



Stick and Rudder

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

February 2014

www.eaa186.org

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

→ 2013 George W. Lutz Award →

by Rob Anderson

George W. Lutz’s love of aviation inspired him to dedicate his time and efforts to improving safety, education, and the enjoyment of general aviation through his work with the FAA, Experimental Aircraft Association, and the Quantico Marine Corps Flying Club. George Lutz served as an FAA safety counselor for 20 years, beginning in 1980. He was instrumental in the planning and presentation of safe pilot programs for the Dulles FSDO for 22 years. He initiated the planning, research and development of Advisory Circular 90-89A - Amateur-Built Aircraft and Ultralight Flight Testing Handbook. This Advisory Circular is recognized throughout the world and has provided a recognized safety program for the flight testing of amateur built aircraft. He served as official Experimental Aircraft Association liaison with FAA headquarters on sport aviation issues, National Aviation Weather user forums, traffic at non-towered airports, GPS, and other FAA programs. Colonel Lutz was a founding member and six-term president of National Capital Chapter 186 of the Experimental Aircraft Association. During his tenure, Chapter 186 organized, developed and managed the long-running and very successful Winchester EAA fly-in. He served as chief flight instructor and supervisor for standardization for the Quantico Marine Corps Flying Club, which maintained 17 airplanes, carried 26 instructors on staff and had a membership of over 550 pilots. In the early 1960s he helped found a flying club at Rose Valley Airport in Prince Georges County, MD, which then moved to Quantico Marine Base. Lutz joined the Army Air Corps in 1942 after graduating from the University of Iowa. In 1946 he left the service and moved to Seattle where he went to work for Boeing as a staff engineer. He re-entered the service when the Air Force was created and went to Air Force flight school in San Antonio. While serving in the Air Force, he received a master's degree in engineering administration at George Washington University. While in the Air Force, Lutz served as a B-47 test pilot, held a number of staff assignments at the Pentagon and Andrews AFB, and was base commander at Nakon Phanom airbase in Thailand. In 1970 and 1971 He retired from the Air Force with the rank of Colonel in 1972. While in the service he received two awards each of the Legion of Merit medal and the Air Medal.

Colonel Lutz was a founding member of the Marine Corps Flying Club at Quantico, where he was chief flight instructor at his death. Since his military retirement in 1972, he had provided flight instruction to about 600 students in the Washington area. Colonel Lutz, a resident of Springfield, had lived in the Wash-

Newsletter Deadline

Newsletter items are due on the first Wednesday of the month. Email items of interest to newsletteratEAA186.org. General meetings may be canceled in the event of poor weather. Call the chapter house phone (703) 365-8764 for additional information.

Inside this Issue

2013 George W. Lutz Award.....	Cover	Business Meeting Minutes	11
News You Can Use.....	2	General Meeting Minutes.....	13
Who is Chapter 186?.....	5	Koehler’s Korner.....	15
Classifieds.....	7	Calendar	17
President’s Column.....	10	Who’s Who	19

ington area since 1956. He was born in Buffalo Prairie, Illinois, and graduated from the University of Iowa. As a civilian flight instructor, he was chosen twice by the Federal Aviation Administration as East Coast flight instructor of the year. He received two Sport Aviation Major Achievement Awards from the Experimental Aircraft Association. He was a member of the Aircraft Owners and Pilots Association, the National Association of Flight Instructors, the Order of Daedalians and Quiet Birdmen.

This annual award is given in memory and honor of George W. Lutz to a chapter member who consistently supports Chapter 186 in all its events and activities. It is the highest and most prestigious award bestowed upon a member by Chapter 186. It goes to Jim Stone for 2013.

Jim's accomplishments and contributions to EAA Chapter 186 for 2013 include the following:

- Disaster Drill volunteer setup to breakup;
- Chapter House Clean up brigade;
- Manassas Air Show Volunteer setup - breakup;
- Oshkosh AirVenture Volunteer;
- Ford Trimotor Volunteer setup – breakup;
- B-17 Support setup to breakup;
- Member meeting grill master;
- Chapter House Holiday decorations and Chapter House preparation;
- Christmas party setup to breakups;
- Assistant Chapter House Manager;
- Chapter House improvement to speaker announcement system;
- Young Eagle Volunteer pilot.

Jim's association with Manassas airport over the years as a former business owner gives him valuable insight for local airport operations. He has always been a tireless supporter of Chapter 186 activities, a volunteer in every Chapter activity. Whatever task needs to be done for any event, Jim volunteers. Jim is often one the first volunteers to arrive and the often the last to leave. From the loading and unloading of trucks and trailers to stacking and packing tables and chairs, or helping with a Costco run, Jim will always offer a few simple words, "What can I help you with?"

Jim's presence at the Chapter House on a regular basis is a proven benefit to members. On any given day Jim provides an almost walk in service for mechanical and instruction advice. Jim is always available to provide advice, counsel, loan his tools and provide a demonstration to help members make repairs, or make the repairs himself to member's airplanes. In almost every case, Jim will say, "Well let's go take a look."

Congratulations Jim,

Rob Anderson
EAA Chapter 186
President, 2012-2013

→ News You Can Use →

If you're a Young Eagle who has experienced the thrill of flight first-hand and wants to see and do more in the exciting world of aviation, then it's time to move from the right seat to the left seat. EAA and Sporty's Pilot Shop have teamed up to offer you the **Sporty's Learn to Fly Course – a \$249 value – offered for free!** This online course is designed to take you through the process of the FAA written exams to your first flight lesson. It's a great way to begin your aviation journey!

The course is part of the EAA Young Eagles Flight Plan that begins with a Young Eagles flight, continues with a free EAA Student Membership, the Sporty's online course, a free first flight lesson at a local flight school of the student's choice, and numerous flight training scholarships and awards. It's easy for you to unlock these benefits! Every Young Eagle receives a logbook, and inside that logbook (or on the back) is a special access code you can use to register online for these benefits on the Young Eagles website. What are you waiting for? Sign up today at <https://secure.eaa.org/apps/student/>! Start the fun NOW!

→ Fly-Out Anyone? →

by Laura Hoover

The New England Aviation Museum is having Open Cockpit days on February 16 and March 16. Visitors will be permitted to climb into the cockpits

of 12 vintage aircraft, a full-motion simulator and two static simulators. Aircraft include the P-47 Thunderbolt, North American F-100 Super Sabre, DC-3 airliner, several helicopters, and more. We have fabulous aviation museums in our backyard but I thought this might be fun for some of us, especially if certain folks (Danny, Rob) can lead us through the airspace. The museum is open 7 days a week at Bradley International, Windsor Locks, CT. Two FBOs on the field have parking and shuttle service to the museum. The dates are on Sundays. Contact Laura Hoover at hooverlaratcomcast.net or 540-253-5845 for additional information.

→ Chapter 186 Merchandise →

If you are interested in the polo shirts, long or short sleeved denim shirts, 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. We can also have personalized pretty much anything you want. Diane can be reached at 703-860-4487 or dpcamlat@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.

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

→ Chapter House Rules →

In the interest of making it known to all members so that there's no misunderstanding, the BOD has chosen to implement and post a universal set of Chapter House rules. The list below will be framed and posted in the Chapter House in the near future.

- If you open it, close it.
- If you turn it on, turn it off.
- If you move it, put it back.
- If you break it, fix it.

