



EAA CHAPTER 582  
TOLEDO, OH

# PLANE TALK

Volume 07, issue 01

JANUARY 2007

## Special points of interest:

- It's Cold!!!
- Sun 'N Fun coming soon
- EAA 582 AWARDS BANQUET!!!

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## The Long Road to Building an Airplane - Submitted by Mike Whitescarver

The road to my airplane building adventure has been a long one, but probably a familiar one to many who have taken the plunge to build a flying machine. Might as well start at the beginning.

When I was around four years old I found I was already hooked on airplanes when I became fascinated with the adventures of Sky King, a television show where a rancher spent his time flying his twin Cessna around with his pretty daughter Penny. I liked the flying, the airplane, and the girl, not necessarily in that order. Hey, I was only four!

From that time on, airplane toys, movies, books, and plastic airplane models kept me focused on this path to enlightenment. A move to a new neighborhood when I was five brought new friends, new adventures, and new motivation. Early in elementary school I met a kid named Bill David. A few of you might know Bill. One day I went to his house and knowing I liked airplanes, he had to show me his dad's collection of RC airplanes. I was in heaven! This was so cool, it was awesome. Bill and I lost touch, but forty some years later we met again when Bill joined the Toledo EAA chapter. Bill made aviation his career, while my flying took a much less glamorous path.

In my new neighborhood, I found out one of my close friend's father had been a pilot flying C-47's in WWII. Listening to some of his stories and experiences were exciting. To this day my favorite airplanes are still WWII fighters. Then to my surprise I found the man living three doors down from me was a current, active pilot. Well I had to go talk to him! He was like any pilot, more than willing to talk about flying and airplanes. Next thing I know, he invited my friend and I to go flying with him, IF we could get permission from our parents. For a couple of ten year old kids, this is exciting stuff! I couldn't run home fast enough to ask. To my parents' credit, I didn't have to whine and beg too long before they finally gave their permission. A few weeks later, the weather was good and we were driven to Metcalf airport. Walking out to the airplane, a Cessna 172 sitting on the tarmac, it was cold outside, but with a beautiful blue sky and some light fluffy clouds, it was great, I was going flying, and I didn't mind the cold at all. We all piled in, and being the tallest of the kids, I happily got the co-pilot's right seat. The flight was maybe an hour, but we saw our houses from the air, I got to hold the control yoke and actually got to FLY the plane, making some shallow banking turns and practicing keeping the plane straight and level. Back

on the ground I had a grin on my face that lasted for weeks and I knew the hook was deeply and firmly set. I was going to be a pilot some day!

Another move to a new neighborhood, still in Maumee, took my aviation interests in a slightly new and exciting direction. During junior high school, I spent many an hour dreaming of the day I would be flying my own airplane. During this time, I became aware of a budding phenomenon called homebuilt airplanes. As luck would have it, our new next door neighbor was also a pilot, but not actively flying. What he was doing though was building a BD-4 airplane in his basement and garage. I would regularly visit to see the progress he was making and watched as a bunch of small parts eventually became an airplane. This soon led to my learning about EAA and all of the fascinating different plans and kits available for homebuilt airplanes. I started thinking about building a Jeanie's Teeney, a VP-1 Volksplane, a Bower's Flybaby, a BD-5, or a Thorp T-18. I started drawings of my own designs, and just kept dreaming.



Mike stands among the plans and empennage of the RV with a smile at November's meeting.

While in high school, I looked seriously at the U.S. Air Force Academy, knowing I was meant to be a fighter pilot (one just instinctively knows these things). Unfortunately, my eyesight was not good enough and I had to admit that goal was not to be, but that would not stop me from one day flying.

Once I graduated from high school, I was able to get a job making good money for the time, and decided to take a year to work and save some money before going to College. A little snooping around at the local airports soon led me to join the Blue Horizon Flying Club. So much for saving money for school. A physical exam, and at 17, I became a student pilot.

CONTINUED ON PAGE 3...

## PRESIDENT'S CORNER with Dan Wiese

**Well, 2007 is here and we certainly got off to a bumpy start.**

As we moved into the New Year we faced the unexpected passing of our beloved Vice president, Friend, Husband, Father and fellow pilot, Tom Walsh. Truly the finest example of what the EAA is all about. Please keep Joni, Nicholas, Yaya and Sara in your thoughts and prayers. These are amazing people and this Chapter will be continuously blessed to have them involved.

