



UPDRAFT

Newsletter of EAA106
Greater Boston Chapter

We Build Airplanes!

September 2005
Volume 33 Issue 9

Your Newsletter Editor:
Jeremiah Brazeau

Have something of interest for
the newsletter? Please send it
to: jdb1090@cs.rit.edu

Want to own an
experimental aircraft.
Now may be the right
time!

Check Pages 6 & 7
for details!



EAA106
T-shirts
Page 4

WE BUILD PLANES!
www.EAA106.org

EVENT INFORMATION →

September Dawn Patrol

Nashua, NH

DATE, SEP 24rd – 25th

DWC Aviation Heritage
Festival

See page 9 for details &
all Upcoming Events

NO "MEETING" IN SEPTEMBER

Because...

We're hosting the only tour stop
east of NY for the **EAA B-17!!!**

FRI-SAT-SUN SEPT 2 – 4

Lawrence Municipal Airport – MAIN TERMINAL BUILDING AREA



(EAA106 member? Please wear your airport badge ...)

Don't have one? – call: 978-794-5880 for appointment to get badge)

Contact: EAA106.Penny@gmail.com or 508-284-5592 (cell)

September Giveaway → none this month

Have a book or aviation item for a mtg giveaway? Contact Penny. Thanks!

A memo from your President - Thanks to everyone who has volunteered to help at the B17 event... It should be lots of fun (B17, Warbirds, Young Eagles, BBQ / Pig Roast) and lots of volunteers makes everyone's job easier. See you there !! -- Penny , Pres.

JOINT BBQ:

EAA106 and EAA Warbirds Squadron 7 (New England)

We have planned a **joint BQQ** between our 2 chapters on **Saturday, Sept. 3**, at the B-17 event. EAA106 will also invite the B-17 crew to be our guests. as we did in 2003.

THE FEAST:

Roast Pig --- a real pig roast !
Memphis **BBQ** Ribs
Chopped **BBQ** Beef
with
Potato Salad – Cole Slaw
Cucumber Salad – Corn Bread
Soda or Water

The cost per person for this feast?
Only **\$15!**

TIME: Start about 1:30-1:45pm (a late lunch).

Please let Penny know the NUMBER in your party ...

Send checks payable to me, Penny
(so that I can cash them and pay for our feast)

Penny Bowman
PO Box 420
Topsfield, MA 01983

Call or write if you have any questions! (see pg 1 for contact info)

Promoting Aviation in Massachusetts

Last month, State Representative Stephen LeDuc (D-Marlborough) hosted the inaugural meeting of the Massachusetts Legislative Aviation Caucus. LeDuc has founded the caucus in order to advocate for the aviation industry in Massachusetts and promote aviation as one of the state's untapped resources.

The Representative was joined by nearly twenty of his colleagues and officials from the Massachusetts Aeronautics Commission (MAC) and the Massachusetts Airport Managers Association (MAMA) as a discussion ensued about the valuable services that small airports in Massachusetts provide to the state's residents and businesses.

MAMA President Chris Willenborg identified increased state and federal regulation and decreased funding as a serious concern of Massachusetts airport managers who struggle to keep their businesses afloat. Bob Stetson, owner and manager of the oldest privately owned commercial airport in Massachusetts, Marlborough airport, was a driving force behind the caucus' founding.

"I am pleased that we have this opportunity to raise the awareness of Massachusetts aviation in the state legislature," Stetson said. "By working directly with our elected representatives we should be able to stop the negative trends that cause airports to disappear from the landscape. Steve LeDuc is to be commended for attempting to bring his colleagues together on this extremely important issue."

LeDuc is working with interested parties to schedule the next caucus meeting to coincide with the already scheduled MAMA annual conference to be held in Worcester this September.

Main Street Journal (August 6, 2005)

WE NOW HAVE OUR OWN EAA106 T-SHIRTS !! GET YOURS !!



Scan of actual T-shirt front

Get your T-shirt at the next meeting...

\$15 for EAA106 members

\$20 for non-members

(If you want a T-shirt and can't make it to a meeting, shipping costs about \$4)



Layout... Actual shirt is all yellow background



MISSION: Lawrence, MA
FLIGHTS & GROUND TOURS
 Fri-Sun, Sept 2-4, 2005
 Labor Day Weekend
 Bring the whole family!