- If you can't fix it, tell the Chapter House Manager.
- If you unlock it, lock it. All electronic door locks, including the front door, must be manually armed by pressing the lock button.
- If you borrow a tool, sign it out and notify the Tool Crib Manager.
- If you borrow a tool, take care of it.
- If you don't know how to operate it, leave it alone until you can get help.
- If you borrow a tool, return it, sign it in, and notify the Tool Crib Manager.
- If you make a mess, CLEAN IT UP. This includes coffee mugs, refrigerator, microwave, coolers, and the bathroom.
- If you turn up the heat, reset it to 55°F when you leave.
- If you turn on the A/C, turn it off when you leave.
- Overnight sleeping is prohibited.
- Smoking is prohibited within a 93,000,000 mile radius of the Chapter House.

→ 2013 Young Eagle Tally →

by James Sultan, III

Please find the tally by pilot for our 2013 YE flights listed below. The numbers represent verified YE flights from HQ.

Rob Anderson3	Alan Badrow20
Chris Berg24	Dan Botzer19
Alain Borell (not sure if it's Alain or Alan)13	
Tim Carey18	Rufus Decker3
Ray Hoover11	Jim Greer.....27
Pete Hartzler15	Joseph Lanthrum.....3
Randy Lazear2	Tim Lewis23
John McCombs3	Danny Miller.....9
Andy Ozols15	George Philipps.....16
Jim Pyne.....4	JJ Quinn26
John Rupp22	Kevin Rychlik.....11
Gary Sgarrella19	Bob Shumaker.....4
Bill Steele.....3	Mike Stock.....8
Todd Stovall.....4	Jim Stone.....23
Mike Sullivan.....10	Eric Treworgy5
John Zinkus.....20	

→ February Meeting Speaker →



Chapter Member Kevin Rychlik, owner of American Helicopters, founder of Virginia Airborne Search and Rescue, and President of MARBA (Manassas Regional Airport Businesses Alliance), will give a presentation about MARBA and the upcoming Manassas Air-Show

on May 3, 2014. Kevin, a former United States Marine, founded Security Associates in 1991. After twelve years of success in the security industry providing uniformed security services, dignitary protection and a training school for the Commonwealth of Virginia, Department of Criminal Justice Services, he opened American Helicopters in 2003. American Helicopters is an FAA Certified Part 141 Helicopter and Airplane Training School as well as an FAA Certified Part 135 air carrier offering the best helicopter training services and air charter in our area. American Helicopters is approved to train veterans, the government, and civilian pilots to all ratings.

In 2013 both Kevin and his wife, Ann, joined EAA Chapter 186 and have been active members helping out at several events. In particular, Kevin arranged for an impressive helicopter presentation at our June Wings Over Manassas event, then followed that up with free helicopter rides for the kids at the Young Eagles rally in the afternoon! An entertaining speaker, Kevin Rychlik was the Master of Ceremonies for our 50th Anniversary Gala last September. Kevin and Ann are also sponsoring the AviationEd 2014 EXPO to be held from 3:00 – 6:00 P.M. on Friday, March 28 at 10503 Wakeman Dr, Manassas, VA. At AviationEd Expo 2014, American Aviation will award a scholarship to attain a Private Pilot license to one high school student 16-18 years old. Scholarship applicants must preregister for the Expo and be present to win.

MARBA, the Manassas Airport Regional Business Alliance, is dedicated to achieving the full potential of the Manassas airport businesses and business alliance partners while supporting the economic growth of the surrounding region.

→ New at Manassas →

The Manassas airport has added a new feature to their website called the “Airport Cam.” On this page, <http://www.manassascity.org/index.aspx?NID=1663>, you’re able to see the latest weather information from the AWOS and a camera stream of the current field conditions. Please note, the camera feed has been tested with Internet Explorer versions 9 and 10 ONLY. Neither Firefox nor IE 11 work at this time but they’re continuously working to make the page compatible with more browsers. If you have any questions or feedback, please feel free to contact Richard Allabaugh, Airport Operations, 703.257.8402 or rallabaughatmanassasva.gov.

→ Flight Night →

Aviation Adventures is sponsoring Flight Night featuring Ravi the Raviator! This event will be held Tuesday March 18th at 7 P.M. at the new hangar behind the APP Jet Center at Manassas Airport. Flight Night is an excellent opportunity for area pilots to discover what fun and fulfillment they can achieve with their pilot's certificate. There will be representatives from EAA Chapter 186 (Young Eagles and Membership booths), the Aircraft Owner's and Pilot's Association, 99s, Civil Air Patrol, Commemorative Air Force, Angel Flight, Pilots and Paws, Mercy Medical, Pilots for Christ, Virginia Airborne Search and Rescue, Aviation Education Foundation, Flying Circus, Freedom Museum, and Manassas based Flight Schools. If that was not enough to convince you, free food and prizes will be available including high end headsets raffled to those registering on Ravi's website, <http://www.heyravi.com/theraviator>.

Ravi the Raviator, a former guitarist with rock group Hanson, is now an aviation motivational speaker. Recently nominated as a “GA Up and Coming Star” for General Aviation News, Ravi leverages his wit

as an entertainer and skills as a motivational speaker to communicate the value of becoming a pilot. In this family friendly multimedia presentation, he shares stories of being in Hanson while they were one of the top-selling bands in the world, and his quest to defy gravity as a pilot. Ravi has been a featured and/or keynote speaker at EAA AirVenture/Oshkosh, Sun 'n Fun, AOPA Summit, and others. This event is part of Ravi's *You Can Do It* Tour.

→ Who is EAA Chapter 186? →

by Sandi Miller-Long

In each issue of this newsletter, we include articles about our 250+ Chapter members. If you'd like us to feature you or another member in one of these articles, please send a short bio and photo to Danny Miller at newsletter@eaa186.org or Sandi Miller-Long at vicepresident@eaa186.org. We're looking forward to learning about all of you!


→ Tim Carey →



Meet Tim Carey, retired United States Air Force pilot and aviation enthusiast. Born in Honolulu, raised in Los Angeles and Long Beach, Calif., Carey always knew he wanted to fly. "Like many boys of my generation, I was fascinated

with airplanes and aviation. My father worked for North American Aviation in the L.A. area while I was growing up and we always had airplane models and photos around the house. Carey spent thirty years active duty in the U.S. Air Force, first as a cadet and then in commissioned service as a pilot and fighter staff officer. After pilot training, he wanted combat experience, and volunteered for duty as a forward air controller in Vietnam. Carey flew 240 combat missions and for his heroic efforts was presented Vietnamese Crosses of Gallantry with Silver Star and Bronze Star by Vietnamese General Officers; two U.S. Distinguished Flying Crosses, and fifteen Air Medals.

After his second retirement from Northrop Grumman, and thirteen years out of the cockpit, Carey wanted to get back to his aviation roots and do something useful. He became a civilian flight instructor at Manassas Regional Airport and also joined the Civil Air Patrol (CAP), a congressionally chartered, federally supported, non-profit corporation that serves as the official civilian auxiliary to the United States Air Force. When Carey is not training student pilots or doing aerobatics in his experimental tail dragger aircraft, he volunteers and serves as operations officer for the Prince William Composite Squadron in Manassas. In this role he plans and conducts training, in addition to participating in a range of actual CAP missions.



DULLES AVIATION
INC.