As far as happenings this past year, the outlook for EAA 582 couldn't look more positive. I want to thank our past President Joe Deaton for passing along one of the finest years this Chapter has seen. From initializing the building of our new hanger to producing EAA 582's first air show. Joe promoted our Chapter in a fashion that has put us back on the "Charts" and recognized as one of the premier Chapters in the country. I was proud to be part of this journey as the 06' Vice President.

Of course we have to give credit where credit is due, Shirley Sturgill did a magnificent job as 06' Chapter Secretary. Always on top of the minutes and having the reference for agendas at the drop of a hat. Along with Secretarial duties she voluntarily works along side with Chris Keast and takes on arranging our special events with food and furnishings, event flyers, and more than her fair share of coordination. I am fortunate to have her on top of things again this year.

Tom Lawrence remained on board accepting the Chapter Treasurer responsibility, a demanding and unrewarding job as well. Tom has the finest budgeting reports and bookkeeping skills to keep us on track and record every cent going in

and out. He manages the financial records and secures our statements on updated reports consistently. Tom's commitment to the Chapter is outstanding.

Finally I want to extend my sincere appreciation for Tony Kirk fulfilling the unfortunate Vice President vacancy. Tony is a dedicated and devoted Chapter member that has the skills needed to cover most anything in a pinch. Tony has been the Administrator of our Web page and Coordinator of the Builders meetings along with residing on the Board of Directors for several years. An ambitious pilot of his recently finished homebuilt RV 6A. If you have seen Tony's RV, you will appreciate the meticulous detail he puts into anything he does. I'm grateful the Chapter Board has chosen Tony to fulfill this leadership responsibility.

2007 promises to be another banner year with a full calendar in store. January brought over 25 582 members and attracted Chapter 1272 members to the first builders meeting at Barry and Denise Knott's Lancair project. February brings us the annual Chapter awards Banquet. This is going to be a full program with Sport Aviation Editor David Hipshman speaking on the educational aspects of the EAA. Along with a dedication program, slide shows, our traditional auction and an eloquent array of entrée's and horsd'oevres. Make your reservations with Shirley Sturgill soon and look for details inside.

The following months will be noted in the calendar of the many events that are shaping up currently. This year we are scheduling more fly outs and member-oriented activities for all. Many member projects are in the works so the builder's meets should be quite exciting.



With all the fun and excitement in store there will still be work to be done. This year the enthusiasm couldn't be stronger. When the weather breaks we will have our approach done and the Port should have the taxiway completed. This will be a new adventure to fly home and roll up to the hanger. I encourage each member to come out to the work party's to support YOUR Chapter or stop by to appreciate what your support has provided. There is always work to be done and friendship to be shared. Currently we are renovating the Mobile kitchen, the mezzanine will soon be underway and designs are in the works for our utilities to be completed. That's right! Real working bathrooms! The closer we get to having the hanger fully functional has attracted many new members and new faces because of what opportunities lies ahead for us.

I'm certainly looking forward to 2007 and everything in store. This months meeting will be at the Toledo School of Aviation at Toledo Express Airport. Dinner will be available along with a great "Hands On" Internet program. This will be a great opportunity to meet your Chapter Officers, Board of directors and other members both long time and especially new. Come on out and bring a friend!

Dan Wiese  
EAA 582 Chapter President

## Mike Whitescarver's Project Continued From Page 1

By the Summer of my 18th year, I had my Private Pilot's ticket. Several years of flying fun, including some time with the fledgling UT flying club, and I then I met my future wife.

A year and a half later we were married, and the demands of work, school, and home soon forced me to give up flying as too expensive. The dream of someday owning and flying my own airplane was still there, just pushed to the back burner. In 1978, three years after marriage and two years before child number one, I decided to make the pilgrimage to Oshkosh. The wife said go have fun, so bright and early one late July morning I hit the road to Wisconsin with a six pack of Pepsi and a box of donuts for sustenance. Eight hours later, with a serious sugar buzz going, I was approaching the Oshkosh airport grounds when I saw two P-51's flying in close formation low over the expressway right in front of my car. My first thought was, "This is going to be good!" I had no idea. Three days of pure ecstasy. I walked the entire show plane grounds area several times, trying hard not to drool too much. The trip home was surreal, thinking of everything I has seen, knowing I had rolls of pictures to get developed, bags of literature to read and re-read for weeks and months to come. The idea of building my own airplane was slowly but surely becoming a possibility, at least in my daydreams.