Airport
 Lawrence Municipal Airport (LWM)
www.lawrencemunicipalairport.com

FBO
 Eagle East Aviation

LOCAL EAA CHAPTER (Host)
 Greater Boston www.EAA106.org

DAILY FLIGHT TIMES

08:00 am	09:30 am	11:00 am	12:30 pm
08:45 am	10:15 am	11:45 am	01:15 pm

CHAPTER MEMBERS --- If planning to come to the SATURDAY, 9/3, chapter BBQ/Pig Roast, please RSVP to Penny ASAP – 978-887-3242 – we need an accurate count to order the right amount of food.

MISSION COST:

\$355 per person (EAA Members)

\$395 per person (non-Member)

Note: EAA Membership is available for \$40

Daily Ground Tours:

Held after flight operations have stopped for the day.

Adults: \$6, Students: \$5, WWII Veterans FREE
 Children under 8 (accompanied by adult) FREE
 \$10 per family (adults & children under 18)

Special group rates are made available for schools and large tours. Limited availability. Please call for group reservations.

All dates and times are tentative and subject to change due to weather or other causes.

Call 800-359-6217

for reservations and inquiries
 Visit the B-17 website at www.b17.org
 e-mail: b17@eaa.org



The Greater Boston EAA Chapter 106, a Lawrence Municipal Airport (LWM) tenant, will be hosts for EAA's WWII B-17 bomber over the Labor Day Weekend, September 2-4. Rides are available in this historic aircraft and reservations may be booked at: www.B17.org or 1-800-FLY-NB17, although a few seats may still be available at the event. During the flight in "Fuddy Duddy", visit the various compartments of the aircraft -- Imagine what it was like in WWII as you sit in the bombardier's seat in the nose, walk through the bomb bay, and sit at the navigation/radio room, look into the cockpit and stand at the waist gunner station. Ground tours through the plane are also available with no reservation -- so just bring the family! EAA106's website is www.EAA106.org and they may be contacted about this event at EAA106.FlyIn@gmail.com or by calling 978-887-3242 or 508-284-5592 (after 4pm weekdays or all day weekends).
HELP US SPREAD THE WORD! THANKS !

Bill Reynolds has graciously donated an excellent wood kit airplane!

Loehle Sport Parasol Kit Donated to Chapter

We thank **Bill Reynolds** for graciously donating an excellent wood kit airplane made by Loehle Aircraft to our Chapter. This kit is worth about \$5000. The Kitplanes Dec04 issue indicates about 72 of these planes have been built and flown. Loehle Aircraft has an excellent reputation for designing and producing good kits.

If any member has a trailer and could help us pick up the kit at Bill's home that will be a big help. It may also be possible to retrieve the kit in a large pickup truck. There are three crates, the longest about 16 feet long. Please contact Ed Dokus if you can help.

Alan Cate kindly submitted the following info:



In addition to the information below, check out these websites:

www.loehle.com excellent pictures and pricing/options info

<http://members.aol.com/spflyer/flying.htm> website of a Leo Constantino builder from Rhode Island (his email address is spflyer@aol.com).

Dan Johnson's review in 1994 says "The plane flies well. The Parasol in particular may look like a design that would fly very slowly and be very docile. In fact, the Parasol zips along at a good speed and offers rather brisk handling." Dan is a very experienced ultralight aircraft test pilot and writer of magazine articles.

March 1996 article in Ultralight Magazine:

Loehle Sport parasol all wood single place ultralight aircraft kit

Hurray! That's all we can say about the price tag attached to Loehle's high-wing, strut-braced Parasol. What is the price? (We knew you were gonna ask!) An amazingly low \$3250! (\$4995 in 2005) No, that doesn't include engine, but still...

A taildragger, the uncomplicated single-place ultralight may be bargain-priced, but it sure delivers in terms of performance and handling. The Loehle Parasol's design is based upon the concept of placing the pilot directly under the center of lift on the wing; the result is no change in CG, regardless of pilot weight. One need only balance the weight of the back half of the airplane against the weight of the front—i.e., the powerplant—to get her off the ground.