Tim Carey
Flight Instructor

- Corporate Services
- Hangars/Ramp Parking
- Jet A & 100LL Fuel
- FAA 145 Repair Station
- Parts Department
- Pilot Supplies
- FAA 141 Flight School
- Aircraft Rental
- US Customs Available

Phone: (703) 361-2171
Fax: (703) 361-4478
Toll Free: (888) 835-9324

10501 Observation Road
Manassas Regional Airport
Manassas, VA 20110

FlightSchool@DullesAviation.com
www.DullesAviation.com

Tim is also a member of EAA Chapter 186 and a Young Eagle pilot offering free rides to youngsters in his Harmon Rocket.

→ First 2014 Young Eagle Flight →

by James Sultan, III



Although cold conditions have kept many of us indoors, John Zinkus leads our YE pilots with two youngsters flown and John Rupp has completed one Eagle Flight. Pictured is John Zinkus, who flew 17 year old Ryan in January. The 6'5" High School

Junior said that he "can't thank you (the Young Eagles program) enough for your help in setting up this really wonderful opportunity!"

At this point, each Young Eagle pilot should have received a Year-End Statement detailing the 2013 number of YEs and Eagles you flew. Please contact James Sulton at jamesataviationed.net if you haven't yet received it. Our 2014 Chapter goal is 600 Young Eagles and Eagle flights. Our next opportunity for flying YEs is at noon on February 15. Currently, 10 Webelos from Pack 1639 are signed up for the event and registration remains open to the public until 5 P.M. on Monday, February 10. If you're interested in flying or working with the ground crew, please contact me or visit our Young Eagles website at <http://eaa186youngeagles.org/events/> to sign up.

Another great event for youngsters - AviationEd Expo 2014 Sponsored by American Helicopters and American Aviation will be held March 28 from 3 - 6 P.M. Please let me know if you'd be willing to staff an information booth while AviationEd, American Helicopters, American Aviation, and other local businesses share the passion and career opportunities found within the aviation industry with local kids. Please contact James if you are interested in participating at the Expo.

→ Remembering The Good Old Days →

by Rich Largent

In the summer of 1964 my family embarked upon what, in my mind, was to become the most remarkable vacation we ever enjoyed together. Heretofore our vacations were always spent one hundred thirty-five miles east of our suburban Maryland home at the Atlantic shore. Sun, saltwater, sand, sunburn, and cotton candy, often in that sequence, filled our days for one glorious week each year. This summer was to be extraordinarily different as this summer we were actually going to head north, not east, on a journey that, to a kid of thirteen, seemed positively too good to be true. We were headed to my father's oldest sister's house on Long Island and we were going to attend the New York World's Fair!

Put in perspective, one must remember in 1964 there was no Disney World. Disneyland, yes, but

the notion of our family ever crossing the continent to visit Mickey and his friends there would have been tantamount to booking a flight to the moon. The only other vacation outside of Maryland we had ever taken found us visiting Black Water Falls State Park in West Virginia. My father had said it would be like going to Niagara only a wee bit smaller. He was right. So right was he that when we arrived, in the blazing hot middle of summer, the "falls," though somewhat impressively rocky and tall, had but a trickle of water dripping over the precipice. But the World's Fair? How many kids were even going to have a chance to experience what I was about to witness. I got to see a robotic Abe Lincoln magically stand and talk, ride in an aerial gondola, eat something called a hot pretzel, talk on a touch-tone phone attached to a TV screen so I could my see my brother who was actually standing right next to me and have the lyrics to "It's a Small World After All" forever emblazoned in my brain.

Given all that wonderment, oddly enough the biggest impression made on that impressionable thirteen year old's mind that trip was a visit to my aunt's church. We were not regular church goers and I have no idea if my aunt's family was either. But our visit spanned a Sunday so off to services we went. This was actually a bit of a treat for me as when we did go to church I was always shunted downstairs to Sunday school, which I did not enjoy. Here in New York I was going to be allowed to sit in the sanctuary with the grownups and fall asleep with them instead of in the basement. Sleep I did not as their minister was an engaging fellow full of energy who chose a topic for his sermon which I will never forget. "Let's all return to the good old days," he began in earnest. "They were the best of times and how often do we languish upon notions of reliving our past and preserving it for the future," he continued. Oddly enough he attributed part of his oratory as having been pulled from the speeches of a certain politician currently seeking his party's nomination for President. Impressionable as I might have been at that vulnerable age, my interest in history had already been piqued as I sat there wondering if I was about to witness a colossal clash of church and state. The minister went on to examine the virtues of returning to the good old days of

the early twentieth century not mentioned by this soon to be unsuccessful candidate. Indoor plumbing for most Americans would not exist; penicillin, measles, and polio vaccines had yet to be discovered, not to mention radio, TV or the automatic transmission and air conditioning. "Nothing," he would conclude, "is ever quite as good as we remember it if we allow ourselves to examine all aspects of our past. Honor the past, learn from it, but today and tomorrow are what matter the most". Later that fall I was convinced this singular attack on yearning for the days of yore was entirely and unfairly responsible for denying Barry Goldwater the White House!

So when we do try to revisit our past by wishing it were still with us, are we merely viewing it through those rose colored glasses? Recently, Chapter 186's Board of Directors voted to cancel any plans to hold a fly-in at Winchester Regional this year. This will be the second consecutive year the Chapter has done this. For over twenty years the Chapter has made the pilgrimage westward over the mountains, for many years staging two events annually. Distance was cited as the reason for not heading west this year as well as the desire to promote activities more local to the Chapter's base of operations in Manassas. Times change.

In 1964 the majority of Americans spoke and decided against backing the candidate who wanted to return them to the good old days. Last month, the good old days of a Chapter fly-in at Winchester most likely was voted to become just that. As a fervent advocate of the Winchester event, I am saddened to see its passing. Staging the event there was not without its challenges, although we did have penicillin, automatic transmissions, and cotton candy during its Good Old Days. Thank you Winchester.

→ Classifieds →

ICOM IC-A14 transceiver, new in the box, never used. 700mW loud audio, full keypad, compact, lightweight, rugged body, large capacity Lithium-Ion battery pack, 200 channels with memory banks, BC-179 holder type battery charger, 5W typ., 1.5W output power, side tone function allows you to hear

