

UPDRAFT

Newsletter of EAA106
Greater Boston Chapter

We Build
Airplanes

**June 2003
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JUNE MEETING

Saturday 0th June '03

Also Known As 31st May '03

Rain Date on Sunday 1 June '03

The UNUSUAL Time 10:00 AM

at

Our Hanger at Lawrence Airport

This meeting will be a '**FEED and FLY**'.

The plan is to have members bring their airplanes to the hanger and fly other members a bit.

The grill will open by noon so bring an appetite

Al Dean will also be there with his GlaStar all freshly painted from Keyson at Nashua.

Al's airplane was just beginning the process when we were at Keyson for the April meeting.

**The July meeting will be on July 11th and be at the VA hospital.
It will feature the people from Blue Moon Electronics in Tennessee.**

SUN 'N FUN 2003 EXPERIENCES

By: Mac Knapp

Photos by: Rebecca Harvey

Getting away from Beverly Airport on Monday March 31 was a bit harrowing. Don Brozenske and I had to remove ice from his Bonanza with a heat gun and rags. Snow and low visibility persisted until noon, but then we were off. At Lawrence Rebecca was delayed similarly with her Grumman Trainer, but launched OK.

The Bonanza made a record fast 18 minute fuel stop at Duplin County Airport, Kenansville, NC. This was necessitated by our late start; and we were to become the last camping plane admitted that day at the Sun 'n Fun site in Lakeland, Florida. We reserved a spot for Rebecca and pitched our tents. Rebecca hippity-hopped down the coast, stopped at Grand Strand overnight, and joined us on Tuesday afternoon.

It was COLD on Monday night. "How cold", you say?? The normally vocal Whippoorwills in the nearby woods could only say, "Whi - Wh - - Wh", and the funny-voiced frogs didn't even say that much! I wrapped myself in a big towel inside my sleeping bag. There was a frost; and our aircraft cover still had Massachusetts ice on it in the morning! (Later in the week we reached the too hot stage, and even had mosquitoes in our tents.)

There were five commercial display hangars, crammed with all things aviatinal, to explore before most show planes arrived. We enjoyed that.

New large tents enclosed "First-flight" displays with a Wright Flyer replica and memorabilia. Three simulators allowed us to try to fly the unstable flyer. It had to be kept in ground effect for controllability. The front elevator stick in your left hand was quite sensitive, but the wing warping took quick full-stroke throws of the hips at the first sign of a roll. Slow response caused a quick crash. Sometimes an out of control roll could be

salvaged by a quick up-pulse of the elevator - -
- strange behavior, but fun!



**DON AT THE WRIGHT FLYER
SIMULATOR CONTROLS**
(After crashes, he became quite proficient at it.)

On Friday, Barbara and Paul Adrien invited EAA friends from New England and Florida to a chili based repast, at their camping RV. Paul led a gaggle of us from the FAA building into the labyrinth of campsites. Rebecca missed this Pied Piper march, so we wondered how she would find us. Not to worry! Her walkie-talkies have integral GPS, so she simply homed in on the one Don was carrying! We gobbled the food and enjoyed the chatting. Thanks Adriens!

Turbine powered aircraft were all over S 'n F this year. PT 6 and Walter turbines were the most common, but there were a number of smaller ones there as well. The small turbines were APU derived such as an ATI 180 Hp unit.

One awesome turbine powered aircraft was "Fire Boss", a big yellow Piper Pawnee on floats. It had scoops on the amphibious floats to refill the water tank on the fly.



“FIRE BOSS”

Rebecca also captured views of Lancairs, Legend, and Comp Monster turbine planes, to name just a few.

