

UPDRAFT

Newsletter of EAA106
Greater Boston Chapter

We Build
Airplanes!

**December 2004
Volume 32 Issue 12**

Introducing Your New Newsletter Editor

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

It has been my pleasure to put together the material you all provide each month. Jeremiah Brazeau will be taking over the reigns from me at the end of the year. I hope you all support him as well as you have me.

- Ed the Editor

December Dawn Patrol

Sunday, 5 December
Nancy's Air Field Café
Minute Man Air Field
(Navigate to 6B6 via air or
Boxboro Road via auto)
Stow, MA
10:00 AM
See details on Pg 5 or
www.nancysairfieldcafe.com
for more

EAA 106 December 2004 Meeting Saturday, December 4th, 6:00 PM

At Joe's Landing Café,
Lawrence Municipal Airport,
North Andover, MA

Meeting Program: Annual Holiday Dinner

Menu:

Punch, Hors d'oeuvre (fantastic chicken wings !), Salad
ENTREE
(pre-select one - Chicken Kabob, Beef Kabob, or Baked Fish),
plus a Vegetable
Potato or rice
Dessert
Coffee

-- This Is A BYOB Event --

There will be another **Fantastic Yankee Swap!**

Buy or bring from around the house a give valued at around \$10.
Need an idea of what to bring? Try one of these themes: aviation, tools,
chocolates, liquor, whatever...

RSVP – Very Important For Event Planning:

1) Please RSVP with each attendee's name and entree selection to:
Penny (PABowman@comcast.net or 978-887-3242).

2) Cost is \$21 per person (payable to: EAA106). Please mail check to:
Edwin Dokus, 13 Taylor Ave., Burlington, MA 01803

November Meeting Success – KR-2S under construction!



Norm Michaud's Almost Ready to Fly KR-2S!



Simple, but Practical KR-2S Panel



Norm (R) Describes The Corvair Engine Installation

Show & Tell about Norm Michaud's KR2S homebuilt

Norm Michaud was the most gracious and proud host when he invited EAA106 membership to come to his spotless auto shop in Salem Massachusetts to see his KR-2S, a sleeeeeeeek little lemon-lime colored bird with a whopping six cylinder Corvair engine installed in it.

Over twenty of us asked countless questions of Norm about everything from the acceptable pilot height, to the carbon fiber landing gear, to the very compact system of Corvair engine with small diameter flywheel and starter and generator accessories, and the method he used to balance the dual carburetors.

The carbon fiber landing gear came out of a GMC Sierra and were shortened somewhat to suit the needs of the KR-2S. These "stock" leaf springs are covered with Kevlar to prevent delamination of the carbon fibers. Boy are they light!

Norm expects that the Corvair engine will purr right along and develop about 100 HP at maximum RPM. It sure is loud now (he told us but didn't turn on the engine while we were in his shop), especially while he tests out the engine inside his shop! There is no muffler system on it yet. How about a SuperTrap muffler, Norm?

The six cylinders of the Corvair air-cooled engine are actually two banks of three cylinders each and thus to insure maximum horsepower, Norm installed dual carburetors with a self-compensating-balancing feature. Norm is hoping to arrange a chapter meeting with a guest speaker who is an expert in converting Corvair engines to use in aircraft. This is a large engine, about 58 pounds heavier than a VW engine, but with Norm's handiwork and craftsmanship he has utilized a small flywheel from a Nissan, and small generator and starter from other Japanese automobiles. All this is compactly nestled under the cowling - the cowling is specially hand crafted to make the nose very aerodynamically smooth!

To make it easy to remove the wings, and to bring the weight of fuel close to the centerline of the aircraft, Norm built fuel tanks into the wing-stubs that are attached permanently to the fuselage.

Painted a brilliant and shiny emerald green, the fuselage blends nicely with the equally attractive yellow wings and empennage.

