

# UPDRAFT

[www.EAA106.org](http://www.EAA106.org)

Newsletter of EAA106  
Greater Boston Chapter

We Build Airplanes!



## Volume 37 Issue 3 – March 2009

In this issue ...

### EVENTS & PROGRAMS in MARCH:

(See pages 15-16 for our complete calendar of events)

- SUN MARCH 8** **DAWN PATROL** to Something Different Café at Beverly Airport (**PG 16**)
- TUES MARCH 10** **ACONE 2009 'Crash Course'** -- with review of local accidents & Bruce Landsberg, President of the **AOPA Air Safety Foundation**. We thank ACONE for allowing EAA106 to have a table at the event. **SEE PAGE 3**
- SAT MARCH 14** **Zenith 601, Corvair Engines, Osprey Amphibian, Ion Nitriding**  
Our March program – hosted by member Pramod Kotwal – **SEE PAGES 4-5**



### ARTICLES:

- 1) **Take Five... For Safety — 178 seconds** **PAGE 7**
- 2) **Emergency Tool Kit (a do-it-yourself small kit for your aircraft) –** **PAGE 8**

We have many new members. Please remember we were all new once -

**Take the extra effort to MEET SOMEONE NEW at every meeting!!**

Make all our members and guests feel truly welcome!!

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Check out our newsletter SPONSORS on page 4. If you'd like to advertise in our newsletter, contact Pres Penny

*Know of an article of interest in another publication? Send the details to Penny – We'll ask for permission to reprint for all to see.*

**News from your Executive Board**  
**- working to make EAA106 even better:**

We are in the final approval process of full 501(c)(3) recognition by the IRS. Your Board hopes to report by the next newsletter that this is in place. We were always registered as a non-profit in MA, but applied to the IRS for 501(c)(3) a year ago after we discovered we were not listed with the IRS as such.

Your Executive Board meets monthly for about 3 hours to transact all the "business" of the chapter in order to minimize any business at chapter meetings. That allows the members' meeting to focus mostly on announcements & the main program speaker.

**A memo from your President -**

978-887-3242 (eve) or 508-284-5592 (day/events)  
or [EAA106.Penny@gmail.com](mailto:EAA106.Penny@gmail.com)

- 1st - THANKS so much to all our speakers in February ... Not only our planned speaker, Dick Luxner (D-Day weather forecast), but also to our 2 impromptu speakers - member Bill Campbell re his WWII B-24 tail-gunner experience and member Dick Gersh who gave an update on the amazing Terrafugia project.
- 2nd - THANKS to Bob DiMeo & Roger Pritchard for showing us their homebuilt aircraft after the Feb.8 Dawn Patrol

-- Pres Penny

**ABOUT EAA106**

**The Greater Boston EAA Chapter 106**

*EAA106 is the largest chapter in New England  
(201 members in MA, NH, RI, & CT - as of 12/31/08)  
of the Experimental Aircraft Association (EAA),  
and probably one of the most active, too.*

Whether building, flying, or just dreaming, EAA106 has something for YOU.

While it's called the "Greater Boston" chapter, we like to think it now means "Greater than just Boston" since more than 10% of our organization live in NH, while others live as far Cape Cod, Sturbridge, MA, Providence, RI, and even CT.

With a chapter motto of "We Build Airplanes", ~ 30 members built or fly kit/plans built aircraft, ~40 members are building kit/plans built aircraft now. ~60 members own or rent certified aircraft or fly as a profession. Members include pilots (range of all ratings from PSEL to even ATP), student pilots, & many still with aviation dreams. Some members are CFIs and some A&Ps or AIs. Several members are military aviation veterans -- WWII, Korea, Vietnam, Gulf War, etc

EAA106 hosts monthly aviation presentations, hosts an annual fly-in with ~ a dozen seminars, flies youth (ages 8-17) for free as "Young Eagles", and hosts B-17 and 1929 Ford Tri-Motor New England tour stops at Lawrence Municipal Airport (LWM), No. Andover, MA. Our hangar is also located at LWM (on the north side of the field).

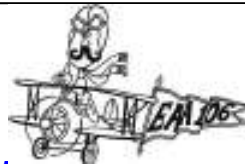
EAA106 is a non-profit organization registered in MA.

**Come to a meeting!**      **BRING A FRIEND!**

Like what we do? Help support us by joining this great group and share in our love of aviation!

[www.EAA106.org](http://www.EAA106.org)

Call Pres Penny for more info -- 978-887-3242 (eve) or 508-284-5592 (day/events)  
or e-mail at: [EAA106.Penny@gmail.com](mailto:EAA106.Penny@gmail.com)



**(JOIN this active chapter!)  
TO JOIN EAA106**

Our membership application is on [www.EAA106.org](http://www.EAA106.org)

**NOTE 1:** Chapter dues run for a calendar year (Jan-Dec) and are prorated on a quarterly basis the 1<sup>st</sup> calendar year. Thereafter, dues are due by the end of December for the following calendar year.

**NOTE 2:** If not already a member of EAA, our parent organization, see below to join - and be sure to tell them you're joining because you're joining EAA106 ! Join EAA106 & EAA simultaneously.

Return the EAA106 membership application (including contact info, EAA membership info, aviation & aircraft interests, etc) w dues.

Make check payable to: **EAA106** and mail to our Treasurer:  
**Angier Ames, PO Box 430,  
Hamilton, MA 01936**

Be sure to call Pres Penny to be put on the e-mailing list ASAP while your membership application is in the snail-mail to our Treasurer!

**HOW TO JOIN  
EAA NATIONAL**

<http://www.eaa.org/memberbenefits.html>

or call: **1-800-JOIN-EAA**  
**(1-800-5646-322)**

**TUESDAY, MARCH 10 – 6-8:30pm -- ACONE 2009 ‘Crash Course’**

**EAA106 will have a table of information at the following event.**

**Tell all your friends** about this annual ACONE program !!!

## ACONE Crash Course 2009 – Wrecks in the City

Please join the Aero Club of New England for their special 2009 edition of Crash Course.

This year's program will include **an expanded 30-minute review of local accidents,** followed by lead **speaker Bruce Landsberg, President of the AOPA Air Safety Foundation.**

**Free** admission; **free** parking; cash bar; no reservations required. Tuesday, March 10, 2009 -- 6 to 8:30 PM



**Bruce will present an engaging seminar on safe flying over urban areas.**

When an aircraft goes down in a city or neighborhood, the community interest is often considerable. The media--and in some cases local politicians--get involved. In short, accidents in populated areas have repercussions well beyond the safety of the pilot.

