



EAA 196

# NEWSLETTER

June 2022

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6 Month Calendars

## Coming Events

- Airventure: August 25-31, 2022
- Myricks Fly-In: September 18, 2022.

## News

- Rafael Silva became a partner in Cardinal N16066 back in January. He joins Beth Cook and John Garrett in the partnership.
- Student chapter member Raleigh Fisher was accepted into Parks College of Aviation and Engineering at SLU, he will be attending in the Fall to be a commercial pilot.



## Licenses and Ratings

- Rafael Silva passed his Private Pilot check ride in January, so is one of our newest private pilots!

## ***Young Eagles Flights***

We have so far lucked out with the weather this season, so we have flown all of our events in April, May and twice in June. We've already flown 75 kids, and we still have at least 4 more months of flying weather.

From Peter Alberti: And because we can't get enough Young Eagles rallies, we decide to have two in June! On 6/11 we held a private rally for BSA Troop 823, one of the first girls' Troops to be formed with BSA (formerly Boy Scouts). It was fantastic weather (as evidenced by my sunburn - I need to remember to bring sun block to these things!) and we flew 8 scouts. Thanks to Jim Ellis, Fred Moses, Mark Hubelbach and Noah Wells for making this happen! As well, major thank-you's to Andy Goldstein and Greg Alberti for ground crew support, without whom the day would have been much, much harder.

Our public rally on 6/12 was also a big success with 18 flights. Before starting his new job at Nancy's Greg helped us set up, and then Jayda, Ron and Mary rocked the registration table and parent marshaling. We're also getting better at utilizing our electronic registration and check-in process!

Thank you to all the pilots. And of course thank you to the ground crew volunteers.

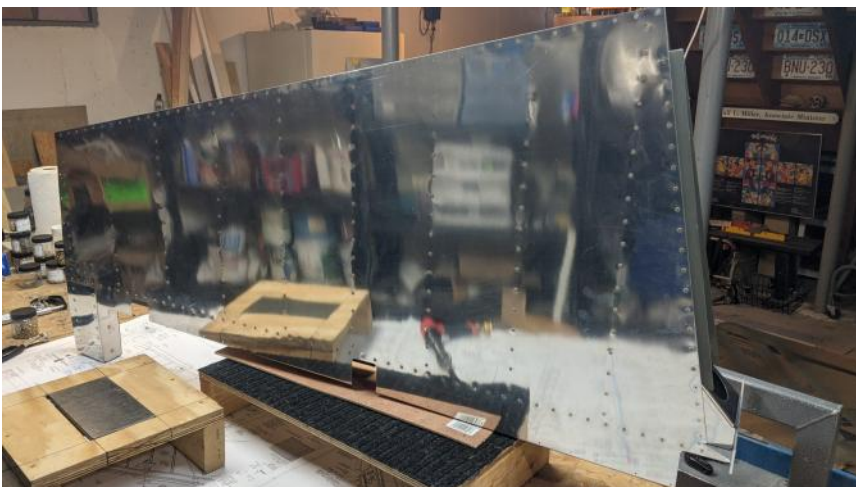
	<u>9-Apr</u>	<u>14-May</u>	<u>11-Jun</u>	<u>12-Jun</u>
<b>TOTAL</b>	<b>21</b>	<b>23</b>	<b>13</b>	<b>18</b>
Andy Goldstein	3	0	0	3
Jim Ellis	3	6	3	0
Mike Smith	4	3	0	3
Sue Benua	2	0	0	0
Hector Constantzos	3	4	0	0
Fred Moses	6	0	4	0
Mark Hubelbach	0	3	3	3
Geoff Lull	0	2	0	0
Dave Wiederspahn	0	5	0	0
Peter Morse	0	0	0	5
John Weigel	0	0	0	4
Noah Wells	0	0	3	0

## Who's Building?

Mike Smith began building his Vans RV-7 in May this year. A month and a half into the project he's finished the vertical tail and rudder, and is working on the horizontal elements (right elevator, first).



Having completed a scratch build of a Sonex aircraft 8 years ago, Mike's basement is now and airplane workshop, again.





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## Who's Building?

