



UPDRAFT

Newsletter of EAA106
Greater Boston Chapter

We Build
Airplanes!

**January 2004
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EAA 106 January 2004 Meeting Friday, January 9th, 7:30pm At the BEDFORD VA HOSPITAL

Agenda:

- 1) Business meeting to discuss the proposals published in this newsletter and presentation of the annual Hanger Budget
- 2) An awe-inspiring presentation on the 2003 AirVenture Cup Cross-Country Air Race by Race participant Ed Masterson



DUES ARE DUE!

Mail Your Dues to the Chapter Treasurer, Ed Dokus,
Or better yet, bring them to the meeting!

\$20.00 for E-mail Newsletter

\$23.00 for the Snail-Mail Version

Web Site of the Month: www.eaa106.org !!!!

Dues Are Due

Please note that Chapter 106 Dues for 2004 are now due. You can pay your dues to the chapter Treasurer, Ed Dokus. The dues remain \$20/year for email membership, and \$23/year for snail mail membership. Those former members who have not paid their dues by the January meeting will be dropped from the roster and mailing list. If you will not be at the January meeting, send your dues to Ed at 7 Fairmount Street, Winchester MA 01890.

Motions

There were three motions in the last newsletter (two on spending some of the proceeds from the B-17 event, and one on paying back some hangar loans—see the December newsletter for the full texts). We did not have a quorum at the December meeting, so these motions will be voted on at the January meeting. Please come to the meeting and vote!

2004 Hangar Budget

The proposed 2004 hangar budget will be presented at the January meeting. It must be approved, or amended and approved by the membership at that meeting.

Proposals and Motions for the January Meeting

Previous Motion

At the October meeting a motion was passed to transfer \$1000 from the General Account to the Hangar Account, and in addition, to loan the Hangar Account an additional \$1000. This vote was not valid because it violated our By-Law requirement for a notice in the newsletter at least seven days before the vote is taken for any expenditure over \$500.00. Roman is giving notice of that motion in this newsletter, so that it can be voted on at the December meeting.

To EAA106 members from the Roman Rasenas (outgoing chapter President):

The exec meeting last night brought some solved issues that will have to be redone. According to Joel (outgoing chapter Treasurer, Joel Ventura) we had to publish the donation of money and any loans to the membership ahead of time. Please note the original proposal for indefinite load is being counter proposed as well.

Facts as presented to me by the exec board this Monday.

1. Hangar fund has received obligations of \$7600.00, of which \$3500.00 was budgeted.
2. Their bylaws do not allow any distribution of their funds to anything except their mortgage.
3. Any payment from them can be only having in \$300.00 dollars per month.
4. In the past we did not mix funds between chapter and hangar.
5. The requested loan by Joel was for indefinite time, payable back at any time, I do believe this is a contradiction and a problem due to their bylaws.
6. Current financial situation on the hangar according to Joel is in fine financial shape, so it appears they really do not need any money.
7. Their payments are ahead of the schedule.
8. Issue of members widows was brought, it involved \$1000.00 total with interest, this is nice touch, but doing this is unfair to others, unless these ladies are in finical need, since other members will not see anything for another 10 years or more.
9. Our voted proposal for donation of \$1000.00 to help cover our part of transformer cost should stand.
10. No other loans should be dispersed at this time.

11. Further more we should think of using funds to improve our chapter, some needed items are projection screen, foldable chairs for the hangar, VCR, LVP paint sprayer.
 12. Our chapter has come a long way, but in order to grow we may want to consider paying for some of the speakers, or covering their expenses from west coast.
 13. In December we will have to vote on indefinite loan or \$1000.00 donation, please come with any questions or recommendations, and we will vote on this.
-

\$2000 Loan

I will make an opposing motion that instead, the chapter loan up to \$2000 of the profits from the B-17 event to the Hangar Account until it is need in the General Account. I make this motion for the following reasons:

1. The general account will have over \$1700 in it by January 2004 in addition to the B-17 profits, and will have no immediate need these funds.
2. The By-laws explicitly allow funds from the General and Hangar Accounts to be commingled as long as a strict accounting is kept of which funds belong in each account. It has been my practice to store all unneeded funds in the Hangar Mortgage because that costs us 6.5% compounded interest/year. This practice has saved the chapter hundreds of dollars, and will save the chapter over \$1000 more over the next 10 years if it is continued. I have been both Hangar Comptroller and Treasurer, so it was easy for me to do this in the past. Next year Ed Dokus will be Treasurer, so I make this motion to formalize this informal policy, and give me a means of extracting money from Ed.
3. I would keep this money in the mortgage until the chapter needs it. I generally keep about \$1000 in the Hangar checking account for unexpected expenses, so most of that would be available to the General account on short notice. To repay the remainder, I would stop paying the mortgage and return the loan at the rate of \$300/month.
4. I prefer this to having the chapter give the Hangar Account money, because the By-laws require that once the money goes in, it can not come back out until all hangar debts have been repaid. Many people worked very hard on the B-17 event, and I would like to see this money available to the chapter for other projects in the near future. --Joel

Repayment of Loans Out of Sequence

The By-laws require that unsecured loans to the chapter for hangar construction be repaid in the order in which they were made. One exception to this rule is, if a member dies, their spouse may request out of sequence repayment because of financial need. The spouse must write a letter with this request to the EAA106 Executive Committee, which then must vote on whether to approve this request. It is also required that the family be notified in writing of the present value of the loan, and the out of sequence repayment request procedure.