In addition to the bargain-basement price, other advantages to the Sport Parasol include respectable STOL capabilities (takeoff 100'; landing 150'), adjustable rudder pedals, and (again we go back to economics!) 2- to 3-gph fuel consumption.

Empty Weight:	300 lbs.	Cruise Speed:	60 m.p.h.
Gross Weight:	600 lbs.	Stall Speed:	30 m.p.h.
Wing Span:	25.6 ft.	VNE:	85 m.p.h.
Wing Area:	114 sq. ft.	Construction:	Wood
Engine:	503 Rotax	Building time:	350 Hrs.

Hit the power and (with a Rotax 447), you're in for some fun. Powerplant options range from 28 to 50 hp, by the way. There is plenty of rudder to counter torque and the Parasol hits the skies with a vengeance at over 1000 fpm and 45 mph. In my experience, the run-up to 1000' went quickly where the Parasol revealed a well-behaved stall at 30 mph. The stall was announced by plenty of aerodynamic warning and a mild break that offered no drop-off to either side without first receiving a shot of rudder. Full power, the 447-powered parasol got going at 75 mph, tops, but cruised quite nicely at 60 mph and only 5000 rpm.

Heading in, I kept 50 mph on the downwind and worked my way down to 40 mph over the fence, where the

Parasol floated nicely to the threshold and responded to a bit of slip as though I had thrown an anchor over the side—this thing slips really well. In both two- and three-point attitudes, the Parasol offered excellent ground tracking and a few one-wheel touchdowns in the calm air showed there was plenty of aileron to counter future crosswinds. Landings terminated in well under 500' which, after a little practice, could be cut down if needed. Nice.

Loehle Sport Parasol Air Camper

ZOOM REPORT: All in all, the extremely affordable Loehle Parasol (a scrounger could build one for as little as \$4000) is a big hit at the Zoom Family Ranch. I expected a very pleasant flyer with adequate power and handling. Instead, I found it pleasant to fly while still possessing a spirit as playful as some birds with more rowdy reps. Funny thing, though, I'd have absolutely no problem letting loose any recently soloed taildragger pilot in this thing... no dirty tricks, no bad habits.

USA Aircraft Ratings: Loehle Sport Parasol Air Camper

- * Design/Engineering: B.
- * Ground Handling: B. A pretty mellow tail dragger.
- * Flight Characteristics: B+. Surprisingly aggressive little airplane.
- * Company Profile: B+.
- * Kit/Plans: B.
- * Bang for the Buck: A. It doesn't get much cheaper than this.
- * Risk Factor: 4.
- * Final Grade: B+. Highly Recommended.

Loehle Sport Parasol built by Leo Constantino in Rhode Island (spflyer@aol.com)

- * Aircraft is primarily of wood construction with aluminum fittings, struts and landing gear.
- * Covering is 1.7oz. dacron.
- * Covering system and paint are Superflite System II Urethane.
- * Epoxy is T-88.
- * AN hardware used exclusively.
- * Engine is Rotax 503 single carb. Dual CDI ignition.
- * Instruments and nav aids include:
 - o Compass
 - o Airspeed indicator
 - o Altimeter
 - o Tachometer
 - o Dual exhaust gas temperature guage
 - o Dual Cylinder head temperature guage
 - o Hobbs hour meter
 - o Sporty's hand held VHF nav-com radio
 - o Garmin 45XL GPS

Before this project would be over, I would spend another \$3000.00 (late 1990's) for an engine, \$1000.00 for instruments, and \$1500.00 for covering materials and paint.

It took a year and a half later (about 1000 hours) to build.

Flight properties:

- * Cruise speed: 60 mph
- * Rate of climb: 800 fpm
- * Take off and landing distance: 200 ft.
- * Fuel consumption: 4gph
- * I have flown in winds as high as 20 mph with no problem.
- * Skis are under construction and I will report on them after testing.

Alan Cate

PLEASE READ ABOUT THE CHAPTER PLANS FOR THIS KIT ON THE NEXT PAGE... ANY INTEREST?

Loehle Sport Parasol Kit Donated to Chapter (continued...)

We will initially store the kit in the hangar loft. We must then decide what to do with this kit. Possibilities that have been suggested are that we 1) build it as a chapter project, 2) sell or auction it to a chapter member, 3) sell it to a group of members who build it as a closed project (like the Glastar), 4) sell or auction it to the general public (possibly through ebay), or 5) use it as a raffle prize fund raiser. If you have other suggestions, we are listening.