Ted Ross continues to build his taildragger RV-7, with a slide back canopy. "I've completed the firewall and all of the fuselage bulkheads and I'm ready to start assembling the tail cone. I also went back and started closing up my wings by riveting on the inboard bottom skins. The outboard skins will wait until I finish wiring in the heated pitot tube and the autopilot roll servo."



## ***New Partnerships***

**By Michael Emery (Chapter Secretary)**

Craig Maiman has graciously allowed me to become a part owner of his Sling 4 “Sadie,” and so the Sadie partnership has begun! Flying Sadie, Craig is working on his instrument rating, and I am working on my Private Pilot certificate (upgrading from his Sport Pilot certificate). We have another person (Steve Gershman) who will also be joining the partnership in a few months or so .



Craig and our instructor Alan Bugos, looking out from the backseat of Sadie - and yes, it is awfully tight back there!



Craig and Mike in the hangar with Sadie, basking in the goodness of an awesome plane and a really great hangar.



June 2022

## ***2022 Opening of Runway 12/30***

On June 4, Doug Stone rechristened runway 12/30 for the 2022 season, by taking off and landing several times in his Piper Cub.



## ***EAB (Experimental Amateur Built) and the Repairman Certificate***

**By Michael Smith**

You've spent years, maybe decades, building your dream aircraft. Your first flight may have felt like the final culmination of that dream. But unless you built it to fly only once, there is so much more to come! A lot of attention is focused on the building of an Experimental Amateur Built (EAB) aircraft. But after that first flight the next step for most builders is to obtain their FAA Repairman Certificate. It's a simple process that involves some paperwork, and proving to the FAA that you were indeed the builder. Note that only the builder of that aircraft can receive the Repairman Certificate, and only one person can receive the certificate, even if other persons were involved in the construction.

The regulation is as follows:

*§ 65.104 Repairman certificate - experimental aircraft builder - Eligibility, privileges and limitations.*

*(a) To be eligible for a Repairman certificate (experimental aircraft builder), an individual must -*

*(1) Be at least 18 years of age;*

*(2) Be the primary builder of the aircraft to which the privileges of the certificate are applicable;*

*(3) Show to the satisfaction of the Administrator that the individual has the requisite skill to determine whether the aircraft is in a condition for safe operations; and*

*(4) Be a citizen of the United States or an individual citizen of a foreign country who has lawfully been admitted for permanent residence in the United States.*

From the FAA's web site: "To obtain a certificate, apply through your local FAA Flight Standards District Office." You can find your local FSDO here: [https://www.faa.gov/about/office\\_org/field\\_offices/fsdo/](https://www.faa.gov/about/office_org/field_offices/fsdo/) (or do a Google search).

You will need to fill out FAA form 8610-2, which you can download from the FAA web site. Make sure you print it double sided. At the top of the first page of the application, check the "REPAIRMAN" box, and enter, "Experimental Aircraft Builder" in the box above where it says, "Specify Rating."

Refer to **Figure 1** on the next page. Block "M" asks for any other FAA airman certificates you hold or have ever held. This means pilot, instructor, mechanic or any other certificates. If you hold multiple certificates, list each one.

In Section III under "Type Work Performed," enter the make, model, and serial number exactly as they are shown on the aircraft registration and airworthiness certificate, along with the date of certification.

*TYPE OR PRINT ALL ENTRIES IN INK*

U.S. Department of Transportation  
Federal Aviation Administration

**AIRMAN CERTIFICATE AND/OR RATING APPLICATION**

REPAIRMAN

MECHANIC

AIRFRAME

POWERPLANT

Experimental Aircraft Builder

(Specify Rating)