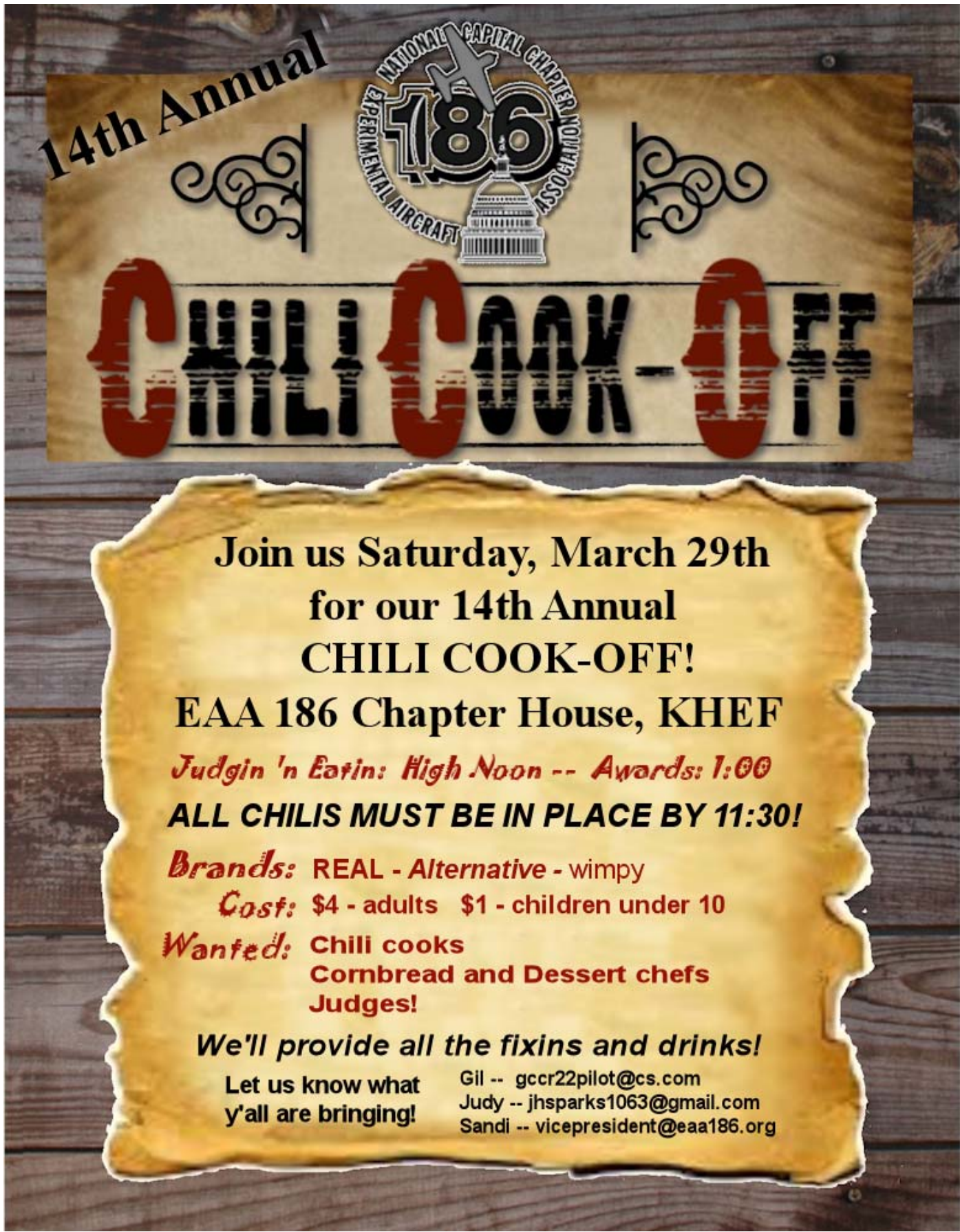
your own voice via a third party aviation headset, LCD backlight for night time operation, Auto Noise Limiter, low battery indication and beep alert, adjustable microphone gain setting, BNC type antenna connector. **\$200.00** OBO. Complete specs at <http://www.icomamerica.com/en/products/avionics/handheld/a14>. Contact Danny Miller, 248-756-8048 or danny.milleratn107sd.com.

Continental TSIO-360 cylinder - Overhauled in July 1994 by Aerochrome of Norwalk, CA. Kept it in proper storage, no corrosion, ready for installation. I paid almost \$600 for it. You can have it for \$250. Contact Danny Miller, 248-756-8048 or danny.milleratn107sd.com.

Need a 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.

1997 GLASAIR 2FT - \$55,000. For sale by owner. LYC O-320-D2A 160 HP, Sensenich fixed pitch prop, 1280 hrs TT A&E, compressions in the 70s at last annual Aug 2013. B/K KLN-89B IFR GPS, HSI, KX 155 nav/com, KS-97A com, KT-76A Txponder, Trio Pro Pilot autopilot, IFly 720 GPS to drive autopilot, receive traffic and weather from Sky Radar ADS-B receiver, Grand Rapids 4000 EIS, Dual P-Mags, wet vacuum pump, dual brakes, Reiff Hotband Cyl heating sys, Temper Foam seats, heated pitot, extended wing tips, 44 gal fuel, located Franklin, VA, (FKN), call Dale at 757-876-0978 or f100f4f5@yahoo.com.







Presents ...

March 23, 2014, 8:00 A.M.

Stafford Regional Airport

www.staffordrunwayrunaway.org

PURPOSE: Proceeds will support youth aviation programs and scholarships provided by the Experimental Aircraft Association (EAA) Chapter 1099. EAA Chapter 1099 is a non-profit charitable organization that promotes aviation through community outreach programs in Fredericksburg and Stafford. For more information see: www.eaa1099.org

COURSE DETAILS: This is the fastest and flattest course in the County! No minimum age, kids are welcome! There is no vehicle traffic on this course, making it safe for racers of all ages. Racers will start on the main ramp of the airport then complete one loop on the actual runway and down the parallel taxiway! Please see the Race Timing Unlimited website for a course map. The course will be a USATF certified five kilometer (5k) course. Timing provided by Race Timing Unlimited using Winning Time Chips. Start and finish times are being recorded.

DIRECTIONS: Stafford Regional Airport is located at 75 Aviation Way, Fredericksburg, VA 22406. From I-95, take Exit 136, Centreport Parkway West for about three miles, turn left onto Aviation Way. Follow signs and parking marshals to designated parking areas. **Carpooling is strongly recommended!**

AWARDS: Gift certificates for Overall top three men and women. Gift Certificates for top three men and women in the following Age Groups: 20-29, 30-39, 40-49, 50-59, 60-69, 70 and over. Trophies for top three men and women in the following Age Groups: 14 & under, 15-19. All awards are based on finishing order (gun time).

WATER and REFRESHMENTS: A water station for the racers will be on the course and refreshments will be available after the race.

COST: Until Jan 31, 2014:	\$18
Feb 1 to Feb 28, 2014:	\$20
March 1 to March 21, 2014:	\$25
After March 21, 2014:	\$30

T-SHIRTS: All runners registered prior to March 1 are guaranteed a T-shirt. T-shirts for entries received after March 1 will be on a first come, first serve basis until supplies are exhausted.

ONLINE REGISTRATION AT: www.racetimingunlimited.org (Online registration closes at 8pm on March 20, 2014)

MAIL-IN REGISTRATION: Fill out registration form for each runner. Complete and mail the form to: Stafford Airport Runway Runaway, 3 Danford Court, Fredericksburg, VA 22405. Make checks payable to: Pohanka Honda. (Mail-in registration closes March 14, 2014. Racers wishing to register after March 14 must use online or in-person registration).

IN-PERSON REGISTRATION: Virginia Runner, 1993 Carl D Silver Pkwy (Central Park), Fredericksburg, VA 22401 on March 22 between 10am and 5pm. Race day registration will be available.

PACKET PICK-UP: You may pick up your race packet at Virginia Runner on Saturday, March 22 from 10am to 5pm. You may also pick up your packet on the day of the event starting at 6:30am. Please arrive 45 minutes before the race to check-in. Unclaimed packets will not be mailed to entrants.



→ President's Column →

by Danny Miller

As I peruse the periodicals, Sport Aviation, AOPA, Plane & Pilot, and a variety of others both online and in hand, it seems one of the predominate subjects I see is how dynamic general aviation has become. There seems to be a plethora of change all around us. For example, third class medicals, unleaded fuel, and even within our own Chapter as we move to a more digital presence; these are just a few of the changes afoot that I see.