Time and life move on, and twenty years, three kids, and one divorce later, I found myself approaching my 50th birthday. Fathers Day 1995 found me driving in town doing errands, when I heard a radio ad for a Fly-in going on at Metcalf airport. Well, it was Fathers Day and after all, I was a father. I decided I'd just treat myself to a few hours out at the airport checking this out. It was during this visit to the airport that I rediscovered EAA and met many members of Chapter 582 that I now consider close friends. While looking over the many aircraft and talking to pilots and workers at the event, I purchased five raffle tickets for a ride in an SNJ. I figured the odds were better than the lottery and it was for a good cause weather I won or not. To my shock and wonder, I did win the ride and while Jerry Deaton strapped me in, I felt

like I HAD just won the lottery. I might not ever get to fly a P-51, but this was a good second place. The ride was fantastic with Jerry allowing me to take the stick for a while and fulfill a lifelong dream. The time was right to get back into aviation.

I left the Fly-In with the contact information for Chapter 582, and soon joined. Not too long after this I joined Blue Horizon for the second time and I was soon checked out and signed off. After a year or so of flying locally, I found myself bored with the Cessnas and the straight and level flying I'd been doing. Something new was in order. My exposure to the Chapter 582 members and their projects again got me thinking about building my own airplane, but could I do it? Would I have the patience or the money? Could I learn what I needed to know to actually build an airplane? I started attending the Oshkosh conventions every year, looking, questioning, wondering. I became



**Wings look closed and ready for their turn in the assembly process.**

fascinated with this one airplane above all the rest. It was sleek, with beautiful lines and great looks. The reported performance numbers were good. The RV-4 was the one. Still to be answered though, would I like the way it flew? Well, one of the Chapter 582 members, Gordon Comfort had a beautiful polished RV-4. Who better to ask than a builder and pilot of my dream plane in the local chapter? I soon cornered Gordon at one of the chapter meetings and picked his brain. Finally I worked up the nerve and asked if he might give me a ride sometime in his -4 to see if it was what I really

wanted. He was happy to oblige. When I arrived at the Adrian airport where Gordon's RV-4 was hangared, it was a cold afternoon with blue skies and scattered fluffy clouds reminiscent of my very first airplane ride. After pre-flying the RV, Gordon helped strap me into the rear seat, and proceeded to take me for the ride that changed my life. The take off was normal, but the speed at which the ground fell away took me by surprise. We were climbing way faster than I ever had in any Cessna or Grumman. Before I knew it we were at 6500 feet and playing with the clouds. After showing me the great handling characteristics from slow flight to the light control forces and high roll rates of the RV, we flew around and between the scattered clouds in an aerial dance that took my breath away and showed me some of what I had been missing all these years. This was flying! When we had landed and secured the RV in it's hanger, I thanked Gordon again and drove home with a huge grin on my face. This is now famous as the RV Grin that all pilots experience with their first RV ride. Now I had the answer to how it flew. Fantastic!!!! But still those lingering doubts, could I build it?

Around this time I met a new member to Chapter 582, Randy Abramczyk who had also been attracted to the RV's, and had purchased the empennage kit for an RV-6A. I visited Randy and wife Shelly at their home and was soon bucking rivets on their airplane. Trusting souls to let a novice like me help bang rivets on their airplane! With some trepidation, I helped buck some rivets and found that hey, I can do this. This experience more than any other gave me the confidence that I could learn the skills needed to build an airplane. Having the patience to stick it out, well the jury was still out on that. Soon after this experience, I found out about an RV builders' forum being put on by Chapter 486 in New York state. I sent my reservation money and drove there in September of 1999. Let me tell you, being surrounded by thirty or forty completed RV's, and talking to people who have built or are building these airplanes, there is a can do attitude that is