PARACHUTE RIGGER

SENIOR     MASTER

SEAT         CHEST

BACK         LAP

APPLICATION FOR:     ORIGINAL ISSUANCE     ADDED RATING

APPLICANT INFORMATION	A. NAME (First, Middle, Last)				K. PERMANENT MAILING ADDRESS	
	B. SOCIAL SECURITY NO.	C. DOB (Mo., Day., Yr.)	D. HEIGHT	E. WEIGHT	NUMBER AND STREET, P.O. BOX	
	F. HAIR	G. EYES	H. SEX	I. NATIONALITY (Citizenship)	CITY	
J. PLACE OF BIRTH				STATE		
L. HAVE YOU EVER HAD AN AIRMAN CERTIFICATE SUSPENDED OR REVOKED?				M. DO YOU NOW OR HAVE YOU EVER HAD AN AIRMAN CERTIFICATE?		
<input type="checkbox"/> NO <input type="checkbox"/> YES (If "Yes," explain on an attached sheet keying to appropriate item number).				SPECIFY TYPE: _____		

**Figure 1: Filling in FAA form 8610-2**

Take the following documents with you to the FSDO:

- FAA form 8610-2 (Airman Certificate and/or Rating Application)
- FAA form 8130-12 (Eligibility Statement Amateur-Built Aircraft)
  - Must be signed and notarized
- A copy of your airworthiness certificate
- Your aircraft logbook showing the airworthiness sign-off
- An inspection checklist for your annual condition inspection

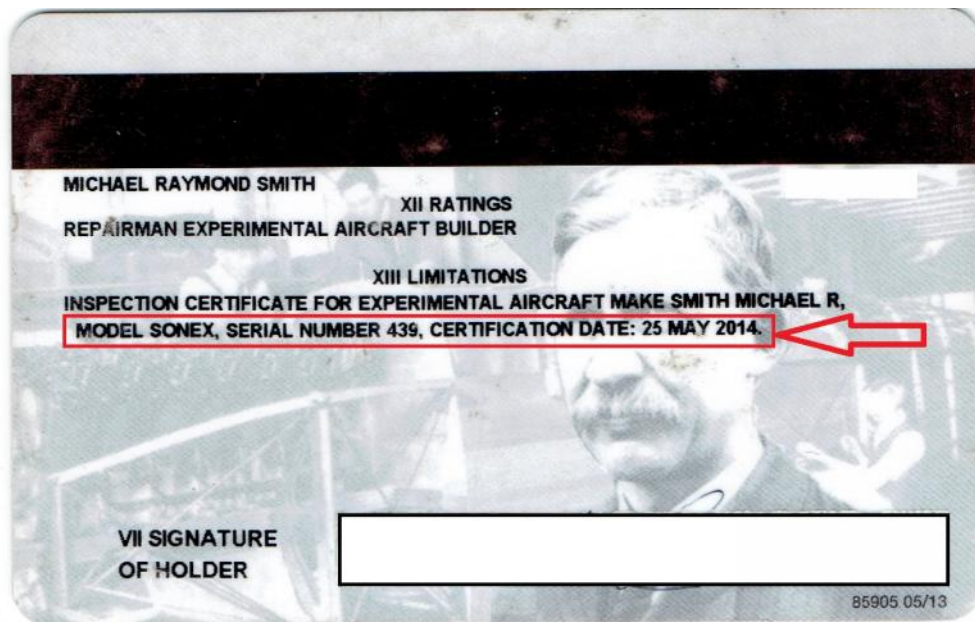
The FAA inspector will review your paperwork and ask you some questions. Although not required, it may be helpful to bring your builder’s log, or portions of it, with photos. You are trying to prove to the inspector that you did indeed build the aircraft, and that you have the requisite skills to maintain and repair it. A picture is worth a thousand words!

When you reach out to the FSDO to make an appointment, they will tell you if there is anything else you should bring or submit to them.





**Figure 2:** An example of an EAB Repairman Certificate. Note it is only relevant for one specific aircraft, Sonex Serial Number 439 in this case.



Regarding that "inspection checklist" for your annual condition inspection, there is no specific checklist that must be used for an EAB aircraft. Whatever type of aircraft you built, there are likely to be numerous checklists available on the Web from builders who have gone before you, or the kit manufacturer may have a suggested checklist. The FAA has a generic, but still very useful, inspection document AC 20-106 "Aircraft Inspection for the General Aviation Aircraft Owner." Whatever you start with, think of it as a living document. Add and modify items as you learn more about the aircraft, and as you learn what other builders have added to their lists. I've not yet had an annual condition inspection where I did not modify something on my list, or added something that I came across that was not on my list.