**Thought about what you'd do in an emergency?**

We'll look at:

- The challenges of urban flight
- In-depth case studies, including a review of real-world ATC tapes

### Agenda:

6:00 p.m. – 6:50 p.m.	Social Hour with Cash Bar and Sponsor Exhibits
6:50 p.m. – 7:00 p.m.	Welcome, Introductions, Warm-up Video
7:00 p.m. – 7:30 p.m.	Expanded Review of Local Accidents
7:30 p.m. – 8:30 p.m.	Bruce Landsberg, President of the AOPA Air Safety Foundation -- <i>Wrecks in the City</i>
8:30 p.m.	Door & Raffle Prize Drawings

### Location:

Doubletree Hotel (Boston/Bedford Glen) 44 Middlesex Turnpike Bedford, MA 01730 Hotel Phone: (781) 275-5500.  
Located at what used to be the Renaissance Bedford Hotel.

### Directions:

**From Route 95/128 North or South:** Take Route 3 North (Exit 32A) to Exit 26/Route 62, Bedford/Burlington and turn right at the bottom of the ramp onto Route 62. At the third (3rd) set of lights turn left onto Middlesex Turnpike. Hotel will be 1/2 mile on the left, #44 Middlesex Turnpike.

**From Route 3:** Take Route 3 South to Route 62/Bedford-Burlington (Exit 26). Turn left at the bottom of the ramp onto Route 62. Follow to third (3rd) set of lights and take a left on Middlesex Turnpike. Hotel will be 1/2 mile on the left, #44 Middlesex Turnpike.

**Free Parking:** Bear right at the driveway fork to the conference area parking and entrance. If the lot fills, use parking in front of or opposite the side of the hotel.

### Principal Sponsorship by:

Aero Club of New England

AOPA Air Safety Foundation

FAA Aviation Safety Program

### Special Thanks to this year's Crash Course 2009 Sponsors:

AirShares Elite

Cape Air / Nantucket

**EAA Chapter 106**

Shoreline Aviation

Alpha Flying

Airlines

Executive Flyers

Signature Flight Support

Aviation Insurance

Columbia Aircraft Sales

Garmin

The Pilot Shop

Aviation Medical Exams

David Clark

International Society of

AvPlan

Dill & Co.

Air Safety Investigators

**For More Information, contact:** Paul Diette Phone: 508-339-1520 Email: [CrashCourse@ACONE.org](mailto:CrashCourse@ACONE.org)

**We thank the following for their financial support of EAA106 through advertising.**

**Brian Rugg**  
EAA Member & Professional Realtor  
[www.BostonHomesForSaleOnline.com](http://www.BostonHomesForSaleOnline.com)  
*Call me for your free home value analysis, or  
tips on how to sell in a down market.*  
Brian@TeamRugg.com or 617-877-4844

**Bank of America**  
  
  
**William Busta**  
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Tel: 978.538.5394 · Cell: 978.618.0999 · Fax: 978.977.6346  
william.busta@bankofamerica.com  
Bank of America, MA6-335-01-02  
189 Andover Street Rear, Peabody, MA 01960

Brian Rugg and Bill Busta, both members of EAA106, not only are the first to take advantage of our new newsletter advertising policy, but signed up for the 12-issue special at \$250 each which helps our EAA106 funds for programs and more ! THANKS Brian & Bill !  
**READ** about our **NEW** newsletter advertising policy on page 6 of the Feb newsletter.  
**If you'd like to advertise in our newsletter** (distribution is over 200), contact Penny.

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See page 10 of the February newsletter for the 2009 calendar of our programs & events!

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**MAR DAWN PATROL – MARCH 8 – SEE PAGE 16**

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**NEXT MEETING – MARCH 14 – FOUR GREAT TOPICS !!**

- 1) Zenith 601 aircraft –
- 2) Corvaire Engines –
- 3) Osprey aircraft – (& using a Subaru engine)
- 4) Ion nitriding of crankshafts –

**DATE:** Saturday morning, March 14<sup>th</sup>, 2009

**LOCATION:** Nitron, Inc – (owned by Pramod) – 26 Wellman St., Lowell, MA 01851  
Like to Google map: <http://tinyurl.com/EAA106-031409-mtg>

**SCHEDULE:** 8:30 - 9:30 am Breakfast available – Meet members & look at the displays.  
9:30 - 12:30 pm PRESENTATIONS – **Zenith 601, Corvaire engines for aircraft, Ion nitriding of crankshafts, & the Osprey amphibian.**  
12:30 pm - 1pm Lunch available – Talk with the presenters & meet members.

**ALL WELCOME – No reservation needed – Just show up – FREE program**

**SEE NEXT PAGE ... FOR MORE DETAILED PROGRAM INFORMATION**

# MARCH 14 program – *continued from previous page ...* Not to be missed!

**3 HOURS OF INTERESTING & USEFUL INFORMATION ... FREE !**

We'll have breakfast & lunch available (for a small donation), so come early, enjoy and learn !!



## Corvair Engines –

See and hear about these engines being built for aircraft.

### SEE:

- 1) A Corvair engine completed and running on a test stand;
- 2) Most of the components of a Corvair engine laid out to show how it goes together
- 3) Ion nitriding chambers under vacuum & a couple of crankshafts under a plasma glow discharge to show what it is all about. (Pramod says the purple glow is always fascinating.)
- 4) A video of Rick Persson's engine+propeller mounted & running in the back of his truck.

### HEAR from:

- 1) **Ken Pavlou** recently finished building his Corvair engine and will talk about building and testing the engine.
- 2) **Pramod Kotwal, EAA106 member and host of this meeting**, is also the owner of Nitron, a metal heat-treating company. He will not only speak briefly about ion nitriding of crankshafts, but is the one to thank for the exhibits 1-3 mentioned above.



## Zenith 601 –

### SEE:

- 1) Pramod Kotwal's **Zenith 601** in upgrade  
**Fuselage, wings, panel, aileron update to electric trim**
- 2) **Roger Pritchard – IF** someone can bring a trailer to Nashua, Roger is willing to load/bring his 601 to this meeting.