Nearly two years ago, AOPA asked the FAA to make more pilots eligible to fly under the driver's license medical standard. Their petition also would require recurrent training in how to self-assess your fitness to fly. The goal is to improve safety by giving pilots greater awareness and better tools to decide whether or not to launch. The FAA didn't act so AOPA talked to friends in Congress, and they did take action. On December 11, 2013, Rep. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) introduced General Aviation Pilot Protection Act. Their legislation goes a step beyond AOPA's petition. It would allow pilots to use the driver's license medical standard for noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet MSL, and fly no faster than 250 knots. This legislation is great news for pilots and AOPA will be asking for your help to give the bill the support it deserves.

There are several companies (Shell, Swift, GAMI) submitting candidate alternative fuels for testing. The FAA has said that it wants to introduce a new unleaded fuel by the end of 2018. The number one goal of the fuel is to eliminate lead. GAMI and Swift have been talking about their unleaded fuel development projects for several years. Shell has been working on its own solution for nearly a decade. Michael Sargeant, Shell's avgas commercial aviation manager, said he expects the fuel will weigh about the same as 100LL and will cost about the same. It can be seamlessly mixed with 100LL during a transition. The company plans to proceed

with FAA testing and to also seek a fleet-wide approval from the FAA, meaning that it could be approved for use in any airframe and engine combination where 100LL is used. The alternative is a lengthy and costly process of testing every possible engine and airframe combination. Let's hope that regardless of who makes it, we end up with a fuel that is as close to a drop-in replacement as the one that Shell seems to believe it has developed.

Our very own Chapter is in the process of moving to more of a 21st century digital presence in an effort to modernize what we do without the massive amount of legwork that has been required in the past. As you all know, we have a web site that tells people who we are and what we do but it falls short of many other aspects that can be accomplished. For example, we can move all of our corporate documentation to a digital presence. This includes our Articles of Incorporation, By-Laws, Directives, Standard Operating Procedures, position descriptions, newsletters, directory, membership applications, renewals, and hangar lease agreements, just to name a few.

This move has already begun in recent times with the placement of newsletters and significant additional information on the site. Our web masters have done a nice job of creating a new site that has all the potential of doing what we need it to do. One aspect of this move is the 2014 Chapter 186 member renewal process. For the first time, we've made it possible to renew your membership online by making a payment with a PayPal account. There is a slight increase in cost to us over the standard mailing of an application but the time saved makes it well worth the cost. Our membership chairperson no longer has to print the applications, fold, stuff, and stamp the envelopes, and take them to the post office. She also saves significant time in creating the Directory from these data because it no longer has to be hand verified with paper against prior listings. Eventually, everything we do will be accomplished on the Internet via our web site. We're taking these things in small steps in an effort to avoid losing anybody. Our hope is to have this move completed by the end of this year so stay with us.

Danny – February, 2014

→ Business Meeting Minutes →

Wednesday, January 22, 2014

Chapter President Danny Miller called the meeting to order at 7:03PM. In addition to Danny, the following were present: Diane Cole, Sandie Miller, Richard Long, Al Sparks, Judy Sparks, Mary Dominiak, O.C. Baker, Gil Coshland, Dan Botzer, Laura Hoover, James Sultan, Chris Carswell, and Paul Schafer.

Old Business

December Meeting Minutes: The December member meeting was the Holiday party and the December Business meeting was canceled.

New Board Members: The 2014 Board of Directors (BOD) was agreed to at this meeting. Previous members of the board (Richard Long, OC Baker, Al Sparks, Judy Sparks, Diane Cole and Gil Coshland) were nominated, seconded and elected at the meeting. In addition, the following new members were nominated by Sandi Miller for BOD:

- Mary Dominiak (B17 Project Manager);
- James Sulton (Young Eagle Coordinator - East);
- Paul Schafer (Eagle Flight Coordinator).

Nominations were seconded by Gil Coshland and unanimously agreed upon. The 2014 EAA Chapter 186 Board of Directors is listed alphabetically:

Rob Anderson (Past President);
 OC Baker (KHEF Airport Liaison/Chapter Security Officer/Tool Crib Manager);
 Dan Botzer (Secretary);
 Diane Cole (Merchandise);
 Gil Coshland (Member at Large);
 Mary Dominiak (B17 Project Manager);
 Laura Hoover (Treasurer);
 Richard Long (Chapter House Manager);
 Danny Miller (President);
 Sandi Miller (Vice President);
 Paul Schafer (Eagle Flight Coordinator);
 Al Sparks (Chapter House Support);
 Judy Sparks (Membership);
 James Sulton (Young Eagle Coordinator - East).

2013 Presidential wrap-up: Rob wasn't present to discuss this but Danny informed the meeting that Jim Stone was going to be presented with the Lutz

award for 2013. This would occur at the General Membership meeting on January 25, 2014.

Newsletter: Danny said the newsletter process was working fine.

Tools, Security, KHEF Liaison: OC stated that Board members who required vehicle gate access at KHEF now have it.

Chapter House: Richard stated that the two chapter house signs need to be painted and/or replaced. Danny asked Richard to obtain quotes for having that work performed and said we would discuss it at the next board meeting. Richard also discussed the leaking roof. Diane asked if a temporary repair could be made. Laura gave Richard the name and number of a roof repair company. Danny asked Richard to get a quote to have the roof repaired. During the meeting (it was close to 0°F), the hot/cold water wasn't running. Richard was going to determine what was causing the problem.

Treasurer: Laura stated that the 2013 Audit Committee findings were resolved. She also discussed the Cash Process email she sent out that included the Chapter 186 Expense Voucher spreadsheet. Laura said that because our income exceeded the 501c3 nonprofit threshold for post card filing, we would need to file Form 990 this year. She recommended we use the firm Scheulen, Patchett & Edwards, CPA PC to do this. They have worked on Chapter taxes in the past. She estimated they would charge around \$400 to do this. Judy asked if we should try to find a member to do this instead. Diane (Danny and Laura agreed) that it would be better to use an external provider to do this instead of a chapter member. Diane made the motion to use Scheulen, Patchett & Edwards to assist preparation of the 2013 taxes. The move was seconded by Gil, voted on and accepted.

Merchandise: Diane stated we have many T-Shirts available. We also have 18 calendars, 68 cups and 4 hats. It was decided to hold a drawing at the upcoming membership meeting to help cut down on the merchandise stockpile. The plan will be to offer tickets for a donation of \$1 or 6 for \$5. Sandi and Judy offered to help with this at the meeting.

Membership: Judy showed an example of patches available from VA Festival of Flight patches (\$115 for quantity 300). She said it was discussed in the past to raise the dues (currently \$20/year) to help cover the cost of sending out the Stick and Rudder. She said some people were making donations to pay that additional cost. Danny said since there is no reason to raise the dues this year we should leave them at the current level. Laura said that in a couple of years when revenues decrease we may want to revisit this subject.

Young Eagle Status: James handed out a schedule of Young Eagle events at the meeting. Laura mentioned that the chapter provides sponsorship money for people (aged 15-22) to help obtain their private pilot certificate and that this would be included in the 2014 budget. Sandi mentioned that James needed to ensure a budget was included this year for the two "Wings Over Manassas" events planned for summer.

5-Year Plan: Danny said the only 5 Year plan he had was created in 2011. Laura and Diane said it had been updated since then. Laura said she had a copy of it and would provide it to Danny.

Directive Updates: Danny said he would review and update the chapter directives and send them out to the board members for review.

Position Updates: Danny said he would review and update the chapter position descriptions and send them out to the board members for review.