Owning an experimental aircraft in and of itself often makes flying more affordable. But it's the utility and cost savings of the Repairman Certificate that really begins to make an EAB aircraft pay off. And if you built your aircraft from a set of plans, rather than from a kit, you will likely experience even more cost savings, as constructing new parts for repairs from raw materials is much cheaper than ordering premanufactured parts from a kit manufacturer. A case in point was when I damaged the right aileron of my plans-built Sonex aircraft.



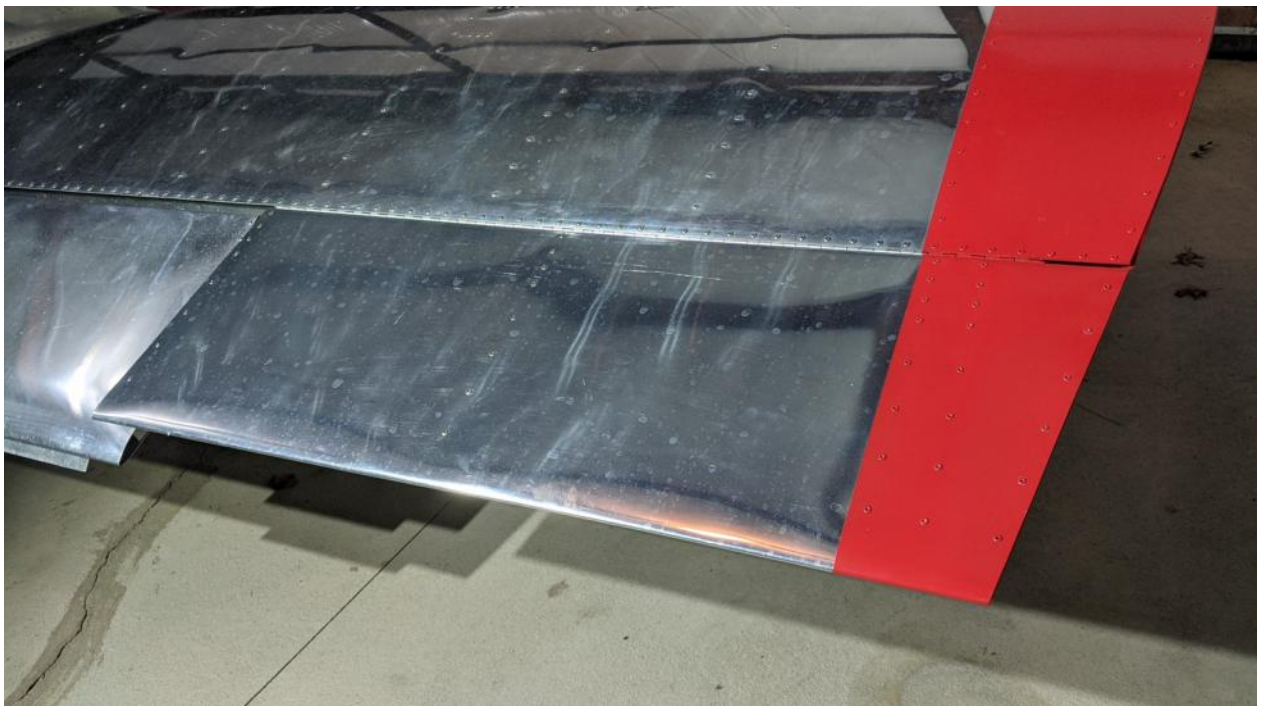
**Figure 3:** My damaged aileron.

The aileron is made from .025" aluminum sheet, with some .032" sheet metal ribs, a few dozen stainless steel pulled rivets, and a short section of piano hinge. I already had enough .032" aluminum, rivets and piano hinge on hand (left over from the original build), so I only needed to order a small piece of .025" aluminum for the skin. For about \$35 in materials and a few evenings' work, I had a new aileron constructed and installed. Had this been a kit plane I would have ordered the parts for a new aileron from the manufacturer, and done the same thing. It just would have been a bit more expensive. But either way, much less expensive than purchasing a new certificated aileron. A quick Google search shows even a used Cessna 172 aileron to cost from \$500 to \$800.





