilots are flying the Young Eagles. The pilots are not required to take any specific amount of fuel to receive this discount. During the Young Eagle flights, the pilots can expect to receive a \$.15 to \$.20 discount in fuel.

Terri will be visiting Magnum Aviation next week and will seek out the same discount or a similar discount for our Young Eagle pilots who will be flying down at South County.

Also, there will be food for all pilots and ground crew at any Young Eagles Event.

**AIRCRAFT DESIGNS, INC.**

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## Homebuilder's Corner

*Rolland LaPelle- coordinator*



This month I have started calling a number of people on the register who have been listed as working on a homebuilt project. As a result I have had many interesting conversations with many people who do not regularly attend our meetings. I have even had one man tell me of how he devised a method for drilling holes in his wing skins which solved the problem of having his rib flanges not always being of the same size as the print, He is sending me pictures of how he solved the problem and it is unique enough that I think many people could find his technique useful. Next month I will be publishing what he did with pictures.

This brings up a point. This homebuilders corner is an ideal place to pass on tips on how some of you were able to solve your problems and by doing that help some of the other builders who have run into similar problems. If you are the creator of any of these ideas please pass them on to me so I can put them into the newsletter.

If any of you can bring a show and tell to the meetings please let me know so I can announce it in the forum.

I will be contacting more of you in the coming weeks but please be patient as they are toll calls from where I live and I have to keep the expense from getting to be too much. If we can get together at the meeting it will help me save some of the expense and will be most appreciative.

See you there.

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## Monterey Solo Trip

*Allen Roark*

I made my first solo trip to Monterey last week. It was a learning experience that cost me \$15.00 for ramp charge at Mellion Air Monterey. I learned later that at another FBO, the charge would have been 3 bucks.

Since we have a fly out to Monterey on April 8 to visit with Martin Hollmann and have lunch at the Wharf, I suggest that you know exactly where you will be parking at MRY before arriving.

Ron Carmichael called the FBO where we'll be meeting to go to Martin's on April 8 and reported the following: The owner of the FBO said that we can park in their transient space with no fee. In fact, he even offered to let us use their "classroom" as a meeting place for our fly-in. The only negative is that they are across from the terminal at KMRY. However, they offer transportation to and from the main terminal and restaurants and hotels on Fremont Blvd. The FBO is Monterey Bay Aviation. Check out their location etc. on <http://www.montereybayaviation.com>. Perhaps we can buy some gas in return for their hospitality.

Our web site [www.eaa62.org](http://www.eaa62.org) donated by



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## My Flying Stories *(continued)*

I had to ride in the back seat as he had a friend with him in the front seat. I then flew the Tripacer back home.

From then on I used it for my training. During the next few weeks I made a trip to Seattle in it to see my Dad and then when I got back I asked my instructor when was I going to take the test He said I needed instrument work so for the next two weeks he had me flying every morning. I didn't know it then but he liked to do snap rolls on the Tripacer and that is what he would do to give unusual attitudes. It would tumble the AN gyros and then he would give it to me. He would keep it up until I got airsick. I didn't know this but was told about it sometime later by someone who had observed us. I then told him as I had 65+ hours and since my wife was down in Guatemala along with the children and I wanted to go and get them; how much more of this was I going to have to do. He arranged for the test two days later. Several years later when I passed my instructors rating I swore I would never milk a student as I had been milked

The day after I took the test and passed I took off for Guatemala and was lost after two hours. That is the next story.

I was planning this trip to pick up my wife and children for some time. A couple of weeks before my check ride I had ordered and received the Jeppsen central America kit of charts and had gotten a set of ONC charts covering the trip to Guatemala. I had also advertised to find a passenger to split the cost of fuel. I found a sophomore from UC, Berkley and arranged to pick him up at the Greyhound depot in Walnut Creek. I passed my check ride, as I knew I would and the day was there. The schedule was for 8:30 pick up and from there we went to Antioch. When we got there and were loading the things into the plane when he realized he has left his camera on the bench at the bus station. So back to Walnut Creek we went. By the time we got there it, of course, was gone. We then went back to Antioch. By the time we got off the ground it was nearly two o'clock.