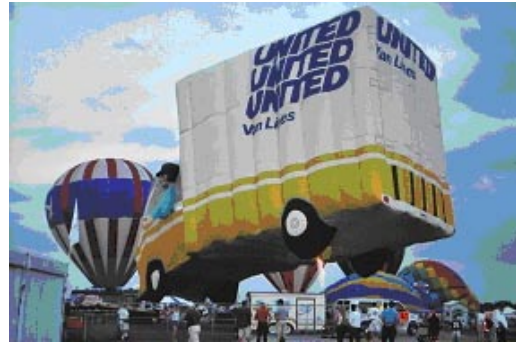
Interesting engines were run on test stands. A Harley with pusher prop roared mightily and thrashed the downstream vegetation impressively. A blower ducted cooling air to each of the two cylinders for ground running. A small turbine and automotive conversions were also demonstrated. They were near the crafts tents where you could learn welding, fabric work, engine work, wood fabrication, composites, wiring, etc.



HARLEY DAVIDSON PUSHER

A 1909 Bleriot flew daily. It was found nearly intact in a barn in Sweden and restored. The owner had over 30 hours logged in it! Another very old plane was a WW I German Tumelisa.

Early Saturday morning we watched from our camping site as 40 hot air balloons launched and drifted majestically across the field. Later in the week, there was a “balloon glow” when tethered balloons were inflated and illuminated by brief ignitions of their propane burners. Most were spherical, but one was a United Van Lines truck, and another was a clown’s head.



BALLOONS READYING TO “GLOW”

Ted Hauri and Ernie Holmes were seen at the show; and we glimpsed Paul Harvey. Perhaps other EAA 106 personages were there, but we either did not see them, or I forgot them. Ernie was fascinated by the beautiful red GP 4, which won the plans-built grand champion award.



GRAND CHAMPION PLANS BUILT GP4

We checked out all of the outside displays, of course. Rebecca and Don tried the daily walk-around test to see if they could find the ten “planted” flaws on the Piper Cherokee. Rebecca won it two days in a row!, She then was barred from competing again, so others could share in winning the prizes.

Time passed all too quickly until the end of the Fly-In on a Tuesday. A slow moving icy storm along the Atlantic coast prevented us from flying home, so we had to stay in Florida until that Saturday. We choked down our crocodile tears and went to Busch Gardens, Sea World, and the Spruce Creek flying community, in the following days.

Spruce Creek is near Daytona, so we flew the Bonanza and Grumman there to look at the real estate and enviable way of life there. The friendly lady Realtor from the Sun F Spruce Creek display met us; and Don and I were shown \$800k homes for sale, with hangars and pools.

Rebecca got a similar tour in a convertible with Grumman-owner friends. Luxurious homes had hangars with several planes, antique cars, boats and motorcycles, in various combinations. A twin jet personal plane was seen at the ready in one yard! (“Boys with their Toys!”)



REBECCA WANTS NEW CYLINDERS



SPRUCE CREEK FORMATION

On Saturday, as we were readying to leave Spruce Creek, many groups of similar planes gathered and flew away in formations for brunch. This Spruce Creek formation is described in the May 2003 Sport Aviation, Letters to the Editor:

- - - Tough life!

Our flight home was smooth. We left the Daytona area at 9:30 AM, refueled at Suffolk, VA, and landed at Beverly, MA at 6:08 PM. We'll have many good memories from Sun 'n Fun 2003! --mhk

Profound Aerospace Teachings

The only time an aircraft has too much fuel on board is when it is on fire.-

Sir Charles Kingsford Smith, sometime before his death in the 1920's.

The three best things in life are a good landing, a good orgasm, and good bowel movement.

The night carrier landing is one of the few opportunities in life to experience all three at the same time.

Though I Fly Through the Valley of Death I Shall Fear No Evil For I am 80,000 feet and climbing.