### HEAR from:

- 1) **Pramod Kotwal** (upgrading now)
- 2) **Ken Pavlou** (building now)  
**Learn about a glass panel build, building from a quickbuild kit, upgrading, etc.**
- 3) **Roger Pritchard** (building now) will hopefully be there and can share some of his experience, too.



## Osprey Amphibian –

### SEE:

Media (PowerPoint w/ pictures? Video?) about this plane.

### HEAR from:

- 1) **Rick Persson** (building now)
- 2) **Ken Pavlou** (helping Rick w/ media documentation)  
**Learn about building this all wood amphibian and using a Subaru engine.**

**ALL WELCOME – No reservation needed – Just show up – FREE program**  
**SEE PRIOR PAGE FOR ADDRESS & MAP LINK**

# INTERESTED IN BUYING & RESTORING THIS PLANE ??

## This **Monnett Moni Motorglider**

was kindly **DONATED** to EAA106 by member **Ted Mansfield**

Here are two pictures from when it was airworthy ...



It has been stored for a few years on a trailer so it will need some TLC & restoration.

## **TWO OPTIONS --**

### **1) SELL to one member - or a group of members.**

The chapter would like to know – SOON – whether any individual member or perhaps a group of members would like to buy this aircraft “AS IS”. If you are interested in seeing the aircraft, it’s on it’s own trailer (comes with the plane, but the trailer also needs some work) at our chapter hangar. Contact Hangar Manager Vic Duphily to arrange a time to go look at this. If interested in buying the plane (self or as part of a group of members) – contact Joel Ventura.

### **2) Clean it up and advertise it for sale outside EAA106**

If we don’t find anyone interested within our membership, we would like to have a few VOLUNTEERS to help us clean up the plane & trailer to ready it for advertising on the internet. If you’d be willing to help with this effort, please contact Joel Ventura as well

Google **Moni Motorglider** and you will see some info, including this link to the Yahoo Group for this plane: <http://groups.yahoo.com/group/Monimotorglider/>

**SEE MONI  
VIDEO LINKS  
on PAGE 13**

Ted Mansfield provided the following information in the DEED of GIFT document:

#### **Property Description:**

Monnett Moni homebuilt motorglider and trailer. The Moni is not presently airworthy.

The Donor provided the following additional information regarding the condition of the Moni at time of transfer: “It has been sitting outside on an open trailer so needs sprucing up and the canopy is cracked and needs to be repaired. The Moni’s wings have been riveted (very important). I think it was riveted after bonding but I not sure. The wing root modification (also important) has been done.”

From time-to-time we reprint (after obtaining permission, of course) articles which we think will be of interest to our members. Below are two of those articles. If you see an interesting aviation article on-line which you think should be shared here, please send Penny the link. If looking at a magazine, please send Penny as much information as you can including a summary of the article, publication name, issue number or date, article title, and publisher contact.

## ARTICLE of the MONTH #1 – Take Five... For Safety — 178 seconds

We thank Transport Canada  for their kind permission to reprint the following article which appeared in the Q1 2000 Aviation Safety Newsletter.

**If you're ever tempted to take off in marginal weather and have no instrument training, read this article first before you go. If you decide to go anyway and lose visual contact, start counting down from 178 seconds.**

How long can a pilot who has no instrument training expect to live after he flies into bad weather and loses visual contact? Researchers at the University of Illinois found the answer to this question. Twenty students "guinea pigs" flew into simulated instrument weather, and all went into graveyard spirals or rollercoasters. The outcome differed in only one respect; the time required until control was lost. The interval ranged from 480 seconds to 20 seconds. The average time was 178 seconds - two seconds short of three minutes.

### Here's the fatal scenario...

The sky is overcast and the visibility poor. That reported 5-mile visibility looks more like two, and you can't judge the height of the overcast. Your altimeter says you're at 1500 but your map tells you there's local terrain as high as 1200 feet. There might even be a tower nearby because you're not sure just how far off course you are. But you've flown into worse weather than this, so you press on.

You find yourself unconsciously easing back just a bit on the controls to clear those non-too-imaginary towers. With no warning, you're in the soup. You peer so hard into the milky white mist that your eyes hurt. You fight the feeling in your stomach. You swallow, only to find your mouth dry. Now you realize you should have waited for better weather. The appointment

was important - but not that important. Somewhere, a voice is saying "You've had it - it's all over!".

**You now have 178 seconds to live.** Your aircraft feels in an even keel but your compass turns slowly. You push a little rudder and add a little pressure on the controls to stop the turn but this feels unnatural and you return the controls to their original position. This feels better but your compass is now turning a little faster and your airspeed is increasing slightly. You scan your instrument panel for help but what you see looks somewhat unfamiliar. You're sure this is just a bad spot. You'll break out in a few minutes. (But you don't have several minutes left...)

You now have 100 seconds to live. You glance at your altimeter and are shocked to see it unwinding. You're already down to 1200 feet. Instinctively, you pull back on the controls but the altimeter still unwinds. The engine is into the red - and the airspeed, nearly so.

You have 45 seconds to live. Now you're sweating and shaking. There must be something wrong with the controls; pulling back only moves that airspeed indicator further into the red. You can hear the wind tearing at the aircraft.

You have 10 seconds to live. Suddenly, you see the ground. The trees rush up at you. You can see the horizon if you turn your head far enough but it's at an unusual angle - you're almost inverted. You open your mouth to scream but...

...you have no seconds left

## ARTICLE of the MONTH #2 – Emergency Tool Kit

We thank EAA Chapter 441 for their kind permission to reprint the following

Emergency Tool Kit  
By Brian Lee (EAA 149802)  
EAA Chapter 441, Kent, WA

Recently, I found myself stranded at an airport with an engine which would not start...and me without any tools. I do have an “airport” tool bag packed and ready for those times when I’m going to work on the airplane, but at 25 pounds, I don’t carry it along if I’m just going on a short flight. After trying to undo safety wire with my fingernails and a pocket knife, I resolved to assemble a small number of “essential” tools which I would leave in my flight bag—so they’d always be available when I am flying. I sat down and deliberately considered what the bare essential list of “what it takes to get home” items might be, then assembled a kit. Your list might be different, and you might argue about the “essential” nature of some of it, but it works for me. Here’s my list:



