



Stick and Rudder

EAA Chapter 186, KHEF
10629 Observation Road
Manassas, VA 20110
(703) 365-8764

October 2013

www.eaa186.org

A Non-Profit Organization Dedicated to the Advancement of Aviation Education, Homebuilt Aircraft, and Private Aviation.

→ Like Grandfather, Like Grandson: Flying Over DC in a Ford Tri-Motor! →

by Mary F. Dominiak



EAA Chapter 186 member Paul Sponseller was excited. His family history was about to come to life with the coughing start of the antique engines of a 1929 Ford Tri-Motor airliner Saturday morning, September 28, 2013, at the Manassas Regional Airport. Back in the 1920s, on land now occupied by the Pentagon, Washington, D.C.'s first two airports – Hoover Field and Washington Airport – were

small separate (unpaved!) operations on either side of a thoroughfare called Military Road, competing fiercely with each other. Hoover Field appeared on aeronautical charts as early as 1923; Washington Airport opened a few years later and the rivalry began. That competition ended with the start of the Depression. In 1930, the National Aviation Corporation bought both fields and combined them into one, building an Art-Deco terminal and a new hangar for the new Washington-Hoover Airport.

Sightseeing flights over Washington, DC were part of the new airport's inaugural celebration and when the airport operators discovered that Paul's grandfather's name was "Washington Hoover," they gave him a free ride in a Ford Tri-Motor. He was 70 at the time. That flight went over the Capitol and back, and the story he always told Paul was that when he was asked why he kept looking up out of the window during the flight, his answer was, "I didn't want to hit the Washington Monument!" Paul's three older brothers had visited the Mall with their grandfather before the flight and always remembered when telling the story how impressed he had been with the apparent height of the Monument; that probably explained his concern!

Newsletter Deadline

Newsletter items are due on the first Wednesday of the month. Email items of interest to danny.milleratN107SD.com. General meetings may be canceled in the event of poor weather. Call the chapter house phone (703) 365-8764 for additional information.

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These days no planes are cleared to fly directly over the Capitol or the Mall, but Paul was still able to recreate at least part of his grandfather's ride. Paul, a homebuilder now in his 80s who lives in Fredericksburg, VA, won a seat on the one flight into the DC Flight Restricted Zone (FRZ) that EAA Chapter 186 managed to secure for the visit of a Ford Tri-Motor just like the one Paul's grandfather rode in. The Chapter had applied to TSA, FAA, and the Secret Service for special permission to fly the plane into DC airspace, and late on Thursday, September 26, 2013, that permission finally came through.

Just after 10:30 A.M. on Saturday, September 28, 2013, the Kalamazoo Air Zoo Ford Tri-Motor operated by EAA took off from Manassas on a course that took it directly over Reagan National Airport and the Potomac River to the 9th Street DC heliport. Flying under 1,500 feet, the plane made a right-hand turn and flew back the way it came. It was accompanied by an American Helicopters chopper owned and piloted by Chapter member Kevin Rychlik, serving as a photography platform to capture aerial images of this historic plane over the iconic skyline of Washington, DC. And Paul was on board, looking out the window to take photographs of the Washington Monument with no worries at all about hitting it!



Less than an hour later the flight was back on the ground with Paul grinning from ear to ear. "I'm sure that went just as close to the Capitol and the Monument as my grandfather's tour 83 years ago. That was by far the biggest event for me since retiring more than a decade ago!" he said. Stepping into a vintage airplane is stepping into a time machine. Don't ever doubt that; Paul will tell you it's true!

✈ News You Can Use ✈

Chapter Elections – October is the annual meeting for electing Chapter Officers. There will be a definite change for next year as some of the current officers have decided to step down. Those stepping down that I know of are Rob Anderson and Larry Bell. There may be others but I have nothing definite. At the moment, the ballot is as follows: Danny Miller – President, Sandie Miller-Long – Vice President, Laura Hoover – Treasurer, open – Secretary. This doesn't preclude others from being added to the ballot for any and all positions if there are others with a desire to serve.

Aluminum Overcast Due In October!

The EAA Aviation Foundation's magnificent B-17, *Aluminum Overcast*, is coming to Manassas in October to help celebrate our 50th anniversary! The plane will arrive at KHEF on Thursday, October 24, and depart on Monday, October 28, 2013. We'll need Chapter volunteers to help with security, tours, and merchandise sales during each day of her stay, especially Saturday and Sunday. If you can help, contact Mary Dominiak, the Chapter's new B-17 project manager, at maryatbardicvoice.com.

We're also looking for your ideas on how to attract attention to the B-17 visit. Not only is she a unique way for people to experience history live and up close, she's also a revenue source for the Chapter. The Chapter earns a commission on tour, ride, and merchandise sales, but how much we make depends on how many people we can bring in and on whether we can get sponsorship support from local businesses. EAA changed the revenue-sharing arrangements last year, so more of that burden is now on us. We'll definitely have posters to spread around, and we'll be working with EAA HQ to set up media visits on her arrival day, but get creative, too! Know any companies or groups we should approach? Know any veterans who'd like to share their stories, or re-enactors who'd enjoy dressing up the airfield and the tour experience with period vehicles and clothes? Watch for more information as the date approaches! Send your ideas to Mary!

→ Ford Tri-Motor Report →

by Paul Schafer, Project Lead

The Kalamazoo Air Zoo's 1929 Ford Tri-Motor arrived at the Manassas Regional Airport last Thursday, September 26, and offered an opportunity for ten passengers at a time to experience flight aboard the world's first mass-produced airliner. During EAA's Ford Tri-Motor flights, the passengers traveled back to the early days of what was considered luxurious commercial air travel.



The Ford Tri-Motor, or the "Tin Goose," was first built by the Ford Motor Company in the late 1920s. The Air Zoo Ford, which is leased to EAA, is a model 5-AT that was constructed in 1929. It was brought to National Air Transport where it traveled across the United States delivering freight and mail. In 1945 it received a complete overhaul from Monroe Airways. From there the Tri-Motor performed a variety of duties providing scenic flights down to the Grand Canyon and also fighting forest fires. In 1991 it was purchased and rebuilt by Kal-Aero and then donated to the Kalamazoo Air Zoo.

The first flight conducted at Manassas on Thursday was filled with local media and representatives from Manassas Airport operations. This resulted in significant coverage on local websites. It flew three more flights that day. Friday dawned a little cloudy, though still fine for flights at 1,000 feet AGL and 90 mph. Passenger turnout was light and we only flew four flights.