A very sleek hinged canopy should help to make this very small and aerodynamic airplane zip throughout the skies. The cockpit is for slim cozy people, not for tall people. Hand-tooled, wood-trimmed levers for the throttle (on the dash) and elevator trim lever are a very nice craftsman's touch of class to this plane.

Due to its very light weight, the drum brakes are thought to be sufficient.

Norm has labored and experimented and inquisitively invested himself for eight years to bring this beautiful airplane to fruition.

EAA106 can provide "First-Flight" pre-inspection, weight and balance tests for determining the CG, counsel during run-up tests, on-line radio communication and data taking (to free up the pilot from the distracting data taking chores), and CO2 fire-patrol assistance for any first flights that take place at LWM. We hope that Norm and all other "First-Flight" homebuilders will contact us for this service.

When you see this airplane flying, just imagine the broad grin on Norm's face - it will still be there hours later after landing! You are quite an inspiration to all of us, Norm.

Many thanks Norm for this special treat, and for letting us barbecue the tasty lunch inside your shop (Joe Guarino was the designated chef). -- Alan Cate

Future Meeting Plans

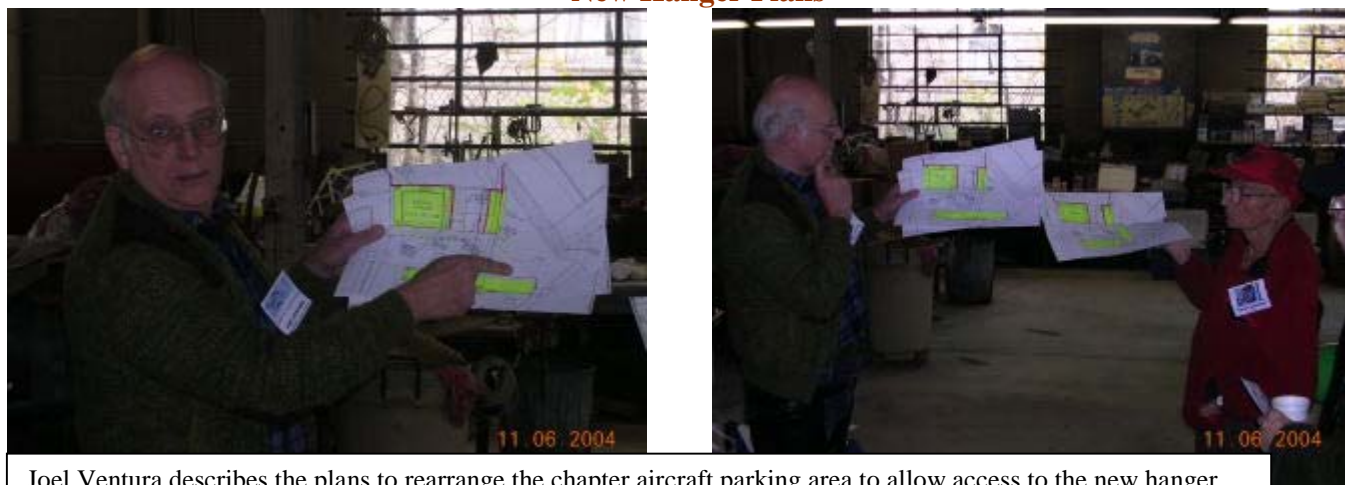
The January meeting will be the annual business meeting. The chapter officers will layout the strategic plan for the year and show how the budget supports it. A membership vote on the budget will be required per the Chapter 106 By-Laws (available for your viewing pleasure at www.eaa106.org) The January meeting will be at the VA Hospital in Bedford – Directions to follow.

Dues are coming due!

2005 dues are due! Per they chapter by-laws 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 (mail to 13 Taylor Ave, Burlington MA 01803). 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.

New Hanger Plans



Joel Ventura describes the plans to rearrange the chapter aircraft parking area to allow access to the new hanger.