- 4-in-one screwdriver
- adjustable pliers
- adjustable wrench (which will open wide enough to fit spark plug caps) (mine is attached to a Leatherman tool)
- spark plug wrench (deep well socket and breaker-I chose a slider rather than a ratchet for weight considerations)
- wire cutter
- safety wire pliers
- magnifying inspection mirror
- magnetic pick-up tool
- awl/dental pick
- small file
- small flat blade screwdriver
- hex wrenches: 5/32” for avionics; 0.05” for setscrews on knobs
- assortment of #8 and #10 screws, nuts, and washers
- assortment of cotter pins
- assortment of zip ties
- safety wire
- electrical tape

(and, yes, there’s part of a roll of duct tape which lives in the baggage compartment)



I dug around in the basement and found a scrap of canvas which my wife had left over from another project, spent a couple of hours with her sewing machine (you can tell I’m no tailor), and the result is a convenient if not pretty kit which fits neatly in the side pocket of my flight bag. At 3-1/4 pounds, it does add a bit of weight, but the peace of mind is worth the extra weight.

## Several EAA106 members recently flew up to Alton Bay ...

**Member Scott Hopkins told us on 2/17 about the opening of Alton Bay with the following info:**

*The Alton Bay ice runway is currently open. It's highly advised to check NOTAMs, and call 603-875-3498 for a tape recorded advisory. There's a diner (open until 2) and a restaurant near the parking area. There's an ice festival next Sunday, which should make for a pretty entertaining day. Three local men have put a ton of work into opening and maintaining the field, so please say thanks! Also, there's a "Runway Fund" jar at the convenience store South of the parking area; all of this is volunteer work (and I'm sure there's a lot of it) and I'm sure a little money for helping with plow fuel will go a long way!*

**Member Mark Adams wrote:**

*Jan and I were the first to land on Valentine's Day. Our success, in spite of the considerable crosswind and turbulence apparently emboldened others – another 172, a Bonanza and a DA-40 followed. After lunch and a short walk we blazed the trail out as well. **A happy Valentine's Day at the lake.***

To see Mark's pictures of this Alton Bay trip, go to this link:

<http://picasaweb.google.com/m.collin/AltonBay21409?authkey=riM0eml-3LQ#>

Here's one nice pix from Mark's Valentine's Day at the Alton Bay Ice Runway photo collection:



**Member Bob Kvietkauskas wrote:**

*Nice day at Alton Bay. Never know how many more of these there will be.*

Bob also sent some nice (and colorful) photos of lots of planes on the ice:



**Member Jamie Griffith wrote:**

*Alton Bay is open! I met up with a group of friends there on Sunday morning. We had about 5 planes fly in including a Cub from Rutland. The winds were light and we landed on 19 and took off on 1. It was my first time there but I had a buddy along who has been in there a few times. If you go please consider donating some money to the guys who have been plowing the runway and keeping the runway open. There is a jar for donations at the corner store about a block up the street to the left of the band stand.*

*Here are a couple of links: Panorama pictures of the parking area:*

<http://www.moss creek media.com/pano/2009/0201/pano1.html>

<http://www.moss creek media.com/pano/2009/0201/pano2.html>

*And a YouTube video of our flight:*

<http://www.youtube.com/watch?v=MoTx0TrFADk>

*You may have to cut and paste the links into your browser since I can't get the HTML tags to work. Have fun if you go.*

**These panoramic pix ROTATE and you can speed up or reverse the rotation by clicking & dragging across the picture.**

## OUR LAST PROGRAM/EVENT – FEB 6, 2009



**Our February meeting was well-attended and while a few had to leave early, most stayed not only for Dick Luxner's talk w/ Q&A about Operation Overlord (D-Day) forecasting, but also for the two impromptu talks which followed.**

*The following is a write-up by your EAA106 Secretary Mark Hodgson (who writes wonderful 'you-were-there' type of articles about our meetings). At the end of Mark's article about our February meeting there are a few more pictures from the meeting.*

## **The Greatest Generation Presents an Evening with EAA 106, and we get an Update on the Future as well.**

President Penny began this month's meeting with chapter announcements as usual, but the highlight of business was the members' vote to award Ed Dokus an honorary Lifetime Membership. This award, free chapter membership for life, is extraordinary but appropriate given Ed's lifetime of contributions to the chapter in work and direction. Without Ed there might not be a chapter hangar at Lawrence Municipal Airport, and without that we would have a very different organization indeed. See pages 7, 8, and 14-16 in the February newsletter for more information about Ed and the hangar's history.

And speaking of history, we were privileged to hear personal accounts from two members of the "Greatest Generation" of their respective experiences during World War II. Both men are veterans of the U.S. Army Air Corps, so it's fair to say they had an

attentive audience among EAA 106 members. Both men performed missions for which later generations owe a debt which can never be repaid—in so many ways our very way of life.

Dick Lexner, a very healthy 85 years old, was a member of the 18th Weather Squadron. He joined the USAAC when he was twenty years old, wanting to be a weatherman. On the Cornish coast of England, Penzance is perhaps best known through Gilbert and Sullivan but when Dick was sent there his mission was a little more serious. Dwight Eisenhower, then the Supreme Commander of Allied Forces, wanted as good an assessment of the region's weather as possible for the invasion, both from land-based forecasters and oceanographers. A successful invasion ideally would require clear skies, a full moon, the lowest

possible tide, and rather calm seas. Penzance was somewhat safer from the Nazis than locations on the more eastern coasts of England (although German planes did attack nearby at times) and well-situated to study Atlantic air masses heading east; hence it was not a bad place to establish a weather laboratory. Dick was sent there in the summer of 1943 but some of the weathermen were there even a year earlier--the allied forces were serious about getting this task done exactly right. Two British and one American group were under the direction of Group Captain James M. Stagg of the R.A.F. Every day the military meteorologists launched weather balloons and through their ascents tracked 5 basic parameters still essential for forecasting: temperature, pressure, relative humidity, wind direction, and wind speed. And they came to understand the conditions better, but even to this day forecasting in the region is notoriously difficult--with the best meteorological models on state of the art computers, one cannot get much better than a 24 hour forecast for the English channel. When Dick was in Penzance the first electronic computer was just under development and wouldn't even be turned on until the war was over.