Saturday and Sunday were another story. Picture-perfect weather and the sound of 450 horsepower radial engines overhead drew steady crowds, and each day we conducted 11 flights. One of the

morning flights on Saturday was notable for the chance to fly and take aerial photos of the Tri-Motor over our Nation's Capital. We had a number of young people who flew their first flight in the Tri-Motor this weekend, and one gentleman who proposed during a flight. She said yes!

EAA and Chapter 186 relied on local support to accomplish the flights. We received free hangar space from Capital Aviation, fuel discounts from APP Jet Center, and a free loaner car from Battle-

field Ford. Rick Fowler, a local radio personality, talked about the flights on his show on WMAL on Saturday morning. We also received tremendous support from the FAA controllers both at HEF, DCA and Potomac TRACON. Kevin Rychlik provided and flew the heli-

copter photo ship for the flight over DC.

Overall, the visit was a great success, but only because of the hard work of our volunteers. The Tri-Motor tour is completely staffed by volunteers. The pilots and the folks who sell the tickets come from all over the country to support the visit. Our crew was three husband and wife teams from MI, OH and MD. Chapter members who volunteered included a strong contingent from our Young Eagles program: Emma Bone, Lucy Bone, Keyshawn Sumler and his mentor, Ramona Hinkle, Selame Yohanes, and Zunair Khokhar. Chapter members and spouses who helped included Karen Berg, Rick Hinton, Jim Stone, James Sulton, Tim Carey, Larry Walker, Ralph and Laura Hoover, Randy Lazear, Rich Long, Mary Dominiak, Billy Brooks, Todd Stovall, Tim Lewis, Richard Baker, Amit Ganjoo, Rich and Ginny Largent, Gary Dehnel and Eric Raitch. Due to an occasional empty seat on the flights, all of our volunteers, who wanted to fly, got a ride on the Tri-Motor for free!

We had a late start on planning this visit and it would not have happened without Mary Dominiak,

who jumped in to draft an operations plan and spent the two weeks prior generating publicity. Sandi Miller-Long set up the volunteer website so we could track who was working each shift and bargained the chapter with blasts to get our numbers up. Judy Sparks singlehandedly made the courtesy car happen, and Beth Anderson delivered food every day for all the volunteers.

Rob Anderson was my sidekick on this adventure from sunup to sundown all four days. Not only did his coordination make the flight to DC possible, his continuous support ensured our complete success.

→ Take Me Out to the Airport →

by Rich Largent

It had been seven years since the "Capitol Area 186ers" had made it to the finals in one of the two travel leagues to which they belong. The Kalamazoo Fords were coming to town and tensions were running high in the Clubhouse. Seven years, would they still have their game? Seven years, had the game changed, would they field a team worthy of the challenge? In the other league, they had been challenged on a regular basis for each of the past twelve years and had always risen to the occasion but facing the Kalamazoo Fords was almost a new ballgame as most of the players from almost a decade ago were no longer in uniform.

Tryouts had been held during the late spring and early summer. Game dates and a field had been selected. At least we would have home field advantage, thought by some. Strategies for the game were being kept under close wraps as much was seen to be riding on the event. This was going to be the home team's fiftieth year in the League and everyone wanted to be able to celebrate a success.

Then, within two weeks of when the two teams were scheduled to meet, disaster! In what appears to have been a line item contract dispute, the "186ers" coach resigned his position and walked away from the team. His parting wisdom was the team should simply capitulate and cancel the game. Stunned, the team recoiled in despair. Where was their game plan, what were the strategies, how could they possibly field a team now? Wasting lit-

tle time in lamenting their misfortune, that which has been the hallmark of this organization began to surface. Several players stepped forward to attempt to salvage the effort. Somehow they would find a way to organize the players, determine a strategy and make a game of it with the folks from Kalamazoo. To simply walk away was unacceptable. A team meeting was held, responsibilities were delegated and slowly a plan began to take shape. With little time to practice, much would depend on the sincerity and determination of the folks trying to pick up the pieces and, oddly enough, come game day, if the fans would come out to the field to witness the meeting. For you see the rules of this game were directly tied to the enthusiasm shown by the fans attending. They represented the home field advantage. The 186ers knew without their support the game would be lost.

It was to be a four game, four day series and true to their reputation, the Kalamazoo Fords flew in and arrived in grand style, professional, poised and ready to play. The first two meetings decidedly were scored in their column and as each day the games concluded after just four innings. As day three dawned, the somewhat beleaguered 186ers began to wonder if they had a chance. Determined to see things through and hopeful the hometown crowd would be stirred to action, they took the field that morning. With near perfect weather, the game began. Inning after inning, the two teams worked at their trade. Ever so slowly the crowd began to get into the game. The game was finally called after the eleventh inning, decided in favor of the home team. Bolstered by the day's success, that evening a grand party was held to celebrate the 186ers' fiftieth year as a team. The folks from Kalamazoo were the guests of honor.

The next morning, the fourth and final day of the event, both teams met as they had done the three previous days. This day was to be different, however, as on this day the game had changed. For on this day both teams knew they were winners, their gamesmanship had been conducted as well as they knew how, they needed only the approval of the crowd to assure the success for all. "If you hold it, they will come," had been the rallying cry and by day's end, that cry had been answered with a game

that lasted another eleven innings. Even though the Capitol Area 186ers could now claim a decisive victory over the Kalamazooers, it was clear to see there was no need or inclination to do so. Through the concerted efforts of dozens of selfless volunteers serving as dedicated team players all pulling in the same direction the essence of it all had once again been reinforced. The game's the thing and everyone contributing had played ball. Cracker Jacks anyone?

→ Triple Tree a Triple Treat →

by Rich Largent

Pat Hartness had a vision. Not unlike the late Paul Poberezny, Pat Hartness had a vision and dream of creating a place where folks could come and enjoy their love of aviation. Unlike the founder of the EAA, Pat Hartness was not interested in creating an organization dedicated to advancing his enthusiasm for aviation. Rather, he wanted to create a haven, a comfortable and secluded setting, where the aviation faithful could come and simply enjoy each other and their machines. In my mind he has succeeded.