Chapter 106 used to have a chapter project Jodel two place airplane. The plan was for the chapter to build this airplane, then sell it to an affiliated, but separately incorporated flying club which would operate this airplane, and isolate the chapter from liability. Complete bylaws for this flying club were drawn up. The idea was to give members a less expensive alternative to get into flying, or even to learn to fly.

Ed Dokus housed and served as project leader on this project for many years, and many of us learned a lot from it. Eventually, there was not much interest left in this project, and it was sold. The chapter then voted to lend the project fund to the building fund for the hangar construction. The chapter still owes the project fund about \$5,000.

So I would like the chapter to consider building this airplane as a new chapter project. It is far from an ideal project. Wood construction is not so popular these days. It is single place so pilots would have to get their training and check out elsewhere, and two place has many other obvious advantages. It also uses a two stroke engine, with the associated reliability issues.

But it does have other advantages. I have read good flight tests of it in the past. It could be built as an Ultralight (just barely), as an E-LSA, or as an amateur built Experimental. I think its best use would be to build it as an LSA. This would allow our aging membership an avenue into the air when they know they can no longer pass their medicals. If we built it as an ultralight, then anyone could fly it, even if they lost their medical. In any case, it does fill a need, though not the one of our original project. It could also serve as a valuable learning tool for those who participate in its construction.

There are a lot of problems with this plan that would have to be resolved, not the least of which is finding a project leader, and enough members who are interested in building it. But the chapter has grown a lot, and that interest may be out there. Otherwise we have at least four more options to choose from.

Loehle lists the building time as 350 hours. This may be optimistic, but this plane could certainly be built in less than ¼ the time it would have taken to build the Jodel, and you would be building from a kit rather than from scratch, so you have a higher probability of completing the job. Let me know if you are interested in buying this kit, or in building it as part of a chapter project. I would also like to know if you would be interested in flying this airplane when it is completed as part of a flying club. –Joel 978 475-6875

FOR SALE ... (more on next page, too)

Want to own an experimental aircraft without the building?

UNIQUE !! Only 6 exist !! And this one "kneels" for you ...

Variviggen N106VV is for sale.

Contact dokus@att.net or 781-365-1279 for particulars.



Phil Moscatiello is selling his Long-EZ

All who know Phil and his airplane know that the workmanship is outstanding. Phil is asking \$35,000 for it. **Tom Marcella is looking for four or five persons interested in buying this airplane with him.** Please contact Tom at 508 829-9018 or thomas_marcella@uml.edu



FOR SALE ... *(continued)*

Thinking of building a plane? Do it with others!

The Glastar group has two shares for sale due to relocation of the members.

Contact the project manager at: dokus@att.net



NOMINATIONS and OCTOBER ELECTIONS --- It's that time of year ...

The chapter needs YOU ... It doesn't run on it's own – can you help?

The present term for our Officers (President, Vice President, Treasurer, and Secretary) and the Hangar Comptroller is coming to an end. The positions are held for a 2-year period and may not be held for more than 2 consecutive terms.

Please consider helping your chapter by volunteering to be a nominee – Contact Penny if you are interested.

All the following officers/roles serve on the Executive board and participate in discussions and decisions about the operation of the chapter. The board meets once a month (presently on ~ the 2nd Monday evening, but that will need to be reassessed by the new board).

Individual duties are (most text from our by-laws):

The President will be chief executive officer of the chapter.

The Vice-President shall serve in the absence of the President.

The Secretary shall have, subject to the advice and control of the Executive Committee, charge of all chapter correspondence and records, with the exception of financial records. He shall keep a proper chapter roster showing the names of each member together with other pertinent information. He shall be the repository of the chapter charter, constitution and By-laws He shall have charge of serving of notices at meetings.

(note: we do not take nor read "minutes" at monthly gatherings as there is now only one planned "business meeting" each year in January where the budget is reviewed/approved.)