New Business

Membership Online Application/Renewal: Chris Carswell discussed the option of using an online database for chapter application and yearly renewal. It was agreed that the chapter should move in this direction and Chris was asked to work with Judy and Tony Fletcher to begin this process. Chris said that members could use PayPal to pay dues but that the chapter would be charged about 75¢ per person. It was agreed that this was a small price to pay and Sandi moved to have the board agree to this. The BOD agreed that using PayPal for member dues would be fine. Laura said it was critical that if we do this we include a method to backup the database.

Chapter Calendar through December: Danny sent the proposed annual calendar to the board and there were no updates requested.

Chapter House Rules: Danny sent out to the board the chapter house rules and there were no updates requested. A framed poster will be prominently placed in the Chapter House.

Eagle Flight Program: Paul Schafer discussed the Eagle Flight program and how he planned to conduct operations. He was planning to meet with all the flight schools on the field. The goal was to lead the Eagle Flights into flight instruction at one of the schools and it would be up to the schools to provide that plan.

MARBA: Sandi talked about the last MARBA meeting she attended. She said MARBA would like Chapter 186 to be part of the Manassas Air Show with aircraft displays as well as having an EAA table with information at the March 18 Ravi the Raviator event.

Who's Who updates: Danny said he removed the Australian EAA chapter from the list as we had not had any interaction with them in the past several years.

Chapter Renewal Documents: Danny verified all the required Chapter Renewal documents have been submitted.

Treasurer 2013 P&L summary: Laura handed out the 2013 Profit/Loss summary and various items were discussed. Laura said she would need 2014 budgets from anyone who planned to spend Chapter funds during the year. This included Judy, Diane, James, Danny, Richard, and Laura. She needs these budgets in the next two weeks so she can complete the 2014 Chapter budget. Laura also said the Chapter officers would need to meet at a BB&T bank this week to sign the required bank documentation.

Bylaws Update Proposal: Danny asked Diane to provide him the necessary 501c3 verbiage we need to maintain the Chapter nonprofit status in our By-Laws. Once Danny has that he will update the By-Laws and send them out to the board for review.

Investment Vote: Sandi said we only had 35 votes so far on the investment vote she sent out. We require approximately 50 votes to consider the vote to be valid (based on 20% of membership quorum). Diane suggested we print out the vote sheet and have it at the General Membership meeting Saturday in order to get the rest of the votes we need to consider the vote valid. *{Ed.: As of this printing, we now have over 50 approval votes of the investment recommendations.}*

EAA 186 Chapter Fall Fly In: A committee was formed to come up with a plan for a Chapter fly-in to be held at Manassas airport. The BOD agreed it was not necessary to continue holding a fly-in at Winchester airport. The committee is led by Sandi and consists of Sandi, Dan Botzer, Diane, and Judy. The committee will meet in the near future and present options to the BOD for review.

Open Discussion

Chili Cook Off: Gil reminded folks that the Chili Cook Off would be held on March 29.

Charlie Schwenker: Laura mentioned the board voted last year to put Charlie's name on the EAA Memorial wall and she would include money for this in the 2014 budget.

B-17 Visit: Mary said she applied for a 2014 B-17 Manassas Airport visit. She said the timing of the visit would be defined later in the year after all applications are in.

Ford Trimotor: Paul said he would submit a request for the Ford Trimotor to visit KHEF again in 2014.

The meeting was adjourned at 9:26 P.M.

→ General Meeting Minutes →

Saturday, December 25, 2014

Danny Miller called the meeting to order at 10:05AM. There were 40 members in attendance.

Air Academy Applications: Danny said there were two applications for air academy sponsorship this year and Chapter 186 has two available slots.

Private Pilot Sponsorships: Sandi said there would be a full private pilot sponsorship provided by American Aviation at the Aviation Ed EXPO to be held at American Helicopters on March 28, 2014.

Chapter House Signs: Danny said the chapter signs on the Chapter house needed to be repaired or replaced and we were in the process of getting quotes to do that work.

Membership Renewal: Judy explained that she hadn't sent out the chapter renewal letters yet because we were in the process of going digital. This will provide members with the ability to pay membership dues with PayPal, if they so desire. She said as soon as the process was available she would send out information to the members.

Eagle Flight Program: Danny described the Eagle Flight program and said that Paul Schafer would be coordinating it.

Fall Fly-In: Danny said the Board of Directors was evaluating options for a Chapter Fall Fly-In at Manassas airport. There was no plan to hold the fly-in at Winchester.

Manassas Air Show: Sandi said the Manassas Air Show would be held on May 3 and the Chapter plans to participate in it. She said more information would be coming out soon.

EAA Memorial Wall: Danny said the chapter would pay for the names of two members who died in 2013 to be added to the EAA Memorial Wall this year. These were Charlie Schwenker and Michael Arnold.

Next Speaker: Sandi mentioned that Kevin Rychlik will be the featured speaker at the February chapter membership meeting.

Frozen Pipes: Judy thanked Richard Long and Jim Stone for finding and repairing a frozen water pipe in the chapter house this past weekend.

Newsletter Support: Danny mentioned that Diane Cole has been a big help in editing the newsletter each month.

Awards: Rob Anderson presented Jim Stone with the Lutz Award for 2013. He read a long list of activities that Jim supported and was grateful for all the help he provided the chapter. Rob also presented Todd Stovall with an award but he was heading to Afghanistan so his wife accepted the award for him. Danny presented several EAA National awards for Chapter and Young Eagle support in 2013.

B-17 Flights: Danny said that Mary Dominiak, who coordinated the B-17 visit at Manassas this past September, would be joining the B-17 tour this year. This is a testament to the quality of support she provided the crew when they were here as well as her enthusiastic support of the B-17 mission.

Main Speaker: George Sempes, Aeronautical Information Specialist with the FAA, gave an excellent presentation on aeronautical charts and explained why different information is on various charts. George showed the Manassas airport area on Enroute High, Enroute Low, Enroute Area, VFR Planning, World Aeronautical, Sectional, Terminal Area, Helicopter Route, AFD, and Airport Diagrams. He discussed airport surveys and how they are conducted. Lastly, he brought up the Internet and showed the <https://nfdc.faa.gov/> website and how anyone can access the data for any airport in the US. Another helpful point was that this website provided a path for pilots to give feed back to the FAA regarding any errors they see or changes they would like to see. The presentation was well received and spurred many good discussions.

The meeting adjourned at noon.

✈️ Directory Updates ✈️

DID YOU CHANGE YOUR E-MAIL? Please advise Judy Sparks (jhsparks@comcast.net, 703-590-9112) of membership changes.

Chapter has 250 Members

NEW MEMBERS

Greeves, Jim & Tammy
2507 Little River Road
Haymarket, VA 20169

703-754-8053; pilateatme.com


Ratings: Pvt., Comm., Inst., Rotary
Aircraft: Zenair Sta CH801

Stahl, Jason P & Lorainne
1330 S. Fair Street, #320
Arlington, VA 22202
661-917-8092; capturedmotion@gmail.com
Rating: Sport Pilot
Aircraft: Rans S-12 (O), Sonerai S2L5 (P)
Based: Warrenton Airpark

Dunn, Patrick J.
P.O. Box 692
Locust Grove, VA 22508
540-854-0167; patrickjdunn@outlook.com

ANDY OZOLS
FAA Flight Tests, L.L.C.