Triple Tree Aerodrome (SC00), near Enoree, SC is truly that place, the Island in the Sky, the peaceful, private, and nearly secluded refuge nestled in the SC countryside seemingly about as far away from any big city as you can be nowadays if you live east of the Mississippi. A private facility, it only is open for a few events each year, the biggest being the Joe Nalls Fly-in, an RC extravaganza considered to be the Oshkosh of RC events and easily attracts ten thousand plus folks each year. The airplane fly-in, held just after Labor Day, doesn't quite reach those numbers but a good weather event will see upwards of 500 aircraft and a thousand visitors descend on the place.

So, what makes this fly-in stand out? If you're an EAA member you have most likely experienced many such events with possibly as many attendees. Most are fashioned as small scale AirVentures and to that end can be, and are, very enjoyable. Triple Tree has no contractual affiliation with any established aviation entity but interestingly enough, you do have to belong to one to be able to attend. Some

might say this is a smug attempt to limit attendance, to prevent regular folks from attending, from debasing and diluting the essence of the event. In a way, they might be right, but as this is a private event, a standalone funded activity, each and every attendee is, in effect, Pat Hartness's invited guest.

As a guest I can attest to the first of three reasons this event was a treat for me, hospitality. Once you get past the manicured grass runway (nicknamed the Augusta of grass strips) stretching 7,000 feet out in front of you, seemingly extending into the next county, or the incredible shower and bath facilities replete with private stalls and granite vanities, you're met by the folks who volunteer here. You would think you had paid a small fortune to even be admitted, based on the manner in which you are treated. Possibly a bit of an exaggeration but at Triple Tree the staff (all volunteers) approaches each guest as if they are all passengers on the world's largest cruise to nowhere. Golf carts stop to take you here or there, and other folks drive by taking your order for groceries or other sundries to be retrieved from a nearby town.

Often, one of these folks will be Pat Hartness himself, always eager to ask if you're having a good time and what he can do to improve your experience. So, this kind and gracious man provides the second treat for my, and anyone's, visit there. He's everywhere, always with a welcome handshake and concerned smile. Always willing to stop and chat no matter the time of day or folks waiting to say hello, he makes time for everyone. A very successful businessman, one might imagine this event has been tailored to substantially increase his bottom line and, if so, I would say, "why not?" In reality, I would suggest that is not the case. Pat Hartness's bottom line or payoff genuinely appears to be the satisfaction of seeing folks enjoying his hospitality.

The third and final treat is a very personal one for me, a coincidence if you will, but a "rest of the story" I would humbly relate. The centerpiece of the Triple Tree Aviation Collection is a Spartan Executive, number 13 of 37 ever constructed. Immaculately restored, Pat Hartness acquired it in 1971 and after a three year restoration it has been the gem of his collection ever since. Shortly after graduating



On Saturday, our last day at Triple Tree, I had occasion to chat briefly with Pat Hartness. After thanking him again for his generosity and hospitality I inquired if he could tell me where he had located his pride and joy, the Spartan Executive. "Martinsburg, West Virginia," he replied. "Got her in '71, been sitting there since 1950."

high school in the late sixties I was lucky enough to spend a fair amount of time flying with a friend who had recently earned his wings. His parents had purchased a Cessna 150 for him and I was to benefit from their generosity by accompanying him on numerous flights in our area. On one of our sojourns we made it a task to visit every airport in the Shenandoah Valley. At one fuel stop in Martinsburg, WV I decided to stretch my legs a bit while my friend was seeing to the fueling. Gazing across the grass tie-down areas I spied a forlorn, neglected and desolate looking airplane, a sight not all too uncommon back then. I decided to investigate and as I neared the machine I was appalled to see its sad state of affairs; the tires were flat and rotted, control surfaces, once fabric covered now revealing ribs and bracing. It was clear the plane had never been painted so what once must have been a shiny and glistening finish now exhibited only corrosion and that dinghy milky white haze neglected aluminum displays. As I reached the left wingtip I was taken aback and aghast to see the emblem affixed to the fuselage just aft of the cowling. Even back then I was aware of the significance of this airplane.

For more information please visit their website, <http://www.tripletreeaerodrome.com/>.

→ Chapter 186 Merchandise →

If you are interested in the polo shirts, denim shirts (long or short sleeved), t-shirts, or caps, Diane Cole is taking orders for them. We can do the 50th Anniversary logo or the classic EAA 186 logo on the polo and denim shirts, and we can arrange for personalization. Pre-payment is required. Most of these items will be available in time for the B-17 visit. Diane can be reached at 703-860-4487 or dpcaml@yahoo.com.

Polo Shirts, with choice of logo, and 2 lines of personalization are \$40.

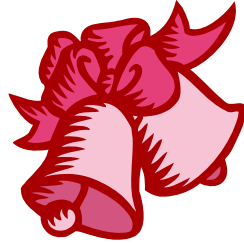
Denim Shirts, (short or long sleeve) with choice of logo & 2 lines of personalization are \$45.

T-shirts, with logo are \$18.

Coffee cups are \$10.

There hasn't been much demand for caps but if you want one they're \$22.

SEASON'S GREETINGS



The EAA Chapter 186 Annual Christmas Party is just Around the Corner.

Kick Off the Holiday Season!

**Sunday, December 8th
1:00 P.M. — 4:00 P.M.**

**Please bring your family to our Chapter House at the base of the
Control Tower on Manassas Airport**

Baked Ham, Roast Turkey, and Drinks will be provided.

Please bring a side dish

Perhaps your family's favorite vegetable, salad, casserole, pie, cake or cookies.

We will also be collecting for

“TOYS FOR TOTS”

**Please bring a new unwrapped toy
to be given to the less fortunate in our area
by the Marine Corps.**

PLEASE RSVP by Monday, December 2, to let me know if you are coming,

and what side dish you plan to bring.

Judy Sparks: jhsparksatcomcast.net

703-590-9112

→ Gala Wrap-up →

by Sandi Miller-Long

With the weeks and months of planning, organizing, and executing, it's hard to believe that the 50th Anniversary Gala has come and gone – and that it's already been a week since! More than 100 chapter members and dignitaries entered the grand ballroom in the Country Club of Fairfax on September 28th for the EAA Chapter 186 50th Anniversary Gala. The evening went even better than expected with guests, volunteers, and Young Eagles alike all embracing the 50th anniversary of an aviation organization – and pulling it off perfectly!