**Fellow EAA members discuss Mike's RV-8A project over coffee and snacks at the November builder's meeting.**

contagious and I soon had the fever. I was able to sign up for a ride in Van's RV-8A demonstrator and the next day got my second dose of RV flying fun. The flight served to reinforce my desire to have an RV, but I had decided the RV-8A was a more comfortable cockpit than the slightly smaller RV-4. Being a low time pilot with no tail wheel experience, the RV-8A was exactly what I was looking for. Now I had my answers. The plane flew great, I knew I could build it, and the newer kits were pre-punched to boot. On the drive home I made up my mind to write the check for the empennage as soon as I arrived home. Once home, I started second guessing myself and didn't write the check. Six months later, still waffling, I finally came to the realization, if not now, when? I mailed the check to Van's Aircraft. My empennage arrived in early May of 2000.

After the excitement of receiving the empennage subsided, I inventoried the parts as Van's suggests and looking at the pieces and parts and bags of rivets and hardware, I suddenly asked what have I gotten myself into? I started building a jig for the construction of the empennage and continually told myself this was a long term project and I should treat it like a hobby. This helped calm my fears of not finishing what I had just started. When the jig was finished, I started in with the actual construction, using clecoes to attach small pieces together to make assemblies. Some parts had to be made out of flat aluminum stock, requiring laying out the dimensions according to the plans, cutting here and there, with some filing, sanding, and polishing. Before I knew it,

## Mike Whitescarver's Project *Continued*

I actually had some sub-assemblies ready to rivet together. This was getting to be fun! I used the analogy that each work session I was taking a bite out of this proverbial elephant I was eating. A little bite here, a little bite there, and I soon had a vertical stabilizer done. More bites and the horizontal stabilizer was riveted together and done. Making progress. One and one half years of very off and on construction and I had the empennage finished. Time to get the charge card out and order the wings kit from Van's. The wings on the RV-8A are all pre-punched and went together well, even if it did take longer than I expected and hoped. The parts coming out of the boxes can be clecoed together quickly and it looks like the wings will go together quickly, but the match drilling, disassembly, deburring, dimpling, priming and then reassembly all take time. The final riveting was done rather quickly compared with the other prep work.

By this time, there was a good sized group of RV builders in our chapter and nearby area. This made the task of building often easier as experienced help was only a phone call away. When it came time to seal and rivet the fuel tanks and wing skins, I was able to call the RV gang and I had the help I needed to get the job done right.

When the fuselage kit crates arrived, I realized I was going to finish this airplane. It might take me a while, but I'm enjoying the building process (most of the time) and I'm going to keep eating that elephant till it is gone and my plane is flying.

As in many projects, there are times when you run into something that frustrates the heck out of you. Usually it is something small, but sometimes not. I've been fortunate in that I've had the benefit of talking to other RV builders like Randy Abramczyk, Tom Walsh, Tony Kirk, Al Cherry, and Wally Rojem and learned from their mistakes and experiences. Having said that, I've still made my share of mistakes along the way. Luckily, the parts I've messed

up have been relatively easy to make again or inexpensive to buy. Hopefully it stays that way. As a side note, by my count our chapter now has 3 RV's flying with 7 more under construction. Add to that all of the other builders, tech counselors, and accumulated knowledge of our members and that is a lot of help and experience for those of us still building to call on when needed.

Another great motivator for me has been the time spent flying in other guys' completed RV's. Flying shotgun with Al Cherry in his RV-9A acting as the chase plane while Tony Kirk made his maiden flight was exciting, and the subsequent flights with Tony to Florida, Kitty Hawk N.C., Virginia, and elsewhere just stoke the fires and keep me going.



**The underside of the fuselage, bristling with clecoes is seen in the foreground as folks like Gwen talk shop.**

Most recently at the November builders' meeting at my house, I had the opportunity to discuss my RV-8A project with other chapter members who share my interest with this wonderful pastime of building airplanes. It is these people and the interest we all show in building and flying that helps keep us all motivated and excited about our passion for all things aviation related. I just want to thank all the Chapter 582 members I've had the pleasure of meeting over the years and let them know I appreciate the help, advice, and friendship I've received.

