



# UPDRAFT

Newsletter of EAA106  
Greater Boston Chapter

We Build  
Airplanes

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## AUGUST MEETING

The August Meeting involves  
The B-17 from  
OSHKOSH

## B-17 Event and Cookout

Due to last minute additional security requirements imposed by MassPort, we are moving the B-17 event to the west side military ramp at Hanscom (Rt2a entrance). We all thank Brock Vaughn for saving the day at the last minute, and making all of the arrangements. PLEASE DO NOT CALL anyone at Hanscom, especially the military, about this event. Everything must go through Brock for this to work.

We will need to nominate a new set of Officers for the coming year. I'm not sure when we need to accomplish the election, but Joel is the keeper of the flame about this. He and Roman will be setting up the nominations. If you would like a nice job as officer, see them.

## Pig Roast Up-Date

Roman had originally planned a major roast pig cookout as part of this event, for Saturday, August 23<sup>rd</sup> from 2:00 to 6:00 PM. We have reserved a picnic area for this cookout at Hanscom, which has good facilities, including a building if we needed to get out of the rain. When all the uncertainty arose about where we would hold the B-17 event, if it were held at all, the e-board voted to scale back the cookout, and cancelled the pig roast. Instead, we will have food brought in from Jake and Earl's Dixie Roadhouse barbecue restaurant.

The menu will include:

- Pulled Pork
- Pulled Chicken
- Corn Bread
- BBQ Beans
- Cole Slaw
- Garlic Mashed potatoes
- Red Bliss Potato Salad
- Soda

The cost is \$12.50 per person or a special rate of \$25 per couple.

Present plans are to, at least initially, bring the food to the B-17 area unless it is raining. The picnic area is about 3 miles (7 minutes) away. This is all being put together very rapidly, because we just found out we would still be able to hold the event at Hanscom. Further details, and directions will be sent out before the event. If you wish to attend, please notify Ed Dokus at 781 729-5393 or [dokus@att.net](mailto:dokus@att.net) by Wednesday, August 20<sup>th</sup>. The food must be ordered by Thursday.

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### **Recollections from Bob MacDonald; One of the Founding members of EAA106**

I apologize for taking so long to respond with these memories of the early chapter.

My earliest recollection is meeting at Carl Anderson's house in Medford where most of us got acquainted for the first time. Carl had just returned from one of his voyages and had lots of new tools to show off. We were all impressed.

I'm not sure how I got to be elected president, but I soon found my main problem was what to do for a program for each meeting. We did all the obvious things, like meeting at people's houses who had projects going, but there were only a few of those. One program consisted of a showing of glass slides from the '20s of the cockpit of a Curtiss Robin. I had found them in the archives of the MIT Aeronautical Library.

It seemed to me at that time that people were not getting the full benefit of EAA membership because so few of them were in a position to have a building project. So in my second term, I made it a goal to get a chapter project going. We selected a Jodel 11, an all-wood design as I had a wooden Emeraude project and had found it pretty easy to make. We would work Saturday mornings and progress was pretty slow, but I understand that the plane was eventually finished after I had left the area in 1972. I'd appreciate any info you could give me on the history of this project, and the impact, if any, on the chapter.

One recollection I have is the discussions we had about the desirability of splitting the Chapter in two since it took in a lot of area and people were having to drive long distances to attend meetings. The

idea was dropped when it was realized that one of the new chapters wouldn't have Jack Denison. This is a true story.

I had put aside my Emeraude project to start an original design which became the MacDonald S-20, completed in 1972. (There's an article in the February 1974 issue of Sport Aviation for the curious.) Also at this time, I had decided to join my father's building construction business in California, so we left the Boston area.

To bring you all up to date on my activities since 1972, I will report the following: By 1975, I was building under my own Contractor's licence in the San Francisco Bay area but in 1980 decided that I wanted to go back to aeronautical engineering which would be more stimulating. I was fortunate to find LearFan in nearby Reno. This was a small company founded by Bill Lear that was building a composite propjet. Being a small company, they were willing to hire someone who had been out of the industry for 8 years, and I think that it helped that I arrived for my job interview in the S-20. I became Chief Aerodynamicist there.

When LearFan failed in 1985, we moved to Los Angeles where I worked at Northrop on the B-2's flight control system. This program eventually wound down with little interesting work remaining, so I found Gulfstream in Savannah where the new GV airplane was being begun in 1992. By this time, Mary and I were "empty nesters" as Andy and Bob (the AB in N106AB) had completed school (MIT and Tufts respectively) and were well started on their careers (in Seattle and Los Angeles, again respectively).

I retired from Gulfstream as a flight test engineer in 1999 and enrolled at the local art school, the Savannah College of Art and Design where I received a Master of Fine Arts degree in Painting in 2002. My interest is portraits - you can check out my work at [www.portraitsbymaxdonald.com](http://www.portraitsbymaxdonald.com).

Please give my very best to your members. I'm really pleased to learn that the Chapter has survived and prospered over the years.

Bob MacDonald

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### Site of the Month

[http://www.kellyaerospace.com/articles/Accessory\\_AMT.pdf](http://www.kellyaerospace.com/articles/Accessory_AMT.pdf) has a very good article on the principles of operation, preventative maintenance, and problems that arise in what most of us know as the Marvel -Scehler aircraft carburetors that many of us have in our aircraft. (This is now the Kelly Aerospace carburetor.) It also has some pretty pictures of the carbs and their parts. It is certainly worth looking at and having a good understanding of this very important part of our engines.

### AUGUST For sale:

A Share in the Glstar project being built by thirteen members of EAA Chapter 106 in Chapter hangar workshop.

Fuselage, tail feathers, flaps, Ailerons, and one wing assembled. O-320 engine, Transponder, blind encoder, instruments, and intercom ready for installation.

\$2200.00.

contact [dokus@att.net](mailto:dokus@att.net).

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Upcoming Events Courtesy of Ed Masterson

Here's two upcoming flying events for the calendar: Fitchburg Airfest, Sept 11- 14th, <http://www.fitchburgairport.com/airfest.html> (I flew in for a day last year and enjoyed greatly)

Daniel Webster College Aviation Heritage Festival, Sept 20 and 21, <http://web.dwc.edu/avheritage/> -- featuring a large part of the Colling's Foundation collection.

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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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### **DIRECTIONS TO The B-17**

From Rte 128 a.k.a. I-95 take Rte 2A West towards Concord. Continue to the Hanscon Airport exit. Turn off to the Airport but at the signs to HAFB continue to the left. At the Gate you will have to give your name to the Guards. They will have your name if you are flying., but if not, then tell them you are there to see the B-17. **DO NOT GET CUTE WITH THESE GUYS!!** Their weapons **ARE LOADED**. The cook out is on the other side of the air field and we will have signs up, hopefully.