I headed South using the VOR and after an hour I came to realize that the mountains were just under the right side of the airplane and they shouldn't be. I decided to turn East and go until I found the highway 99. (This was before there was highway 5.) When I got to the highway, I turned south and then landed on the first runway I found. The sign on the hanger said Button Willow. I took off and headed for Bakersfield and landed there. I couldn't find anyone to fix the VOR but since I had a Birddog, I decided to continue to Calexico by dead reckoning By the time we arrived it was dark and I was afraid I might land at the wrong airport I finally found the Imperial Airport and dead reckoned to Calexico Airport and landed. At that



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## My Flying Stories *(continued)*

time there was only one hotel in town and we got a room there. My passenger was upset at the cost as he had a book called Mexico on \$5 a day and the cost of the hotel was \$7.50. We walked down to the local grocery store and bought a 6 pack of Olys, drank a couple and went to bed.

The next morning we crossed over to the Mexicali airport and went through customs and bought a Ramsa card for, as I remember for \$26. This was necessary in Mexico as at that time there was not any Federal system to handle flight plans etc. The airline companies and interested parties had formed an association to regulate and provide services to pilots. The fee that was charged covered the flight plan following, the overnight parking, landing fees, weather reports, etc. It was about 10 by the time we left and headed for Hermosillo where again we lost a couple of hours refueling and closing and filing flight plans. The next stop was Culliacan. While we were at Hermosillo my passenger mentioned that he found the flight in the plane boring. He slept most of the time and I admit flying over the desert isn't very exciting unless you think about what you would do if you had to walk out of there. I made a mental note to help him with that problem. While passing near Ciudad Obregon, cruising at 9500', I noticed he had fallen asleep again. I began to gradually climb and after a few minutes the airplane was just about stall speed I pulled back gently and stalled the plane. When the nose dropped he immediately came awake and while I was resuming cruising speed he exclaimed what happened. I told him that I am trying to solve his boredom problem. The terrain by now was green and a lot more interesting. He never said he was bored again and pretty much stayed awake for the rest of the trip. When we arrived in Culliacan it was hot and humid. As we removed our baggage I came upon the 4 Olys. We each took one; the guard, the comondancia guide and my passenger popped them open and pored them down. Boy, it was good. It felt like it went down without swallowing. I haven't ever had one since as good as that one. . *(To be continued in the next newsletter.)*

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## Successful Fly-out to SNS

January 28, 2006

Two weeks ago the weather caused a delay and this Saturday things looked marginal again. But the forecasts turned out to be pessimistic and it was actually fine flying weather. Still a couple of intrepid airmen got deterred from taking to the air and instead braved the California roads.

The Cal Airmotive facility is meticulous - it's not your run-off-the-mill restoration facility. These guys are basically building new Mustangs from scratch. Lori, daughter of Art Teeters, owner of the business, was a great tour guide and did an outstanding job in presenting all the information on the P51's.

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## Successful Fly-out to SNS *(continued)*

21 people showed up for the tour and 16 stayed for lunch at the Loading Zone.

Thanks to everyone for showing up and for our President to arrange the trip.



Better than new!



Good turnout with a number of guests



Introduction

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## Editor's Desk

*Paulette Dal Porto*

Again, I am apologizing for not getting this newsletter out in the proper amount of time. I really hate February. The short month can really throw you for a loop.