An influential theory of the time was that given a specific set of atmospheric conditions a specific pattern of weather would necessarily follow. This theory formed the basis of the group's forecasting but today we know it basically isn't true. For example, Dick elaborated about the so-called "Butterfly effect" (mentioned in popular accounts of Chaos Theory as "sensitive dependence on initial conditions"), in which the turbulence from the flapping wings of a butterfly in the present moment can significantly but incalculably influence weather occurring on the other side of the earth in weeks to come. But these men did pretty darn well with the resources they had in 1944. And in June of 1944 the Allies were ready and Eisenhower was getting the advice of the 18th Weather Squadron.

The advice was not especially optimistic. Eisenhower had a nearly impossible decision to make--June 1st saw a low pressure system moving across the English Channel with wind and rain, and this continued through the 2nd. Dick showed us weather charts for the period to illustrate his point. On June 5th a high pressure system was moving north from the Atlantic and the squadron thought that there would be about 0.3 cloud coverage on the 6th. Eisenhower gave the nod and indeed the high pressure system lasted about twenty-four hours following. Bad weather had once saved the English from the Spanish Armada; this time a break in bad

weather in the same region helped to save not just England but the free world. Was there a back-up plan? Well, yes--but even less optimistic. The next possible attack would have had to be on June the 19th, which from the historical record was even more likely to have storm activity.

The 18th Weather Squadron followed on to the continent as the invasion cleared the way. Dick was based in Orly field in Paris as the allies advanced and he finally ended the war stationed in Wiesbaden near Munich. He didn't get to go home until 1946.

Following the Q & A with Dick Lexner, Bill Campbell, a longstanding member of EAA106 and a US Army Air Corps B-24 tail-gunner, treated us to a brief talk about his war experience. From April of 1944 on, Bill flew 29 missions over Germany and France. Some of these missions lasted 10 hours in air that could get down to -50 degrees Fahrenheit. He was ultimately hit by shrapnel and wound up in a hospital overseas, then came back to recuperate in Plattsburgh, NY. But recover he did and he re-enlisted in the Air Force reserve for another 8 years! He finally settled down in civilian life by working at the G.E. plant in Lynn making jet engines, like several other members of our chapter.

A grateful membership gave these Vets heartfelt applause. **Thank you, gentlemen, for what you did for all of us.**

I also promised an update on the future: Member Dick Gersh, Vice President of Business for Terrafugia, gave us a brief review of progress on his company's roadable aircraft, the Transition. As you may know, the Transition began taxi-testing at our own Lawrence Municipal Airport this past Fall. The FAA has now cleared it to be tested out of Rome, N.Y., Plattsburgh, N.Y., and Orange, MA. It has been licensed as a "multipurpose vehicle." It has an official N-number of N302TF *and* has an actual Massachusetts motor vehicle license plate, making it pretty unique. But these are not just novelty factoids--the Transition prototype has a genuine airworthiness certificate. In Massachusetts, a vehicle must have insurance to have a plate, and that means that issues for insuring such a vehicle have been resolved and that it can be (and has been) legally driven on public roads. The insurance is an aircraft policy and the road travel is legally considered taxiing. It has been taxi-tested to 95 miles per hour (on an airport runway, of course), which pretty much

defines the outside of that envelope! Dick was confident about the progress of the testing so far, saying that it is proceeding ahead with deliberate care (as one might expect from a project with the exceptional expertise that this team boasts). He said that they expect to have test flown it by the Sun 'n Fun Fly-in at Lakeland, FL, at the end of April. Log on to [www.terrafugia.com](http://www.terrafugia.com) and check out the pictures--this is a real vehicle that is not marketing hype, and

it holds a promise to significantly change general aviation. And it was born out of our own city of Woburn, under the direction of some people who in their private lives also happen to be members of EAA 106!

Submitted by:  
Mark Hodgson, EAA106 Chapter Secretary

**The Q&A session was as long as Dick Luxner's presentation and was also very interesting.**



**After Dick Luxner's talk, member Bill Campbell told us about his experiences as a B-24 tail-gunner and also answered a number of questions.**



**Left: EAA106 member (and a VP at Terrafugia) Dick Gersh gave an impromptu update on Terrafugia's progress toward first flight.**



**Right & above right: Member Joel Ventura showed us a whirling toy during the break.**





## WEBSITE & VIDEO LINK of the Month

Know of an interesting AVIATION link? E-Mail it to Penny!

### 1) WEB LINKS OF THE MONTH -

**A)** A good resource for materials & tools for building your own aircraft:

**[www.aircraftspruce.com](http://www.aircraftspruce.com)**

Did you know you can even buy kits of materials for some aircraft? SEE:

**<http://www.aircraftspruce.com/menus/kits/index.html>**

**B)** Did you see the pictures of the whirling toy which Joel Ventura showed us during the break on Feb 6? (SEE PAGE 12) I searched and found the following link to the toy (but I believe Joel said he bought it at the Radio Shack store for much less (on sale?)).

**<http://www.radioshack.com/product/index.jsp?productId=3203793>**

At the "Product summary" tab there is a picture of a TV with rabbit ears and the text "Click here for product video" – obviously the ad with sizzle ...

Do speak with Joel as well as read the mixed reviews (click on the "Customers rate it" tab) before buying one to be sure you'll be happy with it - if this looks interesting to you.

### 2) VIDEO LINKS OF THE MONTH -

Moni Motorglider videos ... **SEE PAGE 6** for information about a Moni Motorglider donated to the chapter which is **FOR SALE**

**<http://www.youtube.com/watch?v=YaKY77zimdE>**

Runtime: 7:48      Description: **A Moni Fly-In !** Flying & static displays !

**<http://www.youtube.com/watch?v=fXpzeqFpjuo>**

Runtime: 4:54      Description: First flight. A nose-wheel version. (EAA106's is a tail-dragger).

**<http://www.youtube.com/watch?v=sbwRnL7pFsg>**

Runtime: 3:10      Description: Fly-bys & landing. A nose-wheel version.

And GLIDING ...

**<http://www.youtube.com/watch?v=A1nfoINW4lc>**

Runtime: 3:05      Description: Engine off – It's a glider ... (of course!)