**Figure 4:** Making a new aileron constructed from plans and raw materials.



**Figure 5:** The new aileron installed.

So why does the FAA allow a builder to also be the maintainer? Well, you built it, so who knows the aircraft and its systems better than you? Actually, anyone can maintain and repair an EAB aircraft. FAR (Federal Aviation Regulations) Part 43 does not apply to any aircraft with an Experimental Certificate of Airworthiness. Because of this there are no FAR certification requirements as to who can perform maintenance, repairs or inspections on EAB aircraft, including major repair and overhaul of the engine, airframe, or other components. That means an owner can perform any work they wish (except for a condition inspection), without having any certification (Repairman Certificate, A&P, etc.).

But when the Annual Condition Inspection is due, that can only be performed by the person holding the Repairman Certificate for that aircraft (and only that specific airframe), or an A&P (Airframe and Powerplant) mechanic. So if maintenance and repairs were performed by someone else, the Repairman or the A&P may not be willing to sign off the inspection, without firsthand knowledge of the work that had been performed. If you have an A&P complete your annual condition inspection, note that the A&P is not required to have an IA (Inspection Authority) rating.

Besides documenting your annual condition inspections, you are also required to document the repairs and maintenance you do on your aircraft. I keep three log books: airframe, engine and propeller. The aircraft operating limitations will specify what wording should be used when making the Maintenance Records entry for a condition inspection. I have mine in a Word document so I can just change the date, print it, tape it into my log books, then sign the logbook entries. In general, the Repairman Certificate number and signature should be included with the description of the work that was completed.

FAR 91 subpart C applies to all civilian aircraft, so any requirements within that section that are related to continued airworthiness, also apply to aircraft with a Special Certificate of Airworthiness, including EABs. Examples include:

- Executing and documenting the required 12 month ELT inspection. (FAR 91.207)
- Control and instrument marking/placarding requirements (FAR 91.9)
- Semi-annual (every 24 months) inspection of Transponder/Altitude Reporting equipment (FAR 91.413), and Static System / Altitude Reporting in section if used for IFR flight (FAR 91.411)

If you've ever owned, or known anyone who owns, a certificated aircraft, you've probably heard horror stories of long down times, and the sometimes exorbitant costs of repairs and replacement parts. With your Repairman Certificate in hand, you are fully in charge of your time and money. There is no cost, in dollars, for your time, and you can take as little or as much time as it takes to do the work. My annual condition inspections usually take me about two weeks to complete, and often



cost me around \$50 in oil and replacement parts and materials. Fabricating parts is relatively cheap, and even parts ordered from the kit manufacturer are far less expensive than certificated aircraft parts. Here is one more example from my own experiences.

My Sonex is a tail dragger. I landed on Nantucket Island several years ago on a gusty day. The landing was fine, but while taxiing to the parking area a gust of wind suddenly picked up my tail and the composite prop struck the ground and disintegrated.