With live piano music from Piano d'Amore during the cocktail reception, group sing-a-longs with Johnny Stewart, various guest speakers and performances, and a host of awards presented, we were not lacking for entertainment. With scrumptious hors d'Oeuvres including baked brie, Swedish meatballs and coconut shrimp, and an open bar, we were not lacking for cuisine and spirits either. And with chapter members, guests, board members, Young Eagles, former chapter presidents, and other aviation enthusiasts all in attendance, we were certainly not lacking for company.



Guests mingle in the elegant lobby of the CCF while visiting the "186 Memory displays" and Silent Auction tables.

All of this with a spectacular atmosphere and ambiance that only such an elegant establishment as the Country Club of Fairfax can provide. Simply put; C'est magnifique. Thank you to all who came and

were able to make this event such a success!

Because the night was so special for so many different reasons, we wanted to share some of the things that made the gala worth remembering. So, here are a few of the highlights in pictures.

Scroll through and relive the evening for yourself. If you weren't able to attend, read the comments made by a few folks and then take a look at some more pictures on our website.



Membership Chairman Judy Sparks and President Rob Anderson welcome founding members Steve and Barb Wilson

"Hat's off to you and the gang for putting on the banquet last Saturday. Glad I was able to make it; lots of hard work went into the success. It was also great to catch up with many chapter members, either there or at the airport." Marty Heller



Mary Dominiak and Danny Miller perform an inspired rendition of our National Anthem.

"Fabulous job on the Gala!!!" Laura Hoover



Master of Ceremonies, Kevin Rychlik, and his wife, Ann. Both contributed several items to our Silent Auction.

We would like to thank Master of Ceremonies, Kevin Rychlik. His witty sense of humor, professional persona, and strong sense of what EAA is all about truly made our evening memorable." Sandra Miller-Long



The Gala theme, "50 years and still soaring," honored those who created the history that is EAA 186 with many awards.

"Great party. I thought the night went really smoothly. I really had a lot of fun." Tony Fletcher

"Thank you for the wonderful 50th anniversary celebration. Your hard work is very much appreciated." O.C. Baker

"As a former licensed private pilot, it was an honor to serve as Protocol Consultant for the EAA 186's 50th Anniversary Gala. Thank you Sandra for your trust and kudos to you for the amazing job you did

as Chairperson for the event. Congratulations on such a great success!" Jonnie Fox Flanagan



50th Anniversary Plaque presented to Chapter 186 President, Rob Anderson, and Founding member, Steve Wilson, by Cody Welsh, Tri-Motor pilot and member of the EAA National Board of Directors



Bill Harrelson - a great guest speaker! His presentation was adventurous and captured the attention of all who were present.

"Thank you again for selecting Piano d'Amore...it was fun learning about EAA. I hope that you will call me again for the 100th anniversary celebration. I expect that I will have learned lots of new songs by then." Charles Dillon



We also recognized those who are the future of aviation and will hopefully guide EAA 186 through the next 50 years!



The celebratory flight of the "homebuilt" airplanes.



John and Lucy Bone singing "I got You Babe" in the entertainment portion of the festivities!

"I had FUN - and you did a bang-up job on the gala. It was a fine shindig!" Mary Dominiak

We would also like to thank entertainer, Johnny Stewart, for an exceptionally joyful sing-along-show that capped a great evening." Danny Miller



The 100th Anniversary of Chapter 186 will be held sometime in 2063. Is it too early to start the countdown?

→ Gala Contributors →

- Master of Ceremonies, Kevin Rychlik
- Keynote Speaker, Bill Harrelson
- Entertainment, Johnny Stewart
- Reception Pianist, Charles Dillon of Piano d'Amore
- National Anthem, Danny Miller and Mary Dominiak
- Blessing and Memorials, Rich Largent
- Founding Members, Steve and Barbara Wilson
- Past Presidents Awards, Judy Sparks and Rob Anderson
- Special Presentations, Rich and Ginny Largent
- EAA Chapter 186's High Fliers, Dr. James Sutton, III
- Cody Welsh, Tri-Motor pilot and member of the EAA National Board of Directors
- Toast of the Evening, Rob Anderson
- Photographer, Tony Fletcher
- Plaques and awards, Prince William Engraving
- Protocol consultant, Jonnie Fox Flanagan of the Magnolia School of Etiquette

The Silent Auction donors!

- American Aviation, Ann Rychlik
- American Helicopters, Kevin Rychlik
- Aerial Photographers LLC, Kent Larsen
- EAA Chapter 186 member, Paul Schafer
- EAA Chapter 186 member, Judy and Al Sparks
- EAA Chapter 186 member, Diane Cole
- EAA Chapter 186, Board of Directors

50th Anniversary Gala Committee

- Sandra Miller-Long, Chairperson
- O.C. Baker, Gala Location
- Barbara Baker, Centerpieces
- Judy Sparks, Awards and Silent Auction
- Danny Miller, Planning and Setup
- Richard Long, Anniversary Cake
- James Sulton, Awards and Presentations
- Laura Hoover, Tickets and Reservations
- Lou and Carolyn Ridley, Fundraising
- Paul Schafer, Tri-Motor coordination

→ Gala Silent Auction Winners →

Shotgun, Ginny Largent - \$350.00
 Wood model plane #1, Michelle Pecore - \$45.00
 Wooden propeller, Rob Anderson - \$110.00
 DC/Pentagon photo, Marvin Lorfald - \$200.00
 Pratt & Whitney poster, Laura Hoover - \$20.00
 WWII "The Convoy Brook" John Bone - \$40.00
 Chapter 186 merchandise, Nancy Cogliano - \$65.00
 Cartoon airplane vase, Amit Ganjoo - \$10.00
 J-3 Oil painting, Tony Fletcher - \$40.00
 Book by Walter Boyne, Mary Dominiak - \$5.00
 Marcus Stewart J-3 print, Kevin Rychik - \$75.00
 Cartoon airplane vase #10, Kevin Rychik - \$40.00
 High flight poem on plaque, Kevin Rychik - \$75.00
 Lithograph of A-10, Kevin Rychik - \$20.00
 Dark wooden propeller, Gary Sgarella - \$150.00
 5 DA-40 hours, Chuck Galloway - \$700.00