The Treasurer shall have, subject to the advice and control of the Executive Committee, charge of the financial business of the chapter. He shall collect, and issue receipts for, all chapter dues and other assessments. He shall disburse all funds necessary to meet the chapter's financial obligations. He shall maintain a current record of all funds received, held, and disbursed. He shall make such record available to any member of the chapter upon the member's written request. He shall report the Chapter's financial status at each regular chapter meeting of each calendar year, a statement summarizing the chapter's financial activities during, and showing the chapter's financial status at the close of, the preceding calendar year.

(note: we do not take nor read a "Treasures Report" at monthly gatherings as there is now only one planned "business meeting" each year in Jan where the budget is reviewed/approved.)

The Hangar Comptroller (HC) will maintain records of hangar income and expenses, and monitor cash flow. (to see full text, look at the By-Laws on our website).

NOTE1 --- At the August meeting, we did get nominations for all positions but Secretary. However... **1) We welcome any additional member who might consider serving to help run this great chapter.** **2)** We do need someone to step up and volunteer to take the role of **Secretary** – it's relatively easy... keep the roster up-to-date, send some paperwork once a year, etc. and **3)** We also will need more board members than just the officers, so even if you don't want to be an officer, **please consider volunteering to be considered for a board position.**

NOTE2 --- At the August meeting, the Hangar Manager (HM), whose term does not end until Dec. 31, 2006 (due to an alternating year election cycle) stated that he would like to mentor the prospective future 2007-8 Hangar Manager. The HM's duties may be read on our website in the By-Laws. The HM should be a tenant of the EAA106 hangar.

EAA106 - 12 Missions for 2005

- **Increase quantity of flyable homebuilts**
- **Share aircraft building techniques**
- **Recreation**
- **Education**
- **Youth involvement**
- **Aviation Safety**
- **Recruitment**
- **Facilities improvements**
- **Fundraising & Financial Resource Improvement**
- **Communication**
- **Flying**
- **Social**

This month I'm writing about our Chapter's Mission/Objective/Goals relating to the **Sharing of Aircraft Building Techniques**.

Within our Chapter 106 we have a wealth of knowledge about building techniques for all types of aircraft. Currently we have 23 projects underway ! Over a dozen more members have previously built aircraft as well, and there is a covey of 13 additional people building the GlaStar airplane kit at our workshop hangar.

Our mission is to get all of our membership aware of how different types of aircraft are constructed. Our objective for 2005 is to share members' projects amongst our membership, and our goals are to list members' projects, set up convenient dates to visit their projects, and get

THANK YOU for making this a GREAT CHAPTER !!!

even more people ready to make the personal decision that "now" is the time to start building an aircraft. All the mentoring, skills, and experienced knowledge that abounds in Chapter 106 is amazing and waiting for someone(s) to ask for assistance.

Why not start now and make the decision to build an aircraft? One of our members has recently donated a simple, very good quality, wood aircraft kit to Chapter 106. Why not decide now to be the person(s) who will build this kit? Read elsewhere in this newsletter for details about this wood aircraft kit.

Just as true as the sky gets bluer as pilots get to closer to heaven, the keeper of "wings and spirits" will be expecting all Chapter members to be involved in the life-breath of our dynamic EAA Chapter, and to help all members achieve the Missions/Objectives/Goals of our Chapter. We sincerely encourage each member to volunteer to join a committee to take charge of a Chapter Mission that you would especially like to see fulfilled.

We look forward to your contacting me, Alan Cate, about joining a committee to energize the Mission of your choice.

Get inspired ! Implement ! Action is rewarding ! Contact Alan Cate, VP EAA106

Have a story or information that you would like to see in the newsletter?

Please send it to Jeremiah at jdb1090@cs.rit.edu for possible inclusion

Our NEWEST MEMBER !

Please welcome the following new member –

Frank Hoff	.	.	.
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We now have 101 members ! Know someone who has an interest in aviation? Bring them along to a chapter meeting as a guest and show them our monthly newsletter!

NOT YET A MEMBER? JOIN EAA106!

SPECIAL RATE THIS MONTH ! - Get 16 months for the price of 12 ! . See www.EAA106.org for form DUES ONLY \$20 for balance of 2005 plus all of 2006. (\$24 if you require snail-mail newsletter).

DAWN PATROL - (come join us!!)