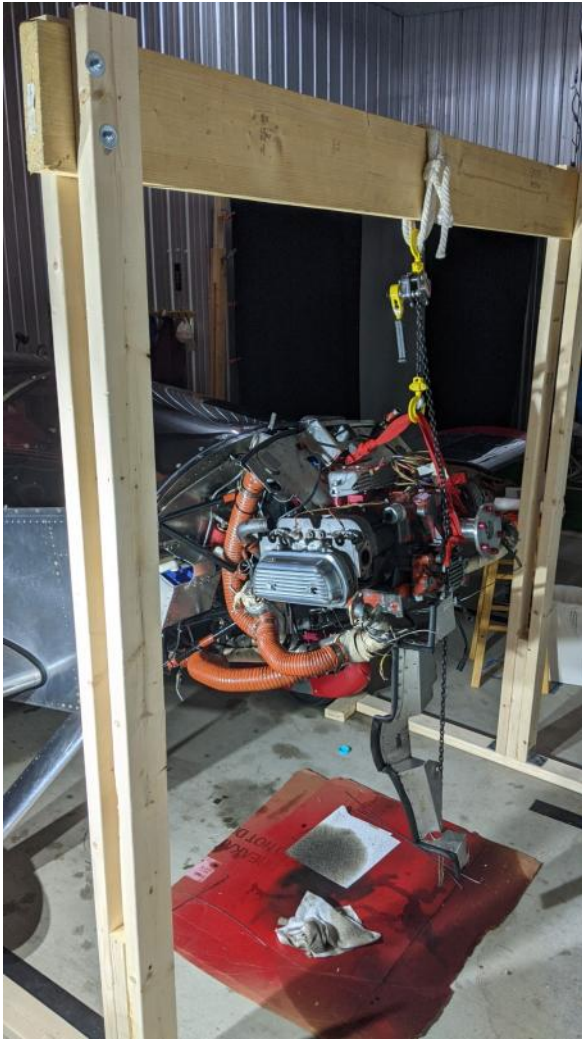


**Figure 5:** This was certainly a bad day, but also very repairable.

This necessitated a tear down of the engine to replace the crank, main bearings, and prop hub, and to check out everything else for damage and tolerances. Being stuck on an island can get expensive, so I was motivated to repair the aircraft myself as quickly as possible. I flew home commercially, drove my car to the island (via ferry), removed the engine (a VW, so it's small and light), put it in the back of the car and took it home.

I received a new crank, bearings and prop hub from Sonex, and borrowed an identical prop from another Sonex owner (the lead time on a new prop was 2 months). I took the engine apart in 2 evenings, and put it back together in 2 evenings (I built the engine from a kit, so I already knew how to build it).

I took the engine back to the island, hung the engine and hooked up everything in one day, documented the work and signed my engine logbook, test flew the aircraft the next day, and then flew it home. And not only did the insurance company pay for the parts, but since I was the



**Figure 6:** Removing the engine with a portable engine hoist I constructed.

**Figure 7:** Removing the damaged parts and installing the new bearings and crank.



**Figure 8:** There aren't a lot of parts to an engine as simple as a VW.



mechanic, they also paid me \$70/hr for the 30 hours of my time to complete all this work! The total cost of parts was \$540 for the crank (try that with a Continental or Lycoming!), \$60 for the bearings, and \$240 for the prop hub. Consider what the cost would have been for a certificated aircraft engine repair of this magnitude. The whole incident from prop strike to arriving back home with the aircraft was two weeks. All of this was done under my Repairman Certificate.

Besides maintenance, repairs and the annual condition inspection, what else is your Repairman Certificate good for? Modifications and experimentation are founding principles of EAB aircraft. If you want to change something, or try something new with your aircraft, you can do that with your Repairman Certificate, again, because you are the manufacturer. As with anything involving the FAA there are rules that need to be followed. Some things just require entering the work in the aircraft logbooks, while some major changes or modifications may require placing the aircraft back into Phase 1 flight testing for a period of time, often something like 5 hours. Those requirements are worked out with the local FSDO (Flight Standards District Office) via a phone call and a letter outlining what is to be done, and where the tests can be flown. The local FSDO is usually the same one you received your Repairman Certificate from.

Many people have the certification to conduct condition inspections on their aircraft, but they might not have the practical experience to do them to the same level as an A&P. Just as a pilot certificate is said to be a license to learn, so too is the Repairman Certificate. Just because you built and maintain the aircraft doesn't mean you know everything. You should always be seeking to learn more, and to seek the expertise of others as necessary.

As I am fond of saying, "The best part of experimental aircraft is that you are your own mechanic. While the worst part is that you are your own mechanic!" So once the smile has faded from the first flight of your aircraft, don't forget to apply for that Repairman Certificate. It's half the reason you built your own aircraft!

## ***AOPA ASN Volunteer Appreciation Day***

By Hector Constantzos, photos by Andy Goldstein

On Jun 25, 2022, AOPA held a 25<sup>th</sup> anniversary celebration for **Airport Support Network** volunteers in the Northeast Region at Minute Man Airfield. AOPA President Mark Baker joined ASN Director Mike and Eastern Regional Manager Sean Collins to honor the current ASN volunteers for their service to help promote and protect local airports. Along with words from Mark Baker on current and future advocacy programs happening in AOPA, Deputy Regional Administrator for FAA New



England Ken Knopp spoke about the FAA's support of airports and aviation in the region.