Sport Pilot
Private
Instrument
Commercial



CFI
ATP
Multi Engine

(540) 659-6672 EA_27_351@verizon.net

Sandra Miller-Long
SandraatWunderWebs.com
248.756.8047



WUNDERWEBS.com
WEB DESIGN & DEVELOPMENT

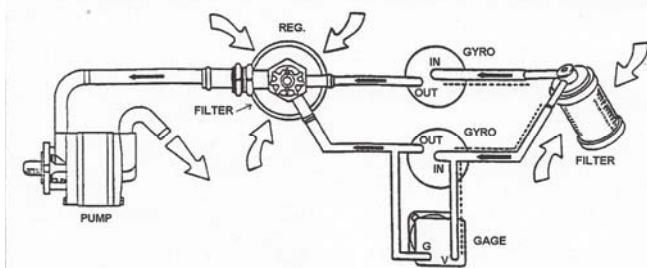


Sikorsky S-64 Skycrane flying at KHEF

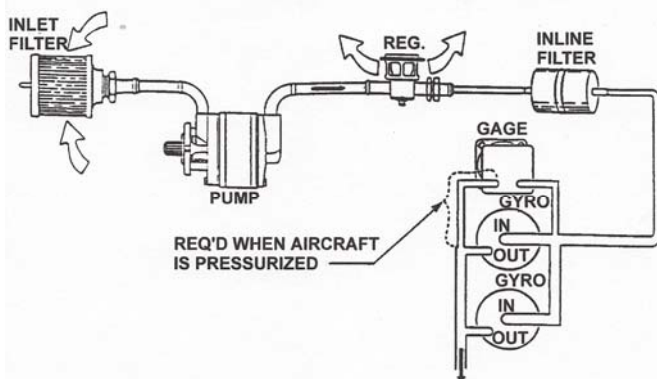
→ Koehler's Korner →

→ Gyroscopic Instruments →

If you want to fly IFR (see FAR 91.205), or just have a “safer” aircraft, you will need to install both an attitude and a directional gyro. The least expensive way to go, gyro-wise, is with vacuum powered instruments. The alternative is to use electrically powered gyros. A typical electric attitude gyro will run about \$3,000, but there is an “economy” model in Aircraft Spruce at about \$1500. A typical directional gyro is about \$2,100. Of course, these should be installed with appropriate circuit breakers or fuses so that a failure of one will not take out both. That comes to about \$3,700 for a total electrical (cheapie) gyro package.



Dry Air Pump Vacuum System

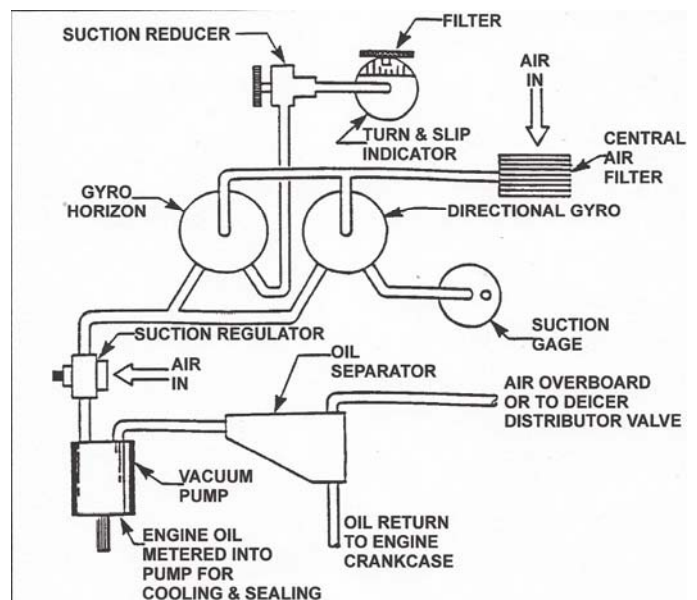


Dry Air Pump Pressure System

On the other hand, a typical vacuum powered attitude gyro is about \$700 and a typical vacuum powered directional gyro can be purchased for about \$500. You'll need a vacuum pump at about \$300 new. You'll also need a vacuum pressure regulator at about \$200, plus interconnect hoses, fittings, and a filter. Aircraft Spruce sells a complete kit, including the new vacuum pump, for \$531 that appears to

be a good buy versus buying all the bits. So a complete vacuum gyro system can be had for as little as \$1,730.

This simple cost comparison is one of the reasons that many smaller GA aircraft will have a vacuum system for the IFR gyros. However, another consideration beyond cost is safety. If you have a vacuum pump failure, you lose both gyros. On the other hand, if you have electrical gyros and have a total electrical failure, you lose both gyros. To minimize the effects of a vacuum/electrical failure, we typically install a turn coordinator or turn and bank (needle/ball) instrument using the opposite power system of the main gyros. Electric turn coordinators start around \$600. There are no vacuum turn coordinators, as far as I know. But, for a turn and bank, you can get a vacuum version for about \$525 or electric for about \$900. So that brings the cost of the electric gyro system plus vacuum turn and bank to around \$4,225 and the vacuum gyro system plus electric turn coordinator to about \$2,330, or slightly more than half the cost of the electric gyro system!



Wet Air Pump Vacuum System

Back when we only had generators for electrical power, the vacuum pumps were “wet” pumps. A wet vacuum pump has metal vanes in it and is lubricated with engine oil. To keep from spewing this

oil the system should have an air/oil separator. These wet vacuum pumps have a reputation for being extremely reliable, but a new one from Airwolf will set you back about \$1,600, and a robust air/oil separator for it will be another \$400. This brings the reliable vacuum system total cost up to about \$4,030, or within about 5% of the cost of the electric system.

The wet vacuum pump was replaced in the early 1960s with the “dry” or carbon vane pump that’s significantly less expensive (\$300) and does not need an air/oil separator. However, the dry pump is also more fragile than the old metal wet pump. It will fail totally and catastrophically without warning whereas the wet pump usually lasts forever and fails gracefully. As a result of failures of the dry pumps back in the 70s and 80s, Parker Hannifan (Airborne), the main manufacturer, became the target of every aviation lawyer. It became so bad that Airborne stopped manufacturing dry pumps and issued a series of Mandatory Service Bulletins calling for the replacement of their pumps after 500 hours of use or six years in service. They also stopped making dry vacuum pumps! Another publication from Airborne states, “A back-up pneumatic power source for the air-driven gyros, or a back-up electric attitude gyro instrument must be installed in all aircraft that fly IFR.” Even though such a statement from an equipment manufacturer is not mandatory to us Part 91 not-for-hire operators, I installed the SVS V Back-up Vacuum system that works off the engine manifold vacuum. Aircraft Spruce sells it for just under \$500. There are much more expensive back-up vacuum systems, but this minimal system drives the scratch cost of a carbon vane pump vacuum primary gyro system with electric turn coordinator and SVS back-up to \$2,830, or still only about two-thirds the cost of the electric driven primary gyro system. You should replace the dry pump every 500 hours, but even if you have electric primary gyros with a vacuum back-up turn and bank, you’ll probably want to do the same replacements.

Another alternative is to go all electric. If both your primary gyros and turn coordinator are electric, then you run the risk of all failing with a total electrical failure. Back in the days of generators and mechan-

ical vibrating coil type voltage regulators, the electrical system had a fairly low reliability. Generator brushes and voltage regulators were high maintenance items. I personally have had more electrical system failures than vacuum pump failures. By and large the solution to this reliability issue has come in the form of the alternator and solid state voltage regulator. I have never had a failure since I switched to an alternator. Even so, electrical failures can happen, so some form of redundancy is advisable. This can be a second alternator system, or as a minimum a second or emergency battery. B&C makes a small (SD-8) alternator that fits on the standard vacuum pump drive pad. For \$570 you can get the alternator, voltage regulator and over voltage relay for the 8 amp, 3.7 lb. system. In an emergency it could run your gyros, and probably a Nav-Comm. If you want more power, B&C makes a 20 amp unit that will run about \$1,000 with voltage regulator, over voltage relay, etc.