For our new members who might not know what is a "Dawn Patrol"... Just like in WWII when a group of planes would go out on a Dawn Patrol to a selected destination, we select an aviation destination each month for an excuse to fly (or drive if wingless) and meet up for some chow (breakfast or lunch) and "hangar flying"... We usually pick an aviation destination where some event will be happening, such as a fly-in if there is one. If there is no specific aviation event, then we pick an airport restaurant. It's lots of fun...

NEXT DAWN PATROL: Saturday, September 24-25 – Nashua, NH – Aviation Festival

Upcoming Aviation Events:

OUR SEPTEMBER DAWN PATROL -- SEP 24th – 25th

❖ **Daniel Webster College's Aviation Heritage Festival, Nashua, NH.** 8:30am-5pm Featuring aerial demonstrations and flyovers, flying begins 8:30am, runs all day. Aircraft displays, speakers, historic aircraft rides; Tickets: \$15 adults; \$5 youth 3-12; children 2 and under free; \$35 family pass; \$12 seniors/veterans. Immerse yourself in two days of aviation history, ranging from the early days of flight to aircraft that will reach into tomorrow. Filled with displays of famous aircraft plus so much more! This year has special speakers and aircraft you'll see no place else in New England. For further information, please call 603-577-6625, e-mail festival@dwc.edu, visit www.dwc.edu. To see last year's festivities, visit <http://www.dwc.edu/festival/index.shtml>. Featuring the C-54, Spirit of Berlin Air Lift, a flying museum dedicated to preserving the memory and legacy of the Berlin Airlift of 1948-1949. The organization, www.spiritoffreedom.org, creates "flying memorials and classrooms. Aviation Heritage Festival attendees will have the opportunity to go through the enormous aircraft.

SEPT 2-4: Our own event: - - We're hosting the EAA B-17 again !!

CAN YOU HELP? COMING TO THE BBQ? RSVP ASAP to PENNY 978-887-3242

September 10th: Annual Fly-In of the Mansfield Massachusetts' EAA Chapter 701. The fly-in will be held at the Mansfield Municipal Airport (1B9) on Saturday from 9am to 3pm (the rain date is the 11th).

There will be food, aircraft displays, and military vehicles for all to see. There will also be aircraft judging in the categories of Contemporary, Vintage (antique/classic), Hombuilt, and ?Feature?. Every year we select a particular aircraft type or model as our ?Feature? aircraft. This year's ?Feature? aircraft will be tube & Fabric aircraft ? i.e. the ?Ragwing?, so if you know anyone with a well maintained Ragwing, please have them register to enter the judging for the best Ragwing of the fly-in.

September 17-18: EAA279 (Cranland – 28M) -- Fly-In & FLY MARKET -- see <http://www.eaa279.org>

Every 3rd Sunday thru October: Cranland Fly-In Breakfast, Hanson, MA -- see <http://www.eaa279.org>

❖ **Oct 2 – Plymouth Airport**

– (sorry I can't find the memo in time for this newsletter, but this might be Dawn Patrol – Penny)

KNOW OF AN INTERESTING AVIATION EVENT? Send info to Penny EAA106.Penny@gmail.com

❖ = These are likely to be our DAWN PATROL destinations that month. Not definite yet, but watch for news.

WEBSITE OF THE MONTH



<http://www.afa.org/magazine/Oct1996/1096wings.asp>

Wings By Walter J. Boyne

Looking for a history of the airfoil? This link provides a good history of wings and changes in their design throughout history!

Not a member? – Come to a meeting as our guest - Contact EAA106.Penny@gmail.com for info (cell # below)



Contact EAA106 President for info:
 call: 508-284-5592 or 508-284-0045 (after 4pm)
 or: EAA106.Penny@gmail.com

NO "MEETING" IN SEPTEMBER

Because...

We're hosting the only tour stop
 east of NY for the **EAA B-17!!!**

FRI-SAT-SUN SEPT 2 - 4

Lawrence Municipal Airport
 MAIN TERMINAL BUILDING AREA
 (NOT hangar)

CHAPTER BBQ SAT, 9/3

- pls **RSVP** - info pg 2

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EAA 106 Website: www.eaa106.org

EAA 106 Hangar (978) 683-8751

This Newsletter is for communication and enlightenment, but should **not** be relied upon as absolutely correct in content.