At the November meeting Joel Ventura reviews the latest proposals to build a hanger behind the Chapter 106 Hanger. Based on the work done to date and the discussion at the meeting a motion was made, and passed by voice vote, to proceed with negotiations with the Lawrence Airport Commission. The motion prioritized the land layout designs, but allowed for variations as necessary. Joel reports back that the Airport Commission has approved our desired plan.

EAA Chapters Reference Library

I picked up this from an EAA Headquarters emailing. There's some very useful and interesting information posted at this website. There's even information on how to make newsletters better – now they tell me.... Go to this web site:

This web site, <http://www.eaa.org/chapters/resources/reference/default.asp>, offers 34 reference papers, specifically written to help EAA Chapters.

In addition to the EAA Chapter Reference Papers, there are also several other resources on the EAA Chapter's Home Page: <http://www.eaa.org/chapters/default.asp>

FAA Amateur-Built Aircraft Designated Airworthiness Representative

Taken from this website: http://members.eaa.org/home/govt/help/ab_dar.asp

The Amateur-Built (AB) FAA Designated Airworthiness Representative (DAR) program is a joint effort between EAA, the FAA and the Transportation Safety Institute (TSI), and is designed to provide amateur-built aircraft builder's greater access to AB DARs to certify their completed aircraft.

AB DARs have the FAA authorization to complete the final inspection and issue the airworthiness certificate and operating limitations for your amateur-built aircraft.

AB DARs are not authorized to do any pre-cover inspections on your aircraft. EAA highly recommends you use an EAA [Technical Counselor](#) (TC) for those inspections.

Link of the Month

An interesting view of all airport traffic into and out of Boston's Logan airport (and a similar link for Nantucket). In addition to being interesting to watch, it also will give prospective pilots some idea of the flow of aircraft (especially landing aircraft in blue show clear approach pattern - downwind, base, final legs - unless doing a long straight-in approach). Click on an aircraft and see/follow that aircraft's elevation. Flown a recent IFR flight? Search flight map activity for a prior date/hour/minute to look

for your flight. The Logan flight map can be scaled out to 90 miles. This interesting link was provided by our member Will Thorn:

Boston Airport: <http://www4.passur.com/bos.html>

Nantucket Airport: <http://www4.passur.com/ack.html>

list of all airports covered: <http://www.passur.com/sites.htm>

(editorial note: Too bad they don't have Oshkosh covered - that would be fantastic to watch in late July!)

Sport Pilot School Opens In MA

Future sport pilots will have plenty of opportunities for training if American Sport Flying has its way. The company has opened its first flight center at Shoreline Aviation at Marshfield Municipal-George Harlow Field in Massachusetts. Shoreline, an established FBO at the airport, is working with American Sport Flying to establish a business model for sport pilot centers that can be applied at FBOs across the country. They hope to have a program available by early next year. The Shoreline center offers a training curriculum specific to the sport pilot certificate. The school currently has four students training in Ercoupes. – Mac Knapp

Dawn Patrol!

December Dawn Patrol is to Stow, MA! Meet at Nancy's Air Field Café at 10:00 AM on Sunday, 5 December. See www.nancysairfieldcafe.com for an overview and <http://www.nancysairfieldcafe.com/About%20Us/Directions.htm> for directions (get there from the home page by selecting "About Us" and then "Directions"). The Café is at Minute Man Air Field (Navigate to 6B6 via air or Boxboro Road via auto). Also see www.minutemanairfield.com for more on the air field. For the Sunday Brunch Menu check this out: www.nancysairfieldcafe.com/BrunchMenu.htm The Phantom Gourmet rates this a "Hidden Jewel" –

<http://www.phantomgourmet.com/Showpage.aspx?content=ReportCard&id=3166>

Chapter Officers

Here's a listing of email contacts for the chapter officers. You can also 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 mhknapp@comcast.net</p>	<p>Hanger Manager (out going) Ed Dokus dokus@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.

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

EAA 106 Updraft

December 2004

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

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