



UPDRAFT

Newsletter of EAA106
Greater Boston Chapter

We Build
Airplanes

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President

Roman Rasenas

romanrasenas@rcn.com

Vice President

Rebecca Harvey

nlgzd@tiac.net

Secretary

Alan Cate

alan_cate@msn.com

Treasurer

Joel Ventura

ventura@brandeis.edu

Newsletter Editor

Bill Miller

miller.w.b@att.net

Hanger Manager

Ed Dokus

dokus@worldnet.att.net

Hanger Comptroller

Joel Ventura

ventura@brandeis.edu

February Meeting

at

Aviation Tomorrow

located at

Swissport Maintenance Hanger #2

Worcester Municipal Airport

Saturday 8Feb03

Introducing the World's First Fuel-Cell Powered Aircraft.

The e-plane is a converted MCR Lafayette capable of 200 mph. James Dunn, Technical Director of FAST and Fuel-Cell Program Manager of Aviation Tomorrow, will start his show-and-tell about the e-plane at 11AM sharp.

Jim Dunn's phone number is 508-870-0042.

Dawn Patrol Arise !

We hope you'll fly if weather permits !

The Patrol will meet at the restaurant at 10:00 AM in time to make the meeting.

Angier Ames, Joe Guarino, and Lee Archambault are the coffee and donut providers for February.

Secretary's notes of 10Jan03 EAA Chapter 106 meeting held at Bedford MA VA hospital conference room. from Alan Cate

- Our chapter has been verbally approved to be included on the EAA B17 Aluminum Overcast flying tour on the long weekend of 21-24Aug03.
 - Airport is not confirmed (Bedford or Lawrence)
 - Must develop our own advertising
 - EAA will book the flight reservations
 - Need to provide a loaner car for 3 days and to locate a source of low cost fuel and oil.
 - Need to create ideas for advertising.
 - Anticipate this will be a moneymaker for the chapter because we will get a percentage of all sales (perhaps >\$10,000).
- Website is now up and running, and linked to the EAA website.
 - Web-site is: www.eaa106.org Check it out !
- LWM Airport:
 - LM Airport Commission is reviewing the electric bill to EAA-106.
 - Continued desire to sell off the airport by North Andover politicians. Proposal by two state representatives to add two non-pilots to the commission from each adjoining town. Their objective is to sell the airport land for the benefit of North Andover, and to financially starve LWM so that it will need to cease operations.
- The EAA B17 Aluminum Overcast Tour will be occurring on 21-24Aug03. Considerable emphasis and preparation needs to be done to promote this activity (since the chapter will get a percentage of all sales).
 - Advertising ideas:
 - Web-sites:
 - EAA.org
 - Landings.com (for banners and advertisements)
 - EAA106.org
 - Hansconian Magazine
 - Atlantic Flyer (looking for free advertising)
 - Boston Globe
 - Boston Magazine
 - Cable Access Channel (looking for free advertising)
 - Radio: WCRB, WGBH, WBUR (looking for free advertising)
 - TV (preview of event to come - looking for free advertising)
 - Roadside billboards
 - Flight schools
 - Store fronts where posters can be displayed
 - Contact:
 - Local EAA Chapters
 - VFW organizations (Rebecca Harvey)
 - Aviation Historical Societies (Alan Cate)
 - 99's and other flyer groups (Alan and Rebecca)

Subject: Natures wing spoilers

"Look out for the snow !!"

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On January 18, 2003, at 1440 Eastern Standard Time, a Cessna 172, N6312E, was substantially damaged during a forced landing to a field in Chesapeake, Virginia. The airplane had just departed Hampton Roads Airport, Portsmouth, Virginia. The certificated commercial pilot and the passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the local personal flight, conducted under 14 CFR Part 91.

In a written statement, the pilot wrote that she had spent 1 1/2 hours prior to the flight brushing snow from the airplane's wings. She used a small ladder to move around the wing span, and reported that she cleared the leading edges, but had left the remainder of snow pushed back on the wings so it would fall off during taxi.