One of the advantages of going with a second electrical system is that it brings along the reliability to allow you to go to a dual electronic ignition system for the engine, rather than having one electronic and one magneto. This discussion includes the use of all the fancy integrated electric displays that are becoming common in our homebuilts, such as the Garmin G3, Dynon, etc. You will want to have redundancy for electrical power and display, or a back-up gyro system.

Hope this little discussion helps you with decisions on the design of your bird.

Dick 2/2014

GOMOTEXT.COM
SMS VOTING | SMS ALERTS | SMS CONTESTS | SMS REMINDERS
MOBILE ENGAGEMENT MADE EASY

MOBILE MARKETING	MOBILE WEBSITES
SMARTPHONE APPS	FACEBOOK INTEGRATION

CALL AMIT GANJOO
@
1.866.436.9011 Or
1.214.680.5580

MENTION EAA 186 TO
RECEIVE DISCOUNTED
PRICING AND FREE
CONSULTATION

→ 2014 CALENDAR →

Date	Event/Location	Contact	Remarks
January			
Sat. 11 10 A.M.	YE rally, Chapter house CANCELED	James Sulton	jamesataviationed.net 510-384-7286
Wed 22 7 P.M.	Chapter Business Meeting	Danny Miller	danny.milleratn107sd.com 248-756-8048
Sat, 25 10 A.M.	General Meeting Chapter House	Sandi Miller-Long sandratwunderwebs.com	George Sempeles (FAA) on how aviation charts are made.
February			
Sat. 15 Rain date: 22 10 A.M.	YE rally, Chapter house Webelo Pack 1369	James Sulton, 510-384-7286 jamesataviationed.net	10 Webelos
Wed 19 7 P.M.	Chapter Business Meeting	Danny Miller	presidentateaa186.org 248-756-8048
Sat, 22 10 A.M.	General Meeting Chapter House	Sandi Miller-Long vicepresidentateaa186.org	Kevin Rychlik - MARBA and the Manassas Air-show 2014
March			
Sat. 8 Rain date: 15 10 A.M.	YE rally, Chapter house Open Rally (KHEF)	James Sulton, 510-384-7286 jamesataviationed.net	Open Rally (pre-registration required)
Wed 26 7 P.M.	Chapter Business Meeting	Danny Miller	presidentateaa186.org 248-756-8048
Sat, 29 10 A.M.	General Meeting Chapter House	Sandi Miller-Long vicepresidentateaa186.org	Chili cook-off
April			
Tue. 1 to Sat. 6	SUN 'n FUN International Fly- In and Expo, Lakeland, FL		http://www.sun-n-fun.org/
Sat. 12 & 13 10 A.M.	YE rally, Culpeper Remembrance days (KCJR)	James Sulton, 510-384-7286 jamesataviationed.net	Rally in conjunction with Remembrance Days
Wed 23 7 P.M.	Chapter Business Meeting	Danny Miller	presidentateaa186.org 248-756-8048
Sat, 26 10 A.M.	General Meeting Chapter House	Sandi Miller-Long vicepresidentateaa186.org	
May			
Sat. 3 10 - 4	Manassas Air Show		http://aviationevent.com/2014/05/03/manassas-airshow-2014/
Sat. 10 Ran date: 17 10 - 4	Wings Over Manassas	James Sulton, 510-384-7286 jamesataviationed.net	Young Eagle Rally to follow event
Wed 21 7 P.M.	Chapter Business Meeting	Danny Miller	presidentateaa186.org 248-756-8048
Sat. 24 10 A.M.	General Meeting Chapter House	Sandi Miller-Long vicepresidentateaa186.org	
Sat, 31 8 - 5	Virginia Regional Festival of Flight Suffolk, VA	Judy Sparks	
June			
Sun, 1 8 - 4	Virginia Regional Festival of Flight Suffolk, VA	Judy Sparks	
Sat. 14 10 A.M.	D.A.R.E. Event (OKV)	James Sulton, 510-384-7286 jamesataviationed.net	Frederick County D.A.R.E. Program (150 Kids)
Sat. 21 10 - 4	Wings Over Manassas	James Sulton, 510-384-7286 jamesataviationed.net	Young Eagle Rally to follow event
Wed 25 7 P.M.	Chapter Business Meeting	Danny Miller	presidentateaa186.org 248-756-8048
Sat, 28 10 A.M.	General Meeting Chapter House	Sandi Miller-Long vicepresidentateaa186.org	

→ 2014 CALENDAR →

Date	Event/Location	Contact	Remarks
July			
Sat. 12 Rain date: 19 10 A.M.	YE rally, Chapter house Open Rally (KHEF)	James Sulton, 510-384-7286 jamesataviationed.net	Open Rally (pre-registration required)
Wed 16 7 P.M.	Chapter Business Meeting	Danny Miller	presidentateaa186.org 248-756-8048
Sat, 19 10 A.M.	General Meeting Chapter House	Sandi Miller-Long vicepresidentateaa186.org	
28-31 All day	AirVenture 2014	EAA	
August			
1-3 All day	AirVenture	EAA	
Sat. 9 Rain date: 16 10 A.M.	YE rally, Chapter house Open Rally (KHEF)	James Sulton, 510-384-7286 jamesataviationed.net	Open Rally (pre-registration required)
Wed 27 7 P.M.	Chapter Business Meeting	Danny Miller	presidentateaa186.org 248-756-8048
Sat, 30 10 A.M.	General Meeting Chapter House	Sandi Miller-Long vicepresidentateaa186.org	
September			
Sat. 13 Rain date: 20 10 A.M.	YE rally, Chapter house Open Rally (KHEF)	James Sulton, 510-384-7286 jamesataviationed.net	Open Rally (pre-registration required)
Wed 24 7 P.M.	Chapter Business Meeting	Danny Miller	presidentateaa186.org 248-756-8048
Sat, 27 10 A.M.	General Meeting Chapter House	Sandi Miller-Long vicepresidentateaa186.org	Chili cook-off
October			
Sat. 11 Rain date: 18 10 A.M.	YE rally, Chapter house Open Rally (KHEF)	James Sulton, 510-384-7286 jamesataviationed.net	Open Rally (pre-registration required)
Wed 22 7 P.M.	Chapter Business Meeting	Danny Miller	presidentateaa186.org 248-756-8048
Sat, 25 10 A.M.	General Meeting Chapter House	Sandi Miller-Long vicepresidentateaa186.org	
November			
Sat. 8 Rain date: 15 10 A.M.	YE rally, Chapter house Open Rally (KHEF)	James Sulton, 510-384-7286 jamesataviationed.net	Open Rally (pre-registration required)
Wed 19 7 P.M.	Chapter Business Meeting	Danny Miller	presidentateaa186.org 248-756-8048
Sat. 22 10 A.M.	General Meeting Chapter House	Sandi Miller-Long vicepresidentateaa186.org	
December			
Wed 7 1-4 P.M.	Chapter Holiday Party	Judy Sparks	jhsparksatcomcast.net 703-590-9112
Sat, 17 10 A.M.	Chapter Business Meeting	Danny Miller	presidentateaa186.org 248-756-8048