EAA Chapter 186 Appreciation Plaques

<p>Bill Harrelson 50th Anniversary Keynote Speaker September 28, 2013</p> <p>Steve Wilson Founding Member 1963 President 1973 Treasurer 1964 – 1971 Secretary 1972</p> <p>Lance Zellers President 1983-1985 Newsletter Editor 1986 Vice-President 1990</p> <p>Lonnie Benson President 1993 – 1994 Secretary 1991</p> <p>Pat Donovan Treasurer 1991 - 1994 President 1995, 2000 – 2002 Newsletter Editor</p> <p>Al French President 1997 Secretary 1988 - 1990 Chapter House Support 1998</p> <p>Robert Shumaker President 1998 – 1999</p> <p>Rich Largent Secretary 1998 – 2002 Asst. Fly-In Mgr. 2000 – 2002 Fly-In Manager 2006 - 2009 Vice President 2008 President 2003 – 2007 B-17 Project Manager</p>	<p>Ginny Largent Secretary 2005 – 2006 President 2008 – 2009 Young Eagles & Youth Activities Coordinator 2000 – 2008 Young Eagles Coordinator (West) 2011 – 2013 B-17 Project Manager</p> <p>Marty Heller President 2010 - 2011 Treasurer 2006 – 2008 Secretary - 2009 Newsletter Editor – 2010</p> <p>Rob Anderson President 2012 – 2013</p> <p>Judy Sparks Secretary 1986 - 1987 Fly-In Manager 1990 - 1996 Membership 1982, 1999 - 2013</p> <p>Larry Bell Secretary 2011 - 2013 Treasurer 1999</p> <p>Louis Ridley Vice President 2012 & 2013</p> <p>Laura Hoover Treasurer 2009 – 2013 Chapter Merchandise 2005 Fly-Out Coordinator 2010 - 2013</p> <p>Dave Watrous Vice President 2011</p> <p>Doug Nebert Secretary 2010 – 2011</p>	<p>Gary Dehnel Vice President 2009 – 2010</p> <p>Eric Alexander Secretary 2007 – 2008</p> <p>Gil Coshland Treasurer 2003 – 2005 Asst. Fly-In Mgr. 2007 – 2009 Fly-In Mgr. 2012</p> <p>Harry Dutson Secretary 2003</p> <p>Dick Roe Vice President 2000 Public Relations 2003 - 2008</p> <p>Shelia Swanson YE Coordinator 1992 – 2002 YE Coordinator (east) 2009 - 2012</p> <p>Sandi Miller-Long 50th Anniversary Chairperson 2013 Media Relations Chairperson 2013 Wings Over Manassas Coordinator 2013</p> <p>Jim Heidish Graphic Artist 1997 – 2013</p> <p>James Sulton YE Coordinator (east) 2013</p> <p>Jim Stone Ch. House Asst. Mgr. 2012 – 2013</p> <p>OC Baker Tool Cabinet Manager 2004 – 2013 Airport Liaison 2007 – 2013</p>	<p>Danny Miller Newsletter Editor 2011 – 2013</p> <p>Vance Wortman Chapter House Mgr. 2003 – 2008 Chapter Merchandise 2004 – 2009</p> <p>George & Merlyn Smith Business Affairs 2003 – 2012</p> <p>Ray Comley Calendars 2004 – 2007 Chapter House Support 1998 - 2013</p> <p>Tim Lewis Chapter House Mgr. 2010 – 2013</p> <p>Diane Cole Chapter Merchandise 2010 – 2013 Fly-Out Coordinator 2010 – 2013</p> <p>Doug Foster Web Master 2009 – 2011</p> <p>Tony Fletcher Web Master 2012 – 2013 Chapter Photographer 2013</p> <p>Al Sparks Fly In Manager 1990 - 1996 Chapter House Support 1998 - 2013</p> <p>Dick Koehler Newsletter Contributor 1990 - 2013</p> <p>LeRoy Day Newsletter Editor 1986</p>
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→ Who is EAA Chapter 186? →

By Sandi Miller-Long

As mentioned in the April edition of the Stick and Rudder, "Who is EAA Chapter 186?" is one of many celebratory events kicking off our historical 50th anniversary year. Each new issue of this newsletter will feature articles about our chapter members. And, since we now have a membership of over 225, this column will likely continue well into the coming years. If you'd like us to feature you or another member in one of these articles, please send a short bio and photo to chapter members Danny Miller at danny.milleratn107sd.com or Sandi Miller-Long at sandraatwunderwebs.com. We're looking forward to learning about all our members!

→ Andy Ozols →



Captain Andy Ozols Receives "The Wright Brothers Master Pilot Award" December 2006.

Andy Ozols soloed on April 20, 1955 in an Aeronca Sedan at Brainard Field in Hartford, Connecticut. He received his Army Aviator Wings in August 1960 at the Army Aviation Center at Fort Rucker,

Alabama, where he remained as a flight instructor.

During his Army Aviation career he flew H-13, H-23, H-34, H-21, H-19, OH-58, UH-1 and CH-47 Chinook helicopters as well as L-19, U-6, T-41, T-42 and U-8 fixed-wing aircraft. In his civilian life he flew for Eastern Airlines in L-188, DC-9, L-1011, and B-727 aircraft. He retired from the Army Reserves in 1981 as a Chief Warrant Officer.

He holds all category and class ratings with the exception of airship, all seven flight instructor ratings, and all five ATP ratings. He has type ratings in DC-3, B-727, CE-500 airplanes and three helicopters; BV-44, BH-204 and BH-206.

In 2001 the National Association of Flight Instructors presented him with its "Master Flight Instructor" award. Presently, he is a designated pilot examiner for the Washington FSDO and a member of the FAA Safety Team (FAASTeam).

He has flown 851 children, ages 8 to 17 in a Bell Jet Ranger helicopter for the EAA sponsored Young Eagles program. In 1998 he was the most active Young Eagles Pilot in the State of Virginia and was recognized for his accomplishment. In 2002 he took the number two spot and in 2005 he was number three.

On March 1, 2007, at the FAA National Headquarters in Washington, D.C. Mr. Kevin Clover, National FAA Safety Team Manager presented Andy Ozols with The Wright Brothers Master Pilot Award.

Requirements for this award are, 50 years of consecutive accident free flying, no civil penalties or


suspension, completion of the FAA Pilot Proficiency Award Program and three letters of recommendation from holders of FAA pilot certificates.

He holds a Bachelor of Science degree in aeronautical studies from Embry Riddle Aeronautical University. His logbook shows more than 23,000 hours of flying time.

He and his wife, Beatrice, reside in Stafford, VA.