17 ASN volunteers from PA, VT, CT, ME, and MA attended. They



were joined by Don McPherson, Minute Man Airfield owner and manager, along with other local area pilots and friends for a delicious luncheon catered by our own Nancy McPherson, owner of Nancy's Airfield Café.





## AOPA ASN



There were also a few aircraft which are rarely seen in these parts. Including a Piper Aerostar and two Beechcraft Barons. At the end of the gathering, Mark Baker and others from AOPA fielded questions from the audience regarding airport and pilot advocacy. Then we all watched the various aircraft line up and take off using Rwy 3. The Cub from Taunton watched 3 aircraft take off after him during his left downwind departure.



**AOPA ASN**



AOPA President Mark Baker in the blue shirt.





## ***MINUTE MAN AIR FIELD AND EAA CHAPTER 196 HOST BSA EAGLE PROJECT***

**By Greg & Peter Alberti**

Scouts BSA (formerly known as Boy Scouts of America) is well-known for being a successful leadership development program for youth. The highest rank in Scouting is called "Eagle", which involves earning 22 merit badges, service of at least 6 months of leadership in a Troop, the completion of six prior ranks (each of which has its own requirements) and a handful of other accomplishments. A major component is the Eagle project, which consists of a proposal, plan, execution, and report. The documentation is submitted along with an application, letters of reference and a written statement of ambitions to the Scout's local Council. A meeting called an Eagle Board of Review is conducted, after which the Scout is considered for the Eagle rank. Numbers vary, but in general it's said that only around 4% of Scouts achieve the Eagle rank.

Minute Man Air Field recently hosted Greg Alberti's Eagle project, sponsored by EAA Chapter 196 as the designated beneficiary. The project consisted of painting the marker barrels and pole for the windsock, as well as all of the runway edge light caps. This restoration work was a perfect example of how Eagle projects help the community. Although Minute Man Air Field is privately-held, it is a public use airport and is routinely supported by organizations such as EAA 196 and others. The relationship between airports and its resident aviation organizations is pivotal to keeping general aviation alive and prospering.





## June 2022

After receiving approval for the idea from Don McPherson, Greg met with Steve Trefry to discuss details and determine what supplies and materials would be needed. Greg then prepared his proposal, which Mike Smith approved and signed. From there it was all about paint - lots of it! Greg acquired the paint, brushes, sandpaper, etc. and also notified the Stow Police Department about the project. On Saturday June 4th, Greg led four Scouts and one sibling, along with several adults, and got the job done.

Greg is now preparing his report and the remainder of the paperwork for the project. He also has a few more merit badges to complete and, if all goes well he will have completed all the requirements for his Board of Review before he gets busy with taking flight instruction in earnest later this Fall.



## ***Minute Man Youth Aviation Club Update***

**By Peter Alberti**

The Minute Man Youth Aviation Club (MMYAC), founded by Greg and Peter Alberti and Hector Constantzos, is starting to ramp up again after over six months of "busy-life-induced" hiatus.

10 youth are joining as members of "Group Bravo", the second group to begin engaging with the Club. The goal is to have the six members of Group Alpha lead the discussions and planning for Group Bravo. Teaching, after all, is the best way to learn! (And - who really wants to listen to Pete and Hector talk at them the whole time?)

As well, MMYAC is tremendously grateful to Noah Wells for donating a significant amount of flight simulator hardware, which will be used by the Club for learning and fun activities.



## ***What's on the WEB?***

From the PDF file you should be able to click on the links. You may have to give your PDF viewer permission to open links.