*The dream lives on.*

Mike Whitescarver

## HOT STARTS *Submitted by Bill David*

### Anybody out there try my methods for starting a cold engine?

I figure by the time my article on cold starts hit's the stands we may have some cold air to play with. I'm sitting in my room in Boston and its about 60 degrees out and it's November 28<sup>th</sup>. Thank God for global warming! Cold air is so much better to fly in, unfortunately it is not as much fun to live in, but it does provide us with a lengthy building season.

Lets see where were we? Oh yes, hot starts. Again we have to understand what hot starts means. Is it considered a hot start because it's hot outside, or because the motor is hot? The answer of course is yes, or no, or well.....maybe. It is actually the measure of the induction air temperature. If it is 80 degrees out but the motor hasn't been run for a while it is a cold start. If it is 30 degrees out and you just landed and shut the motor off and go to start it 5 minutes later it is a hot start. If you just landed, shut down, and 5 minutes later you go to start and you are in southern Florida in the last week of August, it's a really hot start. Just like a cold start all of these conditions are factors in determining the type of start technique. They are based on induction air temperature. Which is affected by engine run time and ambient air temperature.

In the case of the cold start the idea was to limit the amount of air entering the engine by keeping the throttle closed and adding lots of gas by priming. Now we need to do just the opposite for a hot start. Keep the fuel out and let the air in. No priming or pumping if you know where you're at. Please excuse my preposition! What do I mean by knowing where you are (at)? Remember our hypothetical perfect mixture of 10 parts fuel to 100 parts air? What kind of an effect would a hot motor have on the mixture? You should know by now it would have a richening effect. The induction air is so hot, because the engine is hot from running, now only about 75 parts of air would occupy the same space as 100 would when the air was cool, so this means the mixture would now be 10 to 75, which is too much fuel or, too rich, we need more air. Thing is the difference in determining whether an engine needs a hot start requires more attention than when it needs a cold one.

Let me paint two pictures for

you. It's a beautiful fall Saturday morning with now wind at all. You and your buddy drive out to the airport to pull the old bird out to go to a chili fly-In at Bono International. Temp is about 50 degrees, cooler now that summer is winding down. Hangar doors open, you roll her out, preflight her, hop in and...cold start right? Anybody can figure that out. What degree of cold start? Probably a few shots of prime and she'll start right up. That's because you know where you're at. Next week same conditions except you're going to fly later in the afternoon. Drive out to the 'drome', pull her out, same old same old and you push the button and she cranks but won't start. Darn! What went wrong? Well if during the course of your preflight you would have stuck your hand into the cowl inlets you would have noticed the cylinders were still warm. That's because I borrowed your airplane to go to my fly-In and put the ship away 20 minutes before you got there. The motor was very warm, but not quite hot. You gave her a few shots of prime and now she's flooded. Good habit to get in, feeling your cylinders. That's one way you know where you're at.

You see, and this a broad generalization, its easier to determine if the engine is cold than how hot it is. As a hot engine becomes cooler it is more difficult to determine the degree of hot start technique to apply, because the temperature is constantly changing to a cooler one until it finally stabilizes. Cold, the temperature is stabilized, hot it is unstable, it will cool until it stabilizes at ambient. Most of you only fly or start one motor, the one you own. If you understand what's going on during either start method you may be able to determine where you are mixture wise during the full range of the hot start spectrum, but I doubt it. Not because you are not capable, but rather because you don't start your airplane that much. You crank her up, fly for awhile, land and eat lunch which takes awhile, then a normal start to go home. Not much experience doing hot starts.

So if you are in doubt as to where you are during a real hot start, here's what you do. You flood it. Yep that's right you intentionally flood your motor, that way you know where you are and then you can proceed with the hot start technique to get your motor run-

ning.

Lets take it from the top. You just came in and dropped off a passenger. Two minutes later you go to start your two hundred horsepower fuel injected motor. It's summer. Definitely a hot start. Mixture full rich, throttle wide open, pump on for 2 or 3 seconds, now you are flooded. Next steps are pump off, mixture cutoff because we don't want anymore fuel, throttle still wide open to let in max air, set brakes and start cranking. It will take a while for the motor to catch but it will turn over easier because it is hot, there is no constriction from dissimilar metal thermal expansion, the open throttle lets air in with less resistance, the battery is strong because it is warm, not like winter.

