

UPDRAFT

Newsletter of EAA106
Greater Boston Chapter

We Build
Airplanes!

**November 2004
Volume 32 Issue 10**

Newsletter Editor Wanted

Thanks to all for the kind words commending my efforts as Chapter Newsletter Editor.

As mentioned at the October meeting I will be relinquishing this job and we are looking for a replacement.

Contact me or any of the other chapter officers for more information.

- Ed

November Dawn Patrol

Sunday, November 7th,
Keene (EEN), NH. Meet
there at 11:00 am.

Look for the Country
Kettle, between Green
River Flight Center and
Lovett FBO on the
Northeast side of the field.

EAA 106 November 2004 Meeting Saturday, November 6th, 10:30 AM

At Norm Michaud's workshop in Salem, MA

Meeting Program: Norm's KR-2S

KR-2S
RAND ROBINSON ENGINEERING, INC.



Norm's KR-2S is a fast and sleeeeeek little bird. Come see how it's built!

Please Note:

- See directions later in this newsletter and allow a little time to get there
- Bring you favorite chair, we may probably run out
- Bring a friend or two as your guest, they're always welcome!

October Meeting Success – Progressive Aerodyne SeaRey



Jim tells Chapter 106 members about his SeaRey



On a beautiful sunny Saturday morning last October 2nd, Jim Foley taxied his craft up to our hangar, and gave us an inspirational talk about his SeaRey amphibian kit plane that he had built about 3 years ago, and has since flown it extensively. This airplane is sleek, functionally very sound, has a great flight profile, and is overall - BEAUTIFUL !

Accompanying his talk (using our new state-of-the-art audio system graciously donated to EAA106 by Vinny Messina), Jim showed a DVD video that was projected (with our new digital projector) onto the 8' x 8' glass bead display screen gratefully donated by Joe Ryan. The video was very professional, showing the SeaRey in a sorts of flying and taxiing situations.

After studying the kit market, Jim selected Progressive Aerodyne, because in addition to wanting an amphibian for fresh water lake hopping (his brother has a home on Lake Sebago in Maine), Jim wanted to have expert guidance instructing him how to build the crucial parts of his aircraft. He also liked the design because it is a simple bolt-together kit.

Progressive Aerodyne, the manufacturer of the SeaRey, offers building space and expert guidance to builders of their kit at their Orlando Florida facilities. The building process is quite quick (about 3 weeks).

In addition to this, Progressive Aerodyne has five chief pilots who do the first flight of each aircraft and then give instruction (during the first ten hours of flying) about how to best fly the SeaRey. The total of 40 hours must be flown off in the region of the Progressive Aerodyne lakeside facilities. Jim had plenty of company with five other SeaReys being flown to various hamburger sites during the companionable 40 hours of flyoff. With a big grin, he said the new builders would fly their planes with an

agreement to meet at a new destination place each day, then would land in the water, taxi past alligators on the way to the beach, put down the hydraulic actuated repositionable wheels, and taxi up onto the beach. Then they'd walk across the road to the restaurant for lunch.

Progressive Aerodyne's chief pilots even showed Jim how it could be landed and flown-off in 3 foot waves - the bouncing was so vigorous that Jim said "the instrument panel was just a blur". Although the chief pilot gave that demonstration to Jim to show how rugged and safe the SeaRey actually is, Jim was quick to tell us "I decided I would never do that again! I'll just wait until the water conditions get smoother, and then I'll fly it out".

He can easily and comfortably fly with a passenger aboard because the cabin is 44" wide (both Joel and Alan sat in the cockpit and found that their shoulders didn't touch the edges of the cabin nor each other), and the rudder/brake pedals are readily adjustable for each flyer.

Having a fiberglass bottom, the aircraft is really a flying boat with wheels that are repositionable. Repositionable is a new FAA technical term that you technocrats no doubt are fully aware of, but to most of us the wheels look like retractable gear. Repositional is the official wording that lets this aircraft comply with the new LSA regulations.

Outfitted with a Rotax 914 Turbocharged engine, this sprite climbs out at about 1000 fpm using the turbo, once altitude is achieved, Jim reduces the RPMs down to 3600 rpm so that the turbo will shut off (it turns on at about 3800 rpm). Cruising at about 90kts, the fuel consumption is about 3.6 gph !! And on auto gas !!! This translates to less than \$8 per hour for fuel costs !!!

Performance is astounding. Take off on water or land occurs in about 350 feet (try to accomplish that in your certified spam can folks), stalls at 36kts, has a VNE of 100kts, and a useful load of 520 pounds.