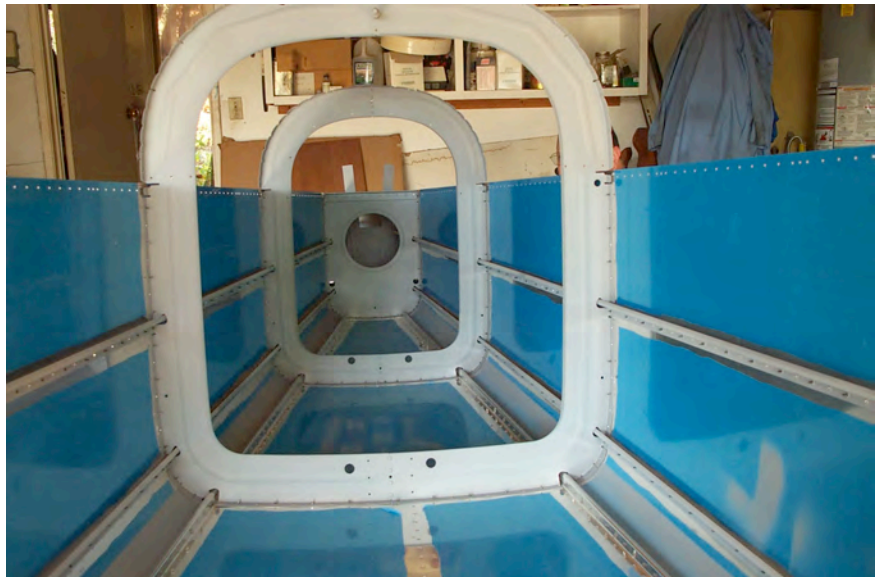
I want to thank everyone for his or her support of the newsletter, and all the wonderful input I have received for it. This is really starting to become "your" newsletter!

This last week I have really become "Rosie the Riveter"! In helping Brian with his RV-7, I am becoming quite proficient in bucking rivets. There truly seems to be a science to bucking rivets. It's nice when you get into a rhythm, and they start to flow. I am beginning to be able to tell what a bucked rivet should look like, and am already demanding different size bucking bars to accomplish the task.

I have come to the conclusion that the main requirements for bucking rivets isn't so much the actual bucking but the ability to squeeze into small places, contorting your body into almost impossible positions, and not actually hitting your mate with the bucking bar. Okay, I'm just kidding about the last one. Maybe.

I'm still trying to find something that I can have Brian do in return for all this bucking time. Last week, when I was trying to knit 1200 stitches on the outside of a baby blanket, he could have knit a few for me, right? I did get out of cooking dinner tonight!

Brian reminded Mary and I that there are only 4 months and 4 weeks until AirVenture 2006! This year, Brian and Mary will be flying to Oshkosh in the Marquart, and I will meet them via American Airlines. We will be staying at the dorms in Oshkosh. This should be an adventure.



Some of those small spaces you have to crawl into!

Send New & Renewal Memberships to:  
Jon Garliepp jcgarliepp@earthlink.net  
EAA 62 Membership  
11690 Regnart Canyon Drive  
Cupertino, CA 95014  
(408) 253-3769

- \$30.00 Annually
- National membership is required

**February's Speaker: Martin Hollmann**

Aluminum airplanes from Junkers to Boeing  
and

A rocket/plane design he's working on and the "new race to space"

**General Meeting: Thursday, March 2, 2006 7:30 PM**

**Board Meeting: Thursday, March 9, 2006 7:30 PM**

**Our meetings** are open to the public. EAA members, their GUESTS, AND VISITORS ARE ALWAYS WELCOME. Chapter 62 usually meets on the 1st Thursday of each month (the 2nd Thursday in August), at 7:30 PM. at Vern Miller Aviation, 2635 Cunningham Avenue, Reid Hillview Airport (main entrance, on Cunningham Avenue right side of the road).

**Hangar Hour** Come meet your Fellow EAAer's, make new friends, have some food, and enjoy the camaraderie. Food will be sold from 6:30: to 7:25, during which time you can "hangar fly" or view various 'How To' videos. The meeting will start promptly at 7:30 PM, with 10 minutes of announcements, 10 minutes of "open mike," and 10 minutes for the coffee break. The program starts promptly at 8:00 PM