Here is what is going to take place with the engine set up as described above. Each time the engine turns over it draws fresh air into each cylinder. Since the motor is very hot the stagnant air in the intake tubes and cylinders will be hot too. As the motor turns over it will draw in fresh relatively cool air. This air is more dense. With each successive intake stroke in each cylinder the hot air will be blown out with cooler air that has no fuel mixed with it and this will move the mixture toward the proper 10 to 100 ratio. Each stroke brings the motor closer to starting. When it catches you have to richen the mixture to full rich while simultaneously and smoothly closing the throttle. Don't just yank it back. The idea is to hold the RPM at about 1200 as you close the throttle.

Understand that it will take less cranking for a hot start in winter than summer. It will take less priming in the summer for a cold start. These skills are lost to us now I think largely because our car motors all have computers and they do all the starting logic for us. All you have to do is crank no matter what the conditions are and the computer will figure out what to do to get the thing running. There are no more points to adjust, or timing to set. Since that's the case how come auto shops still advertise a, "tune up?" How do you tune up a computer? They aren't taking advantage of our ignorance are they? Chow baby.

**P.S. the worst place to learn  
how to fly is in the cockpit of a  
flying airplane**

## HANGAR NEWS



**The EAA582 Mobile Kitchen takes shape inside the 582 hangar at KTDZ.**

Awards Banquet is February 24<sup>th</sup> at the Carpenter's Hall. Dave Hipshman from Sport Aviation is our speaker! See details on the next page.

The Builders meeting at Barry Knotts' home was a huge success. Good food and 20 plus members from our chapter attended along with 7 members of Chapter 1272. More details on this coming in the February Newsletter.

We received a letter and plaque from the Mayor

Wagoner of Maumee for participating in the annual Light Parade on 24<sup>th</sup> of November. We received second place and a lot of cheering from the crowd. Plans are being made to be in the Ida, Michigan parade next year. WAY TO GO 582!

Tony Kirk has been elected to serve as Chapter Vice President in the wake of Tom Walsh's sad departure. Thank you Tony.

Progress is being made on the 582 Mobile Kitchen. It was last seen inside the 582 hangar getting gutted for renovation.

Dan Wiese needs help with this project, so ask him what you can do to help.

Your EAA582 Newsletter Editor needs your help. Do you have news? Want to write an article? Going to a builder's meeting? Like taking pictures? Help your newsletter be the best it can be by participating in group activities and reporting them to [ea582newsletter@bex.net](mailto:ea582newsletter@bex.net)

*Wanted: Somebody to attend and write content for builder's meetings. It could be you.*



## CAPTION CONTEST: What is Joe Doing?

### LAST MONTH'S CONTEST



*"Dan Wiese hopes to be picked the winner at the Maumee Light Parade"*

-December's Winner is Joe Deaton-  
CONGRATULATIONS JOE!

SUBMIT YOUR IDEAS FOR THE PICTURE BELOW TO DAN WIESE - [danno5691@aol.com](mailto:danno5691@aol.com) , Winner Receives \$10 Gift Certificate to the Star Diner



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## ~EAA582 AWARDS BANQUET DETAILS~

Awards Banquet - Saturday February 24th, 2007

Carpenter's Hall -

6p.m. Hors d'oeuvres - Dinner at 6:30p.m.

Cost per person \$10.

Special Speaker - David Hipschman - Editor of Sports Aviation

Special awards presentation

Auction: 8:30-9:30p.m.

Dancing/Conversation - 9:30 - ?

Reservations and payment in advance by February 15th  
to Shirley Sturgill - 3615 Beverly Dr. Toledo - (419-382-6445)



Who will get the Bent Prop award this year???

# January 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10 Barry Knotts	11	12	13
14	15	16	17	18	19	20
21	22	23	24 General Meeting	25	26	27
28	29	30	31			

### EVENTS ON THE HORIZON

January 10 Builders Meeting - Barry Knotts

January 24 General Meeting - Program: Website 101/Banquet

February 7 Builders Meeting - John McAvoy

February 13 Board Mtg.

February 14 VALENTINE's DAY (Wednesday)

February 24 Awards Banquet - Carpenter's Hall

March 7 Builders Meeting

March 13 Board Mtg.

March 17 ST. PATRICK's DAY (Saturday)

March 28 General Mtg. Program: Chris Wiese - Air Academy