When taxiing on the water, the plane can be driven like a boat due to the hull chines. The canopy can be slid all the way open for water taxiing, and then when taking off the canopy can be either closed or nearly closed depending upon how hot the weather is. When landing on water, it is advisable to fully close the canopy in case a rogue wave causes water to briefly spray over the cabin area. Jim has his amphibian equipped with a heater for those chilly days.

After all the flying that Jim Foley has done in this plane, he loves it all the more. His grin is infectious and no doubt will lead many others to build a SeaRey. – Alan Cate, EAA 106 VP

Future Meeting Plans

The December meeting will be a Chapter 106 Holiday Party! Scheduled for December 4th, the first Saturday in December, in the evening. Hold that time on your calendar for what will no doubt be a fun and memorable event! Details to follow...

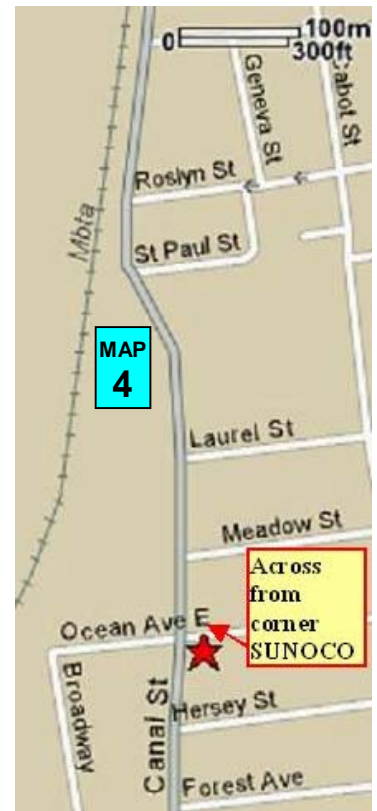
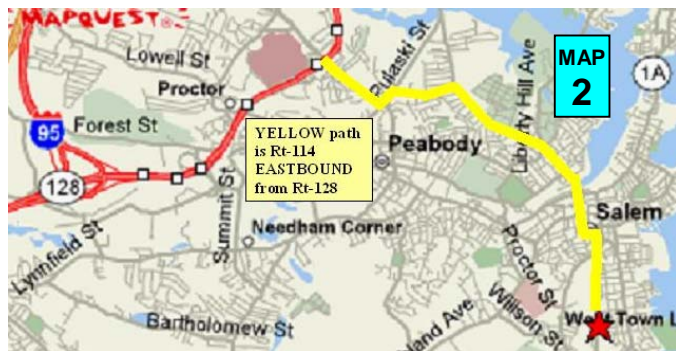
Come see a KR-2 being build, November 6th!



Directions to November Meeting

The KR series of airplanes were first designed by Ken Rand in the early 1970's. The designs utilizing state of the art foam and fiberglass composite construction to provide a smooth aerodynamic shape over a wooden structure. The KR-1 was a single seat airplane and has a motor glider version. The KR-2 is a two-seat side-by-side with retractable, fixed conventional, or tricycle gear. The KR-2S is a stretched version

with 16 extra inches of length for more leg, head and baggage space. For more info look at <http://www.fly-kr.com> , <http://www.krgathering.org> , or <http://www.krnet.org>



DIRECTIONS to Saturday, November 6th, EAA106 meeting to see Norm Michaud’s almost completed KR-2S:

- MAP 1** --- Take Rt-128 to Peabody, exit 25 (near Northshore Shopping Center)
- MAP 2** --- Follow Rt-114 East (note: there are some turns - left, right, right - so be sure to follow the signs for Rt-114 as your head toward Salem).
- MAP 3** --- After passing over a bridge with water on the left and a railroad track underneath, continue straight until Rt-114 turns left. You will pass a Post Office on your right and take a right at the first traffic light onto Washington St. Stay straight and Washington St. becomes Canal St with a railroad track on your right.
- MAP 4** --- As you travel down Canal St, you will see the train track bear away. Turn left onto Ocean Ave at the Sunoco station (near corner) and then take an immediate right to “St. Pierre’s Garage” (across from the Sunoco). This is where the meeting is and Norm says there is plenty of parking. Penny’s cell is 508-284-5592 if questions.

Dues are coming due!

Per the chapter by-laws (available on line at www.eaa106.org), it’s time to notify you that 2005 dues will be due soon. Article VIII states that chapter dues shall be assessed annually and are payable at the January meeting. Of course our chapter treasurer, Ed Dokus, is happy to accept your dues earlier than January so you can avoid the rush. The current dues are \$20 for members receiving the newsletter via email and \$23 for those receiving the newsletter via US Mail.