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→ October YE Rally Canceled →

by James E. Sultan, III, Ed.D.

The October 12th YE rally is cancelled at KHEF due to the Culpeper Air Fest. EAA 186 will have a table at the Air Fest to promote the organization and YE flights (volunteers to man the table would be appreciated). We will have a rally on October 19th at 8:30 A.M. at Culpeper (KCJR).

→ Classifieds →

1960 Piper Comanche (PA-24-180), \$42.5k, see the ad in the "For Sale" section on the chapter webpage. **Mustang II Project** - I have all the material to finish the wing and flap needed to complete the aircraft. It comes complete with prop and a O-320 (150 HP) engine. I also have a full IFR panel to be installed. Asking \$25k without panel or \$27,500 with panel. This project can be finished in my hangar and flown off my strip. Hangar space available on a 3,000 ft. grass strip in Summit Point, WV. Call Jim Greer at 304-724-8260.

N10236 Osprey II \$44,900.00. Professional - owner built, lost medical. Never flown, zero time on airframe, eager to fly after high speed taxi test! Lyc.0320 - 150 HP. Contact Al Cox at 352-446-

0750, Bushnell, FL. Once in a life time for this perfect AC.

Hangars. One is a "shared spot in a 48 foot insulated T-hangar. An RV or similar would fit nicely, or a high wing aircraft such as a Cessna 172 or smaller. Price is \$330/month. The other is an aircraft lift also located in an insulated hangar. Price is \$250/month. Both are condo hangars located at HEF. Contact Roger Anderson:703-508-2641.

BFR? - Eric Puschmann will provide a free BFR to active EAA 186 members. Please try not to overwhelm him as he has no interest in taking on students at this time. Contact Eric at puschyataol.com or 703-435-3512 to schedule.

Sandra Miller-Long
SandraatWunderWebs.com
248.756.8047



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→ President's Page →

by Rob Anderson

This past weekend saw many chapter members come together for the 50th Anniversary. It was great to see all of you who came dressed to the nines for this great occasion in Chapter 186 history. The enthusiasm and spirit of each member's arrival could be felt. Our thanks are to all you members who came to celebrate this achievement.

Many thanks go to Sandi Miller who planned the night's schedule, coordinated the dinner arrangements, the table placements and menu, the entertainment and the Master of Ceremony, Kevin Rychlik. OC Baker's recommendation of the Country Club of Fairfax provided the perfect venue for the event. I can tell you that Sandi was constantly on the move with her support staff of husband, Danny, her brother, Richard, and Judy Sparks over the summer and as the day drew near. And to the last day, Sandi became a very busy person. Finally, the night of the event, all of the planning by Sandi came through to create one of the best events in our experience.

Another great event was the EAA's Kalamazoo Ford Tri-Motor arrival to Manassas. Again, this was a team effort initiated by former VP, Lou Ridley, and taken over by Paul Schafer after Lou resigned. Paul, with precious little lead-time and with some items getting settled on the arrival day was able to get the required coordination activities, the flight ride planning, volunteer coordination and many of the support activities along with being the first to arrive and last to leave for every day of the Tri-Motor visit. Paul did an absolutely great job. Mary Dominiak ran the media blitz, airport coordination documents, and fuel requirements, as well as pulling flight line duty. Mary, at the same time, is busy getting ready for the EAA B-17 visit on the October 25th weekend. Sandi Miller-Long set up the volunteer signup sheets on the website to track who was working each shift, and emailed the chapter membership with several News Blasts to get the numbers up. She sent out press releases to the local media, helped get the Tri-Motor information onto various online calendars, promoted the Tri-Motor event at the American Helicopters open house at

KHEF, and was the single point of contact in gathering background information and correspondence with the passengers for the DC flight.

For those ten special passengers on the Tri-Motor flight over our Nation's Capital, special thanks go to you for participating in that flight. This was a great event captured on board the Tri-Motor by Chapter photographer, Tony Fletcher. Todd Stovall, who rode in the R-44 helicopter, captured many more images. Chapter member, Kevin Rychlik, and his American Helicopter's generous contribution of their R-44 made possible the pictures of the Tri-Motor throughout its flight over Washington, DC.

Judy and Sandi worked on the preparation of the 50th Anniversary plaques. Another EAA volunteer, Cody Welch, an EAA HQ member of the Board of Directors and one of the Ford Tri-Motor pilots, made the presentation of the plaque from HQ honoring our 50 years.

Every one of these great contributions that carried the Chapter over the past fifty years is by volunteers. Hopefully, this will be carried forward by our Young Eagles. That's incredible; think about it. From the EAA's sixty years and EAA 186's existence is entirely at the contribution of each volunteer from day one. This is a fit and lasting legacy of our members and EAA founder Paul Poberezny.

This is inspiration for the Spirit of Aviation.

Rob

→ Business Meeting Minutes →

Wednesday, September 25, 2013

Rob Anderson called the meeting to order at 7:00 P.M. In addition to Rob, Larry Bell, Diane Cole, Danny Miller, Sandi Miller, Richard Long, Al Sparks, Judy Sparks, Mary Dominiak, O.C. Baker, Laura Hoover, Paul Schafer, Tim Lewis and James Sulton were in attendance.

Recommendations from Finance Committee: Guest Speaker Mike Girardi – Mr. Girardi is a Wealth Management Executive with Wells Fargo Advisors. He spoke to the BOD about financial

investment alternatives for the Chapter's financial resources. The questions from the board were, "What to do, where to stay and how best to pursue and fund youth education activities?" Mr. Girardi suggested many alternatives to include short term treasury bonds, professional management services and dividend income vehicles. After many questions and much discussion, Mr. Girardi agreed to have three alternatives created and to return on October 9th to discuss them in a special board meeting. Once Mr. Girardi departed, Rob Anderson, Laura Hoover Diane Cole, Danny Miller and others suggested we have at least one additional financial management service or bank come discuss options with the BOD. Rob reminded everyone that there is no hurry in making this decision.

Last BOD Meeting Minutes – the next order of business was to approve the minutes from the August meeting. The minutes were accepted as written.

Temporary Vice President Selection – Rob appointed Paul Schafer as the interim Vice President to fill the remaining term of the vacated position previously held by Lou Ridley. Lou gave no reason for his unexpected, short notice resignation last month. Sandi Miller reminded everyone she plans to run for the Vice President position for next year. There was some discussion about having both Sandi and Paul run but Paul indicated he's gave it no consideration. Diane reminded everyone that the Secretary position would be open as Larry Bell reaffirmed he will not run for the Secretary position and had no further interest in serving in the position.