The pilot stated that when the airplane reached an altitude of 300 feet, the airplane's stall horn activated. She lowered the nose of the airplane to prevent a stall, but the stall horn continued to sound. The pilot executed a 180-degree turn back toward the runway, but was unable to reach it, and landed hard in a field adjacent to the airport.

A witness, a Federal Aviation Administration (FAA) Designated Pilot Examiner, was sitting inside the airport restaurant with other pilots, when she saw the airplane taxiing through the ramp area. Both of the airplane's wings were nearly covered with 4-inch tall chunks of snow and ice. The witness said that she and the other pilots had commented about the wing contamination, and hoped the airplane was not taxiing to take-off.

A few minutes later, the witness observed the airplane on the take-off roll. Snow was flying

off the wings as the airplane picked up speed, but it did not lift off the runway until it was several hundred feet past the intersection of runway 02. The witness reported that the airplane reached about 20 feet when it started sinking; then began to climb again. She felt the airplane was struggling to gain altitude. The airplane climbed approximately 200 hundred more feet as it passed the end of the runway, before it turned left and descended below the tree line.

The witness said that she immediately responded to the accident site. Upon her arrival, she asked the pilot if she knew that the airplane's wings were covered with snow before she had departed. The pilot responded that she had spent about 30 minutes prior to the flight attempting to remove it, and just did something "stupid".

The witness also reported that there was at least a 1/4-inch layer of ice and snow on the wings when she arrived.

Two FAA inspectors examined the airplane on January 21, 2003. According to one of them, the nose wheel had separated from the airplane and the firewall was torn. Both wing tips also sustained damage, and the fuselage was wrinkled.

Runway 28 was a 4,000-foot long and 70-foot wide paved runway.

The pilot held a commercial pilot certificate with ratings for airplane single-engine land, multi-engine land, and instrument airplane. She was also a certified flight instructor with ratings for airplane single-engine land, multi-engine land, and instrument airplane.

Weather at the airport at the time of the accident was reported as calm wind and clear skies.

PRESIDENT	Roman Rasenas	10 Belnap Road	Hyde Park MA	02136	(617) 364-5120
VICE PRESIDENT	Rebecca Harvey	7 Duston Lane	Acton MA	01720	(978) 287-5457
TREASURER	Joel Ventura	11 Yardley Road	Andover MA	01810	(978) 475-6875
SECRETARY	Alan Cate	21 Neillian Street	Bedford MA	01730	(781) 275-5212
Newsletter Editor	William Miller	7 Prentiss Lane	Belmont MA	02478	(617) 489-3443
Newsletter Publisher	Louis Edmonds	104 Rideout Road	Hollis NH	03049	(603) 465-2752
Hangar Manager	Edwin Dokus	7 Fairmount Street	Winchester MA	01890	(781) 729-5393
Hangar Comptroller	Joel Ventura	11 Yardley Road	Andover MA	01810	(978) 475-6875

EAA 106 Hangar (978) 683-8751

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 William Miller, Editor
 7 Prentiss Lane
 Belmont, MA 02478-2020

DUES WERE DUE THIS JANUARY
If you haven't paid,
you will be dropped
Mail your dues to Joel Ventura

\$20.00 for the E-Mail NewsLetter
\$23.00 for the Snail-Mail version

Driving directions to Worcester Municipal Airport
Driving time is about 75 minutes from Andover MA

From Route 495, take Exit 25, turn RIGHT (West) onto I-290
 Exit from Route I-290 at **Exit 17, turn RIGHT (West) onto SR-9 Belmont St**
 From Belmont Street turn **RIGHT (North) onto Goddard Memorial Dr .**
 From Goddard Memorial Drive turn **LEFT (West) onto Airport Dr .**
 From Airport Drive bear **LEFT (West) onto Worcester Municipal Airport**
Turn left by the old tower. Inquire about location of Swissport FBO which is adjacent to the main terminal.
 Aviation Tomorrow is located at **Swissport Maintenance Hanger #2**