Note that some of you are receiving this newsletter for a limited time as a courtesy to see what our chapter is all about and we hope you will take this opportunity to join Chapter 106. Join now and enjoy the rest of this year and next year’s membership for just the price of next year. Wow, that’s like 20% off!

New Hanger Plans

Editor’s Note: Planning continues for a new hanger behind the Chapter’s hanger at LWM. Once the proposal is finalized a membership vote will be required. Please attend this month’s meeting ready to vote if necessary! See prior newsletters for more details.

Dawn Patrol!

Several EAA 106 members attended the October Dawn Patrol to EAA Ultralight Chapter 62’s Fall Fly-in at Plymouth airport. Penny Bowman, Chapter 106 President, volunteered along with other area chapter presidents to man a table providing information about the EAA and their particular chapters to visitors. Those attending included Penny, Ed Dokus, Joel Ventura, Tony Gallo, and Will Thorne. See <http://www.eaaul62.com/flyin2.htm> or <http://www.ofoto.com/I.jsp?c=z21hthr.5iywqjxb&x=0&y=kxfbip> for more.



That’s our own Will Thorn (in the green jacket) helping to judge the aircraft for the awards

Chapter Officers

Someone asked me at the last meeting if the email addresses of chapter officers were in the newsletter. I answered “of course they are” thinking “of course they are”. Turns out I was wrong. I took out the email addresses a couple of months ago to make space for other material and forgot (they all start to blend together after a while....). So, to fix my error here they are. Of course, you can always send an email to info@eaa106.org (available on the chapter website, www.eaa106.org) and you will reach one of the officers.

<p>President Penny Bowman pabowman@comcast.net</p>	<p>Secretary Mac Knapp mhknappc@shore.net</p>	<p>Hanger Manager (out going) Ed Dokus dokus@worldnet.att.net</p>	<p>Hanger Comptroller Joel Ventura ventura@brandeis.edu</p>
<p>Vice President Alan Cate alan.cate@tds.net</p>	<p>Treasurer Ed Dokus dokus@worldnet.att.net</p>	<p>Hanger Manager (effective Jan ‘05) Steve Sides Stephen_M_Sides@Comcast.net</p>	

Upcoming Events:

EAA 726 Toys for Tots Fly-in, December 4, Orange, Mass. Pancake breakfast serving from 8 a.m. to 11 a.m. to benefit Toys for Tots. Menu: pancakes, sausage, home fries, coffee, and juice. Donation: \$4 per person, \$2 for children under 12. Bring a NEW toy, unwrapped and get your breakfast free. Open to the public. Fly in, drive in, walk or run; just come and enjoy a great breakfast.

New England Aerobatics Contest, November 20, Keene (EEN), NH. See <http://ahyup.com/1314/> or <http://iac35.aerobatics.ws/> for more info.

2005 EAA Oshkosh Fly-in, July 25-31, Oshkosh, Wisc. EAA AirVenture Oshkosh 2005. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or www.eaa.org. EAA AirVenture information is also available through the World Wide Web at www.airventure.org

PRESIDENT	Penny Bowman	PO Box 420	Topsfield MA	01983	(978) 887-3242
VICE PRESIDENT	Alan Cate	352 Mountain Road	Concord NH	03301	(603) 224-2398
TREASURER	Ed Dokus	12 Taylor St	Burlington MA	01803	(781) 365-1279
SECRETARY	Mac Knapp	145 Forest Hill Ave	Lynnfield MA	01940	(781) 334-4985
Newsletter Editor	Ed Masterson	30 Elsinore Street	Concord MA	01742	(978) 371-0175
Hangar Manager	Edwin Dokus	12 Taylor St	Burlington MA	01803	(781) 365-1279
Hangar Comptroller	Joel Ventura	11 Yardley Road	Andover MA	01810	(978) 475-6875

EAA 106 Website: www.eaa106.org

EAA 106 Hangar (978) 683-8751

This **NEWSLETTER** is for **COMMUNICATION** and **ENLIGHTENMENT**, but should **not** be relied upon as absolutely correct in content.

A B-17 Story



When the EAA's B-17 "Aluminum Overcast" had a landing boo boo the Wings of Eagle's B-17 "Fuddy Duddy" stepped in to complete the "Salute to Veterans" tour. Here's an article on this topic from the Corning, NY Leader newspaper: <http://www.the-leader.com/articles/2004/10/18/lifestyles/life01.txt>



EAA Chapter 106 of Greater Boston
c/o Ed Masterson, Editor
30 Elsinore St
Concord, MA 01742