October Chapter Officer Elections – Rob discussed the coming Chapter elections to be held as part of the October General Meeting. Tim reminded everyone the October meeting is at the same time as the B-17 visit. An extensive discussion followed on whether to change the General Meeting or leave it the same day and modify the meeting time to accommodate the B-17 visit. **The discussion results were to leave the Chapter meeting date, change the meeting time to 8:00 A.M. and move it to the Pilot Lounge in the Manassas Airport Main Terminal Building.** Tim Lewis reaffirmed that he was stepping down as the Chapter House

Manager. Richard Long, brother of Sandi Miller, will be taking over as the new Chapter House Manager. Jim Stone will continue in his role as Assistant Chapter House Manager. Rob said he would send Richard the list of duties and responsibilities of his new role. Rob discussed Chapter property and materials remaining at Winchester Airport. There are tables, boxes and other materials that need to be evaluated as to eventual disposition. The Chapter owns three tents. Two are in one of the trailers and Danny has the other in his hangar. A discussion followed as to who knew what was in the boxes at Winchester. Several BOD members suggested we have Marty Heller and/or Lonnie Benson either tell the BOD, or travel to Winchester and do a review. Chapter trailers are at the Warrenton Airport. More details to follow as they emerge.

Gala Update – Sandi gave the BOD good news that she and Judy have visited the Fairfax Country Club earlier in the day and found everything was on schedule. A discussion of the silent auction items was followed with many approving comments. Charlie Schuck, a long time EAA Government Representative and Chapter Member, will be in attendance. He is the oldest Chapter Member, at 94, to be in attendance for the Gala. O.C. Baker reported that Barbara Baker had acquired center-pieces for the Gala tables. He said he was concerned about members trying to fly the airplanes that are a part of the center pieces but he was no longer worried because they had the glide ratio of a coffee cup. Sandi is hoping to get flyable airplanes that can be flown at the Gala. There were 110 reservations to the Gala.

Ford Tri-Motor Prep - Judy and Rob are trying to get Cowles and/or Battlefield Ford to provide transportation vehicles for the Ford Tri-Motor crew in exchange for free advertising of their Ford cars next to the Ford airplane. Judy will check with Cowles again tomorrow. Rob will check with Battlefield Ford as well. Paul Schafer reported the Tri-Motor will leave Frederick tomorrow morning between 9:30 and 10:00 on its way to Manassas. The media flight will be at 1:00 P.M. with paying customer rides to follow. Paul also reported volunteers are still needed. Without additional volunteers, flight operations will be modified to ensure all safety requirements are met. Rob reported he received a call

from TSA saying they were finalizing the paperwork for the flights over D.C. Areas of flight and schedules will be controlled by the crew. Any flights over Washington will be scheduled between 10:30 A.M. and 12:30 P.M. There will be a helicopter photo ship accompanying the Tri-Motor on the DC flight. All passengers will be required to show a photo ID.

B-17 Prep – Mary reported there have been seven B-17 seats sold. There are ten seats to a flight. The B-17 arrives October 24th and there will be a media flight the same day. The operations plan for KHEF has been approved. Mary reported much B-17 promotional and publicity material has been sent out. The Manassas Patch, Prince William Today and Washington Post have been informed and plan to have personnel in attendance to report on the event. Banners advertising the event will be mounted on the fence near the KHEF Main Terminal. There will be a Chapter News Blast posted by Sandi. There is a WWII B-17 top gunner who flew combat missions in Europe and was shot down and captured by the Germans. This will be a great publicity story. There is also a WWII B-17 pilot who works at Udvar Hazy that we're trying to get to attend and provide his stories. Also, there is a youngster who has been saving his money to ride on the great B-17 airplane. Volunteers will be needed to support the visit. Laura reported she was planning to order 26 EAA calendars for general sale to members. There's probably a picture of the B-17 in the calendar.

Young Eagles – James provided an extensive report on the success of the Young Eagles program. He also introduced a new program called High Flyers. This group is composed of youngsters who were Young Eagles and came back for more aviation education. Several Young Eagles will be given awards at the Gala.

Newsletter – Danny said he needs stories for the Newsletter. We should have plenty since we have the Tri-Motor, Gala, and B-17. Paul will write up something for the Tri-Motor.

Financial – Laura presented the current financial report. Tim reported all three hangars are occupied,

but other than Larry we have no waiting list for the builder's hangar. We have two folks on the waiting list for the regular hangars, but both recently indicated they have acceptable hangar arrangements.

Anniversary – Sandi said there were 110 reservations for the Gala.

Merchandise - Denim shirts costs will be \$45 on all future orders.

Membership – Judy said she would like to do the EAA Memorial Wall for Michael Arnold. She also would like to do a brick for under the Brown Arch for our 50th anniversary. A motion was made by Laura and seconded by Tim to approve both the Memorial Wall and Brown Arch suggestions.

Costco Cards – The BOD decided to pass one of the Costco cards to Richard Long and cancel the executive membership card.

→ General Meeting Minutes →

Saturday, September 28, 2013

Canceled this month in recognition of the 50th Anniversary Gala and Ford Tri-Motor events. There are several other stories and pictures throughout this edition speaking to these momentous events.

→ Directory Updates →

DID YOU CHANGE YOUR E-MAIL?

Please advise Judy Sparks, 703-590-9112 or jhsparksatcomcast.net if any of your Membership Directory information changes.

The chapter currently has 239 members.

NEW MEMBERS

Cogliano, Nancy
6404 Bells Mill Road
Bethesda, MD 20817
301-514-4683
myellojakeatgmail.com

→ Koehler's Korner →

Aircraft Registration & Vacuum Pumps

This month I want to briefly cover two items, aircraft registration and vacuum pumps. I was performing an annual inspection in early September, and when I looked at the aircraft records, the Registration Certificate was dated about ten years ago. As of the end of September 2013, eleven of the twelve cycles of re-registration should have been completed, and all owners should have received the re-registration letter from the FAA. In this particular case the owner professed to having not received a notice of re-registration, so I did a web search at www.faa.gov and found that the plane had been de-registered on 4/9/2013. With no valid registration, the plane was not flyable! The records also indicated that the N-number would be purged from the system on 4/9/2018, or five years out from the de-registration date. If you have not yet re-registered your plane, better start checking. First step is to go to <http://registry.faa.gov/aircraftinquiry/> and use the N-number inquiry box to check the status of your bird. You'll need form 8050-1 and \$5 to reregister. If you have questions, I suggest you call the FAA at Oak City at 405-954-3131. The last I heard was that out of about 357,000 registered aircraft in the US today, about 100,000 have not been successfully re-registered at this point! There will obviously be a crush at the end, so act quickly if your plane has not been re-registered. In theory, all aircraft should be re-registered by the end of 2013. By the way, the new registration is only good for three years, so plan accordingly, and the first of the re-registered planes will be due again in January 2014.