**AIR RULE OF THE MONTH ...** Thanks to Joel for supplying several of these ...

***Learn from the mistakes of others. You won't live long enough to make all of them yourself.***

# FOR SALE

## AIRCRAFT, PROJECT, KIT, SHARE, PARTS, ETC –

*Do you have an aviation item for sale? Send Penny a photo & details !*

### AIRCRAFT

- **Moni Motorglider for sale by EAA106**
- **1968 Mooney M20C Ranger - \$49,000**
- **RV-8 \$95,000**
- **RV-8 /8A Empennage \$1,700**
- **1957 Cessna 172 \$20,000**
- **N-3 Pup E-LSA & Trailer! \$11,000**
- **Glstar – 1 share – Build w/ others!**

### DETAILS & PHOTOS ...

**SEE PAGE 6 (this issue)**  
SEE FEB-09 Newsletter  
SEE OCT-08 Newsletter  
SEE OCT-08 Newsletter  
SEE OCT-08 Newsletter  
SEE NOV-08 Newsletter  
SEE OCT-08 Newsletter

### AIRCRAFT PARTS & TOOLS

- **Brand new Sensenich metal propeller \$1,500**
- **Almost brand new HVLP paint sprayer \$950**

SEE JAN-09 Newsletter  
SEE FEB-09 Newsletter

### NON AVIATION ITEMS FOR SALE

None this month ... See rules and examples in OCT-07 (pg 17) and NOV-07 (pg 16) newsletters.

### EAA106 MERCHANDISE (A great way to promote and support EAA106)

**T-SHIRTS** – Stenciled w/ EAA106 logo (bi-plane aviator)  
w/ “We Build Airplanes”

**T-SHIRTS** – Stenciled w/ EAA106 Fly-In logo  
(RV & canard aircraft) **(Fly-In t-shirts are ON SALE!)**

**Embroidered wearables w/ EAA106 logo (bi-plane aviator) w/ “We Build Airplanes”**

**POLO SHIRTS** – summer weight to keep temperature and cost down  
(six colors and 4 sizes)

**OUTBACK HAT** – shield yourself from the sun with this unique hat

**CAP** – for those who want the more traditional baseball style cap

**KNIT CAP** – only 2 left

**FLEECE-LINED SUEDED MICROFIBER JACKET** – only Med & Large left

#### **MEDIA** –

**2007 Seminars CD** – presentations on Inspection, Wiring, Sport Pilot, Basic building & more ...

**2006 Seminars CD** – presentations on Wiring, Hoses, Rigging, Sport Pilot, Adhesives & more ...

**Buy chapter merchandise & wear with pride!**

**Contact Penny to request a size/color be brought to the next meeting for purchase.**

**SEE JANUARY NEWSLETTER -- PAGE 14**

For complete details – images & pricing of chapter merchandise



# CALENDAR of EAA106 EVENTS & other events of interest

EAA106 -- 2009 "At a Glance" CALENDAR -- MAR-MAY

**Mark  
YOUR  
calendar  
NOW !**

MARCH						
Sun	M	Tu	W	Th	F	Sat
1	2	3	4	5 <b>B</b>	6	7
8 <b>D</b>	9	10	11	12	13	14 <b>M</b>
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL						
Sun	M	Tu	W	Th	F	Sat
			1	2 <b>B</b>	3	4 <b>M</b>
5 <b>D</b>	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20 <b>H</b>	21 <b>O</b>	= <a href="http://www.SUN-n-FUN.org">www.SUN-n-FUN.org</a>			
<b>S-n-F</b>	27	28	29	30		

MAY						
Sun	M	Tu	W	Th	F	Sat
					1	2 <b>O</b>
3	4	5	6	7 <b>B</b>	8	9 <b>W</b>
10	11	12	13	14	15	16 <b>D</b>
17 <b>D</b>	18	19	20	21	22	23 <b>Y</b>
24	25 <b>H</b>	26	27	28	29	30 <b>M</b>

DAY	DATE	TIME	LOCATION	Airport	PROGRAM / MEETING / EVENT
Thur eve	Mar 5	6-9pm	(contact Penny for details)	n/a	<b>EAA106 EXEC BOARD MEETING</b> - Board agenda - topics are TBD a) Financial update b) Misc hangar items c) Upcoming programs, incl August
Sun	Mar 8	10 am	Something Different Café at Beverly Airport	<b>BVY</b>	<b>MAR Dawn Patrol - BEVERLY, MA - Something Different Café BRUNCH</b> - Order off the menu Big picture windows to watch the takeoffs while we do some 'hangar flying' (talking about aviation) with fellow members. LINK to Menu & Directions: <a href="http://www.beverlyairportcafe.com">www.beverlyairportcafe.com</a>
<b>Tuesday !</b>	Mar 10	6:00 - 8:30 pm	DoubleTree Hotel, Bedford, MA (more info on page 3)	n/a	Please join the <b>Aero Club of New England</b> for their <b>special 2009 edition of Crash Course</b> . This year's program will include an expanded <b>30-minute review of local accidents</b> , followed by lead speaker <b>Bruce Landsberg, President of the AOPA Air Safety Foundation</b> . Free admission; free parking; cash bar; no reservations required. Tuesday, March 10, 2009 -- 6 to 8:30 PM <b>SEE PAGE 3 for more info, incl address</b>
Sat am	<b>DATE CHANGE!</b> Mar 14	9am - noon	Pramod Kotwal's Nitron, Inc. Lowell, MA (Map link on page 4)	n/a	<b>EAA106 CHAPTER PROGRAM - SAT AM, MAR 14 (new date!)</b> We'll have <b>FOOD available</b> - Breakfast & Lunch <b>Zenith 601 project, Corvaire engines for aircraft, Osprey Amphibian, &amp; Ion Nitriding of crankshafts - hosted by member Pramod Kotwal SEE PAGES 4-5</b>
Thur eve	Apr 2	6-9pm	(contact Penny for details)	n/a	<b>EAA106 EXEC BOARD MEETING</b> - Board agenda - topics are TBD a) ___ b) ___ c) ___
Sat am	Apr 4	9am - noon	Bruce Shulman's workshop East Boston	n/a	<b>EAA106 CHAPTER PROGRAM - SAT AM, APR 4</b> Building a RotorWay 162F/Talon 600, visit workshop - details not yet finalized on all we'll see. INFO & DIRECTIONS will be in the <u>APRIL</u> newsletter.
Sun	Apr 5	10 am	Joe's Café at Lawrence Muni Airport	<b>LWM</b>	<b>APR Dawn Patrol - N.Andover, MA - Joe's Café BRUNCH</b> - Order off the menu Big picture windows to watch the takeoffs while we do some 'hangar flying' (talking about aviation) with fellow members. LINK to Directions: <a href="http://www.lawrencemunicipalairport.com">www.lawrencemunicipalairport.com</a>
Sat	May 2	TBD	Daniel Webster College	<b>ASH</b>	We were told the <b>annual NorthEast FAA Aviation Expo at DWC</b> will be on this day, but the links are not yet up. More info in April ...
Thur eve	May 7	6-9pm	(contact Penny for details)	n/a	<b>EAA106 EXEC BOARD MEETING</b> - Board agenda - topics are TBD a) ___ b) ___ c) ___
Sat-Sun	May 9-10	TBD	Lawrence Municipal Airport <u>main terminal side</u>	<b>LWM</b>	<b>2-Day Hands-On WORKSHOP - Subject is TBD</b> Last year we ran two 2-day hands-on workshops - basic aircraft building and RV aircraft assembly. These are paid workshops since there is a paid instructor (and his travel expenses) plus the cost of materials, shipping, tool wear & tear, etc. We've set aside the date but are still working on the topic.