Sign over the entrance to the SR-71 operating location on Kadena AB, Okinawa

History of EAA Chapter 106 Officers

As related by Read Hamilton

Years of Service	President	Vice-President	Secretary	Treasurer	NewsLetter Editor
1966-1967	Robert MacDonald	None	Wm. V. Fries	Ray DeStafano	None
1968-1969	Jack Denison	Max Meredith	John Powell	Warren Wright	None
1970	Robert MacDonald	Robert Sceppa	Dick Gorman	Bill McKenzie	None
1971	Edgar Hammond	Robert Sceppa	Dick Gorman	Bill McKenzie	None
1972-1973	Lenny Guimond	Carl Anderson	Barbara Wright	Bob Sceppa	None
1974	Dick King	?	Barbara Wright	?	
1975	?	?	?	?	
1976-1977	Phil Moscatiello	Bob Nelson	Read Hamilton	?	Read Hamilton
1978-1979	Bob Nelson	Lou Edmonds	?	John Smart	?
1980-1981	Lou Edmonds	Read Hamilton	?	?	?
1982	Read Hamilton	Joel Ventura	Mac Knapp	Al Alexander	Mac Knapp
1983	Read Hamilton	Roelf Iest	Sandy Hamilton	Al Alexander	Mac Knapp
1984-1985	Al Alexander	Mac Knapp	Marla Spellenberg	Roelf Iest	Read Hamilton
1986	Mac Knapp	Marla Spellenberg	Tony Nardi	Howard Bernstein	JohnSmart/John Good
1987	Mac Knapp	Marla Spellenberg	Tony Nardi	Roelf Iest	Read Hamilton
1988	Lou Pascucci	Roman Racenas	Marilyn Pascucci	Howard Bernstein	Alan Pugh
1989	Lou Pascucci	Roman Racenas	Marilyn Pascucci	Ed Dokus	Alan Pugh
1990	Jack Bradshaw	Bob Wixed	Gordon Blanchard	Joel Ventura	Alan Pugh
1991	Jack Bradshaw	Lenny Guimond	Gordon Blanchard	Joel Ventura	Alan Pugh
1992-1992	Bill White	Lenny Guimond	Bill Drohan	Don Brozenske	Kevin Carey
1994-1995`	John Engvall	Mar Saklud	Bill White	Don Brozenske	?
1996-1997	Ed Dokus	Joel Ventura	Read Hamilton	Ed Moran	Mac Knapp
1998-1999	Ed Dokus	Andreas Meyer	Read Hamilton	Joel Ventura	Mac Knapp
2000	Roman Racenas	Roelf Iest	Larry Goff	Joel Ventura	Bill Miller
2001-2002	Roman Racenas	Roelf Iest	Rebecca Harvey	Joel Ventura	Bill Miller
2002-2003	Roman Racenas	Rebecca Harvey	Alan Cate	Joel Ventura	Bill Miller

Words of wisdom to help us thru the day.

1. Give a person a fish and you feed them for a day; teach that person to use the Internet and they won't bother you for weeks.
2. Some people are like Slinkies,...not really good for anything, but you still can't help but smile when you see one tumble down the stairs.
3. I read recipes the same way I read science fiction. I get to the end and I think, "Well, that's not going to happen."
4. Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.
5. The other night I ate at a real family restaurant. Every table had an argument going.
6. Have you noticed since everyone has a camcorder these days no one talks about seeing UFOs like they used to.
7. According to a recent survey, men say the first thing they notice about a woman is their eyes, and women say the first thing they notice about men is they're a bunch of liars.
8. Whenever I feel blue, I start breathing again.
9. All of us could take a lesson from the weather. It pays no attention to criticism.
10. Have you noticed that a slight tax increase costs you two hundred dollars and a substantial tax cut saves you thirty cents?
11. In the 60's people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.

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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
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DIRECTIONS TO EAA Chapter 106 Hangar at Lawrence Airport, North Andover, MA:

Take Route 28 North from Route 128/95 and turn right onto Route 125 North. Follow this down a short section of Route 114 then right toward Haverhill. Route 125 blends into Route 133, Osgood Street, which you follow past the turnoff to the airport terminal area, then in about two miles after passing a nursery the road widens for a left turn lane toward a large incinerator plant chimney. Turn left there onto Holt Road and turn right when it tees onto Clark Street. Next left is our road, access to the North ramps, via a combination locked gate which will be left open. The EAA 106 hangar is straight ahead, first on the right. Park in front. **BRING CHAIRS**