I taught a SportAir Workshop in early September in the Orlando, FL area (yes, it was very hot), and on the flight home about 100 miles from home base my vacuum pump failed. I activated the back-up system, and it didn't work either! Fortunately, the weather was VMC so I cancelled my IFR flight plan, stayed clear of clouds, and safely landed.

Let's talk about the back-up system first. I use the SVS type that works off the vacuum in the induction manifold of the engine. When my vacuum pump failed I was at 9,000 feet, full manifold pres-

sure, about 21 inches, and 2500 rpm. My mistake was not remembering that to make the back-up vacuum system work, there has to be a pressure differential between the outside and the induction manifold, meaning that one must throttle back to at least four inches of manifold below the outside pressure altitude. Even though there is a placard in the plane explaining this, it did not soak into my feeble brain until about ten minutes after landing. First lesson is to know and understand the systems on your plane.

A few days later I went to the airport to replace the vacuum pump. I use the very common 211CC pump and had purchased an overhauled unit by



Rapco for less than \$200 from Spruce (plus a \$100 core charge). The pump is held on by four 1/4" studs with a plain washer, star-lock washer, and plain

hex nut on each stud. On most Lycoming engines, the pump mounts high on the right side of the accessory case in such a way that the lower inside stud is almost inaccessible without special tools.

To remove the old vacuum pump, you will need a standard 7/16" combination wrench for the upper and right hand nuts, and the special Rapco Vacuum Pump Wrench, Spruce p/n 10-13911 for \$23.50 for the lower inside nut. Without this tool, your only option is to remove the entire oil filter assembly



from the back of the engine, a minimum 2-hour job that will require new gaskets for reinstallation.

Be sure to use new plain washers (AN960-416) and star-lock washers (AN936AC416 or MS35333-74). New plain nuts, if needed, are STD-1411. Put on a new gasket and slip the vacuum pump in place over the studs. You can get the washers and nuts on the top and right side studs fairly easily, but the lower inside stud again will be almost impossible. Use



AircraftSpruce.com



the special Retaining Nut Tool (Spruce p/n 10-01052 for \$30.50) to carry the nuts and washers one-at-a-time down to the stud. Use a long skinny screw driver (not magnetized) to slip the washers off the special tool and onto the stud. Similarly, the tool can hold the nut in place over the end of the stud, and the skinny screwdriver can flick the flats of the nut to spin it to get it started on the stud. Once the nut is started, it can be tightened with the Rapco Vacuum Pump Wrench.

The Rapco Vacuum Pump Wrench is a bit unique and a reasonable price at \$23.50, I believe, but the Retaining Nut Tool would be simple to make using a long skinny screwdriver from Harbor Freight and a piece of brass rod about 3/16" diameter and a bit of braising to attach it. I'll be happy to let you see mine if you want to copy it. You might also be able to bend some 0.040" or larger safety wire to do the job of the \$30.50 Retaining Nut Tool. In any case, I would not consider removing and replacing a vacuum pump without my special tools.

My vacuum pump failed at 704 service hours (and 6.5 years)! Parker/Airborne, when they were in the business of selling vacuum pumps, stated in Mandatory Service Letter 58A that their dry pumps, such as my 211CC should be replaced at 500 hours or 6 years! Of course, this "mandatory" service letter

does not apply to Part 91 not-for-hire operations like me, but it is interesting. Also interesting is that Rapco warrants their pumps for 1000 hours or two years, whichever shorter! Although I've had a vacuum pump last 1500 hours, if you fly serious IFR, I most strongly suggest you preemptively replace the dry pump at something like 500 to 1000 hours, and have a back-up system, and know how to use it.

Hope this hint on maintaining your aircraft helps you keep flying safely at the lowest practicable cost.

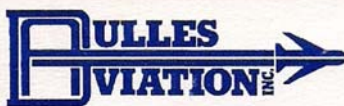
Dick 10/2013

→ YE Pilots Honored →


On October 2, 2013, the Virginia Department of Aviation honored the top three performing Young Eagles pilots in the State of Virginia. Our chapter member, Rich Largent, was again the most active pilot in the state of Virginia for the third time. He has been the second most active three times and the third most active two times. Congratulations Rich!



**Randy Burdett, Department of Aviation
Director presenting the award**



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→ 2013 CALENDAR →

Date	Event/Location	Contact	Remarks
October			
Sat 12 10 A.M.	YE rally, Chapter house	Dan Botzer	botzerdatverizon.net 703-623-3975 - CANCELED
Sat 12 9 - 4	Culpeper Air Fest KCJR	Rob Anderson	
Sat 19 8:30 AM	YE Rally KCJR	Dan Botzer	botzerdatverizon.net 703-623-3975
Wed, 23 7 P.M.	Chapter Business Meeting	Rob Anderson	
Th. 24 - Mon 28	B-17 Aluminum Overcast - KHEF	Mary Dominiack	maryatbardicvoice.com 703-716-4298
Sat, 26 8 A.M.	General Meeting, Terminal pilot's lounge		CHAPTER ELECTIONS
November			
Sat, 9 10 A.M.	YE rally, Chapter house	Dan Botzer	botzerdatverizon.net 703-623-3975
Wed 20 7 P.M.	Chapter Business Meeting	Rob Anderson	
Sat, 23 10 A.M.	General Meeting Chapter House		George Sempeles (FAA) on how aviation charts are made..
December			
Sun, 8 1 P.M.	Chapter Christmas Party	Rob Anderson	
Sat. 14 10 A.M.	YE rally, Chapter house	Dan Botzer	botzerdatverizon.net 703-623-3975
January 2014			
Wed 22 7 P.M.	Chapter Business Meeting		
Sat, 31 10 A.M.	General Meeting Chapter House		

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