Continued next page ...

Calendar continued from prior page ...

Sat	May 16	11:30 am	Meet outside Café at Hampton Airport	7 B 3	<b>MAY Dawn Patrol – Hamton, NH – Meet outside Café at 11:30 LUNCH</b> – Order off the menu <b>Come early to check out the FLY-IN and the FLY-MARKET</b> , then <u>meet us at 11:30 just outside the Café so we can get a ‘count’ and ask for tables (inside if weather is cold or on the deck if weather is warm).</u> <a href="http://www.hamptonairfield.com/Flea.htm">http://www.hamptonairfield.com/Flea.htm</a>
Sat	May 23 (rain date is May 24)	9am-?	Lawrence Municipal Airport <u>main terminal side</u>	LWM	<b>EAA106 YOUNG EAGLES EVENT – SAT am – MAY 23</b> <b>EAA106 will flies YOUNG EAGLES (youth ages 8-17) at LWM !</b> <b>We always need more pilots w/ planes as well as ground crew, so if you can help, please contact TOM WALSH !!</b>
Sat am	May 30	9am - noon	Lawrence Municipal Airport <b>EAA106 Hangar</b>	LWM	<b>EAA106 CHAPTER PROGRAM – SAT AM, MAY 30</b> Dream Aircraft, manufacturers of the <b>TUNDRA aircraft kit</b> will fly their plane to our chapter hangar and give a presentation. More INFO & DIRECTIONS will be in the MAY newsletter.

Need more info? Have an idea for a program?

Contact President at: 508-284-5592 (cell) or e-mail: [EAA106.Penny@gmail.com](mailto:EAA106.Penny@gmail.com)

## HOW TO JOIN EAA106 & EAA NATIONAL -- SEE PAGE 2

## DAWN PATROL --- Our MONTHLY FLY/DRIVE DESTINATION



**What is a "Dawn Patrol"?** Just like in WWII when a group of planes flew together on a Dawn Patrol to a selected destination, we select an aviation destination each month for an excuse to fly together (or drive if wingless) and meet up to see other aircraft and discuss aviation ("hangar flying") over some chow (breakfast or lunch). We usually pick an aviation destination where some event will be happening, such as a fly-in if there is one. If there is no specific aviation event, then we pick an airport restaurant. It's a great way to meet fellow members in a more informal setting... **Come join us !! Bring a friend!**

## OUR LAST DAWN PATROL

**FEB 8 Sun** NASHUA – An even dozen members and family ate brunch at the MidField Café which is under new ownership. The food was great – and the owner even sent some sample dishes out for everyone to try while our order was being prepared. After brunch, we went over to see member Bob DiMeo's RV-8. Then we all drove over to member Roger Pritchard's condo to see his Zenith 601 (which he'll bring to the March 14 presentation if anyone has a trailer and can help haul it both ways).

**SEE NEXT 3 pages for photos from this dawn patrol ...**

**We hope more of you will join us at our monthly Dawn Patrols.**

## NEXT: OUR FEBRARY DAWN PATROL:

**SUNDAY, Mar. 8<sup>th</sup> meet at 10 am –**  
**Something Different Café at Beverly Airport (BVY)**

Anyone building an aircraft at Beverly which we could come look at after brunch? Contact Penny.