Notice that the general membership is not involved in any of this. The Eboard makes the decision. But all this only applies to funds raised from tenant fees. At the next meeting Ed Dokus will make a motion that we repay the loans made to the chapter by two former EAA106 members who have died. This repayment would come from the B-17 Event profits. This money is in the general account, and therefore these payments, if they are made, must be approved by the membership. Including interest on these loans, this amounts to the chapter giving about \$850 to the Hangar Account.

NICE NOVEMBER 1ST MEETING AT NASHUA!

By Mac Knapp

'Twas a sunny day in Nashua Town when we arrived to see **Bob LaBonte's** Rutan designed Long Eze and Defiant project. As we convened at Bob's hangar we were invited to have a look a couple doors down at **Ray Grenier's** RV-4-8 and his Rotorway Exec helicopter project. Ray graciously told us all about the RV-4. Power is by an IO-360, 180 Hp engine with constant speed prop.

Ray Grenier also answered questions about his Exec helicopter project. **Ray and Penny Bowman** were especially interested in comparing notes on this in relation to their Exec.



Bill Miller Scrutinizes the Electronics Bay of the Grenier RV-4-8
Note the “Piccolo tube” exhaust pipe exits - - -which give 3 Db noise suppression!

Back at the LaBonte hangar we had our usual business meeting, dominated this time with plans for the annual Holidays Party. President-Elect Penny Bowman lead discussions. The most exciting part of the meeting was when a hornet crept down the back of Penny's neck, so she whipped off her shirt and flailed her back with it. She explained that she has a strong allergy to such things. I failed to snap a picture of this. My paraparazzi instincts are not well honed.

Bob LaBonte first showed us his shiny and beautifully crafted Long Eze. It looked showroom new, but was completed in 1982 and has made many pleasant flights. When asked why he started the Defiant project, Bob said that he would like more room and carrying capacity, four place seating when needed, and the speed and twin engine safety were nice bonuses. **Burt Rutan** designed both the canard pusher Long Eze and the canard push-pull, twin engine Defiant. Construction of the Defiant

was proceeding at a leisurely pace since Bob had the Long Eze to enjoy. He planned to use Rover aluminum V-8 auto engines on the Defiant. He built one up with a 1.7:1 belt redrive and tested it on his homebuilt test stand. Then his friend **Jan Eggenfellner** suggested use of his Subaru engines on the Defiant. At Nashua, Jan designed and sold his first “firewall-forward” engine package based on a Subaru automotive engine. This business blossomed, was moved to Edgewater Florida; and he has now sold 300 engines. (See: www.eggenfellneraircraft.com).



The Immaculate Labonte / Dorman Long Eze



Long EZ Panel

Jan Eggenfellner proposed a synergistic partnership on Bob’s Defiant in which he would supply two of his Subaru engine powerplants and all of the associated controls, and Bob would supply the airframe. In this way Jan could open a new market for his engines and have a Defiant to display them in. Bob would get free engines and a nice four-place plane to use in his winters in Florida. The Long Eze would become his summer, NH plane. Bob sealed this deal and cranked up to nearly full time work on the Defiant. The job was upped considerably by his purchase of two good wings from a

California builder who had discontinued his project.

Bob



Bob LaBonte Explains Defiant Construction and Characteristics to EAA 106'ers



Bob Sceppa Contemplates the Firewall-Aft Instruments Bay.

Defiant stands tall in the rear on long legs that keep the rear prop out of trouble in a nose high landing. A shorter nose gear is used to shorten the landing roll and give good ground visibility. Defiant canard length is as long as many homebuilts' wings, but it must lift the forward engine and extra payload. Bob showed us how the rear seat folds down to make a flat floor that could sleep a couple, or carry

bulky objects. He modified the windshield to be fixed instead of a part of the canopy. This keeps the instruments shielded from rain and provides good canopy support. We found ourselves saying “How’d he *do* that!” when we looked at the flawless fiberglass craftsmanship, but we weren’t surprised after seeing his Long EZ.

As the meeting ended, Bob LaBonte invited us to have some burgers, dogs, and cokes he’d grill in the little park next to his hangar. Many of us did that and got in some good hangar talk.



Afterglow
We enjoyed some Chatter and Chow!

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

EAA Chapter 106 of Greater Boston
c/o Ed Masterson, Editor
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If you haven't paid, you will be dropped

Mail your dues to Chapter Treasurer:

Ed Dokus (address Above)

\$20.00 for the E-Mail Newsletter

\$23.00 for the Snail-Mail version

DIRECTIONS TO THE BEDFORD VA HOSPITAL MEETING ROOM

From Route 128 aka Rte I 95 take Route 4/225 West towards Bedford. Go approximately 2.2 miles on Rte 4/225, passing the Great Pond Shopping Center (on left) and Marshall's (on right). Turn right onto Hillside Road (gift shop just beyond this turn) and stay on Hillside past merge into Springs Road. Go straight at the four-way stop sign, and about 0.6 miles beyond into the VA Hospital grounds.

Turn **LEFT** at the sign for Parking Lot #2. Proceed past the **Receiving & Warehouse**, past the buildings on the left, around the turn past the **large water tower** on the **LEFT** and enter the parking lot on your left. Park as close to the water tower as you can. Proceed on the side walk towards the long low building that ends at the road. Walk towards the connecting hallway between buildings and enter the door. Take two quick right turns and go down the hall to the classroom.