### **How a P-51 Mustang Works**

<https://www.youtube.com/watch?v=hjsrqMe0B3s>

### **FlightInsight—Flight Training Videos**

[https://www.youtube.com/channel/UCAHvg\\_6KCB3MgOY\\_PvNZCDQ/videos](https://www.youtube.com/channel/UCAHvg_6KCB3MgOY_PvNZCDQ/videos)

### **AOPA Hangar Talk**

[https://www.aopa.org/news-and-media/podcasts/podcasts/hangar-talk?utm\\_source=ebrief&utm\\_medium=email](https://www.aopa.org/news-and-media/podcasts/podcasts/hangar-talk?utm_source=ebrief&utm_medium=email)

### **406 MHz ELT Testing**

<https://iflyamerica.org/elt.asp>

## **Books**

**“Devotion,”** by Adam Makos.

Devotion tells the inspirational story of the U.S. Navy’s most famous aviation duo, Lieutenant Tom Hudner and Ensign Jesse Brown, and the Marines they fought to defend. A white New Englander from the country-club scene, Tom passed up Harvard to fly fighters for his country. An African American sharecropper’s son from Mississippi, Jesse became the navy’s first black carrier pilot, defending a nation that wouldn’t even serve him in a bar.

Then comes the conflict that no one expected: the Korean War.

Devotion takes us soaring overhead with Tom and Jesse, and into the foxholes with Red and the Marines as they battle a North Korean invasion. As the fury of the fighting escalates and the Marines are cornered at the Chosin Reservoir, Tom and Jesse fly, guns blazing, to try and save them. When one of the duo is shot down behind enemy lines and pinned in his burning plane, the other faces an unthinkable choice: watch his friend die or attempt history’s most audacious one-man rescue mission.

The F4U Corsair at the EAA Aviation Museum was assigned the same squadron (VF-32) as the one featured in the book. There is also an upcoming feature film based on the book.

**“Into the Black: The Extraordinary Untold Story of the First Flight of the Space Shuttle”**

by Rowland White.

Set against the backdrop of the Cold War, *Into the Black* is a thrilling race against time and the incredible true story of the first space shuttle mission that celebrates our passion for spaceflight. Using interviews, NASA oral histories, and recently declassified material, *Into the Black* pieces together the dramatic untold story of the *Columbia* mission and the brave people who dedicated themselves to help the United States succeed in the age of space exploration.

# PHOTO FINISH

Don McPherson's annual birthday party.





**PHOTO FINISH**





June 2022

## PHOTO FINISH





## PHOTO FINISH



Chris Brandon visited the Hagerstown MD Aviation Museum last Sunday (June 19) and toured this 1948 Fairchild C-82A Flying Boxcar.

As well as this 1953 model.

See the difference? (The earlier one has a jet engine on the fuselage to supplement the wing mounted engines.) The docent said that during the war, aircraft engines over 2000hp were reserved for fighters and this plane was underpowered with only 2000 on each wing. Note the 1953 airplane has larger engines (and props) providing a better solution to the problem.





***PHOTO FINISH***



Chris Brandon also recently flew into Goodspeed airport for lunch.

**PHOTO FINISH**



There's a beautiful new runway at the Jaffrey Airport (AFN).



NAA Open House

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# Calendar

## July 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 9:00 Hangar Talk (Nancy's)
3	4 July 4 Holiday	5	6	7	8	9 9:00 Young Eagles Flights
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25 6:00 EAA 196 Chapter BBQ & Meeting	26	27	28	29	30
31						

## August 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 9:00 Hangar Talk (Nancy's)
7	8	9	10	11	12	13 9:00 Young Eagles Flights
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29 6:00 EAA 196 Chapter BBQ & Meeting	30	31			

# Calendar

## September 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 9:00 Hangar Talk (Nancy's)
4	5 Labor Day Holiday	6	7	8	9	10 9:00 Young Eagles Flights
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26 6:00 EAA 196 Chapter BBQ & Meeting	27	28	29	30	

## October 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 9:00 Hangar Talk (Nancy's)
2	3	4	5	6	7	8 9:00 Young Eagles Flights
9	10 Columbus Day Holiday	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31 6:00 EAA 196 Chapter BBQ & Meeting					

## Calendar

# November 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 9:00 Hangar Talk (Nancy's)
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24 Thanksgiving Holiday	25	26
27	28 NO Chapter Meeting	29	30			

# December 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 9:00 Hangar Talk (Nancy's)
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18 First Day of Hanukkah	19	20	21	22	23	24
25 Christmas Holiday	26 NO Chapter Meeting	27	28	29	30	31