**Call Penny (508-284-5592) by 8am if going**, so we can do a "call ahead" to ask for the right number of seats.

**BRUNCH MENU & DIRECTIONS can be found at: [www.beverlyairportcafe.com](http://www.beverlyairportcafe.com)**

**PILOTS !! – Please consider offering to fly someone to the Dawn Patrol.**

**PHOTOS FROM OUR FEB. 8 DAWN PATROL TO NASHUA & TO VIEW 2 MEMBER'S AIRCRAFT**



**Feb 8  
Dawn Patrol  
brunch  
at MidField Café  
-  
Boire Field,  
Nashua, NH**

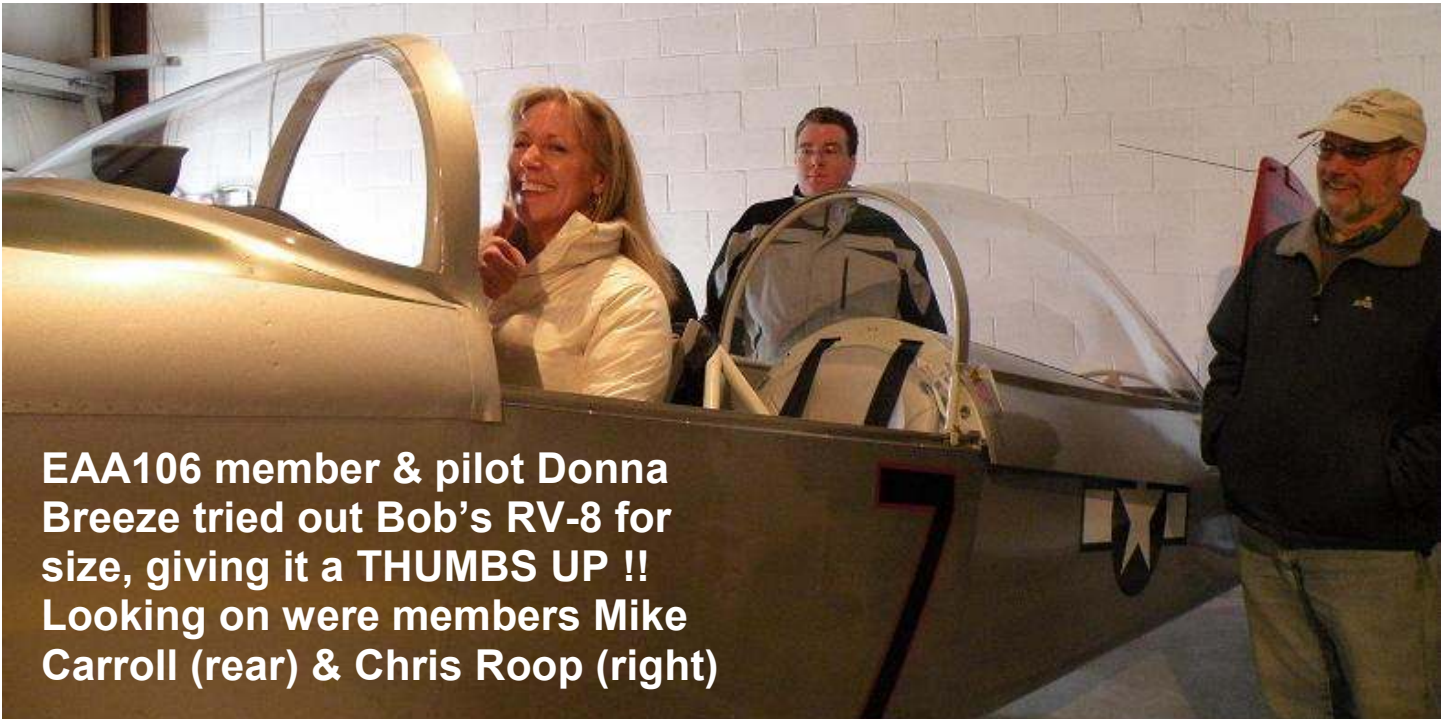
**Seating order in photo –**

	<b>Donna's son (oops – I forgot his name)</b>
<b>Glenn Breeze</b>	<b>Donna Breeze</b>
<b>Jim Chaney (hidden)</b>	<b>Bob DiMeo (partially hidden)</b>
<b>Ray Bowman</b>	<b>Mike Carroll</b>
<b>Penny Bowman</b>	<b>George Berven</b>
<b>Roger Pritchard</b>	<b>Chris Roop</b>
<b>Lorrie Pritchard</b>	

**After brunch, we went over to admire Bob DiMeo's beautiful RV-8:**



***MORE PIX NEXT 2 PAGES ...***



**EAA106 member & pilot Donna Breeze tried out Bob's RV-8 for size, giving it a THUMBS UP !! Looking on were members Mike Carroll (rear) & Chris Roop (right)**



**EAA106 member Bob DiMeo not only showed us his RV-8, but also his "new" old helmet.**



**No – Donna is not looking "under the hood" – she's looking at the large luggage compartment!**

**We then followed Roger Pritchard back to his condo to see his Zenith 601 project:**



Out of this small, single-car garage, emerged a beautiful Zenith 601 fuselage. Roger has his tools in the rear and cleverly devised a "ramp" over which the nose wheel must travel when backing the plane out which, in turn, causes the tail to dip just under the garage door frame.

**[SEE NEXT PAGE for more photos](#)**

**MORE PHOTOS from the Feb.8 Dawn Patrol ...**



**Everyone who came to eat brunch at the Dawn Patrol also visited Bob & Roger's aircraft, too**

**Right: Roger Pritchard showed off his home-made cable tension testing tool.**



**Left: Roger Pritchard standing by his pride & joy – his Zenith 601 project. (Wings are done but were at a different location)**

EAA Chapter 106 of Greater Boston  
c/o Penny Bowman,  
President, EAA106  
PO Box 420  
Topsfield, MA 01983

Contact [EAA106.Penny@gmail.com](mailto:EAA106.Penny@gmail.com) for more info on EAA106, programs, Dawn Patrol, etc.

**Just some of what is in this MAR-09 issue:**

- If you missed our Feb.6 meeting on the forecast for D-Day, you must read Mark's excellent write-up! -- Page 10
- [Moni Motorglider for sale by EAA106 \(pg 6\)](#)
- [Alton Bay Ice Fly-In pix by members \(pg 9\)](#)
- [Our brunch Dawn Patrol turned into an impromptu viewing of two homebuilt aircraft. See pages 17-19 for several photos](#)
- 2 reprinted articles (pages 7 & 8)

See page 1 for the full [TABLE of CONTENTS](#)

**NEXT MONTH:**

- EAA106 chapter TOOLS – the list ...
- A member flies the Hudson river

**NEXT: See pages 3, 4, & 16**

**MAR 8** – Dawn Patrol to BVY

**MAR 10** – ACONE & AOPA's ASF Pres.

**MAR 14** – Zenith 601 & Corvair engines



**See pages 15-16 for 3  
month CALENDAR**

**Your 2008 Team – \* = Your EAA106 Executive Board Members**

* PRESIDENT	Penny Bowman	* Hangar Manager	Victor Duphily Jr.
* VICE PRESIDENT	George Berven	* Hangar Comptroller	Joel Ventura
* TREASURER	Angier Ames	* Appointed Board Member	Mac Knapp
* SECRETARY	Mark Hodgson	* Appointed Board Member	Chris Roop

**Other Key Positions (non-Board):**

Newsletter Editor	Penny Bowman
Newsletter Publisher	Russ Beckner
Webmaster	Rebecca Harvey
Young Eagles Chairman	Tom Walsh

**Other key info:**

EAA106 website [www.EAA106.org](http://www.EAA106.org)  
Hangar phone: (978) 683-8751  
See website for other e-mail and phone contacts.

E-Mail contact for chapter – send to:

Snail-Mail contact for chapter – send to:

Phone contact for President of chapter:

[EAA106.Penny@gmail.com](mailto:EAA106.Penny@gmail.com)

Penny Bowman, PO Box 420, Topsfield, MA 01983

978-887-3242 (eve) – 508-284-5592 (cell - during events)

This NEWSLETTER is for COMMUNICATION and ENLIGHTENMENT, but should not be relied upon as absolutely correct in content. Dates of events subject to change due to weather, speaker schedules, etc. Check website "News Flash" or call if any questions.