

# UPDRAFT

Newsletter of EAA106  
Greater Boston Chapter

We Build  
Airplanes

**October 2002**  
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The **October** meeting will be at  
the **VA Hospital Classroom**

>>>>> **Friday, October 4<sup>th</sup>** <<<<<<

>>>>> **7:30 PM** <<<<<<

**Joe Delello and his turbocharger derived  
Turbojet engine will be featured.**

We had hoped that the engine would be run but that isn't  
to be, so the meeting won't be at the hanger.

You won't need to bring your Insect Repellant or chairs.

# GLIMPSES OF OSHKOSH 2002, THE 50TH EAA CONVENTION

By Mac Knapp

Getting to Oshkosh with **Don Brozenske** in his V35A Bonanza was smooth sailing to Rockford, IL where we joined the other ~62 Bonanzas for the "B2OSH XIII" formation flight to Wittman Field. After a banquet, overnight stay, and briefings at Rockford we launched for Oshkosh in stifling 105F heat. Plans were switched at the last minute by a wind shift at Oshkosh, forcing a base-to-final formation turn to be added. Normally a straight in approach to Runway 36 is used, but Runway 27 was prescribed this time. We were in three-plane element seven, flying left wing to **Tom Blake's** lead (Don's former Bonanza partner). **Ron Nicholas** from Portland, Maine was our right wingman. Formation flight was a bit less tense than the first time we tried it, but took Don's 100% concentration to keep up with the "accordion" speed changes along the column. Planes ahead of us overshot the base to final turn, but this was corrected smoothly for good landings by all (63 plus 5 twins).

**Tom Blake** and his brother **Steve** had only attended the event once or twice before. They went shopping that first evening to get their cooler, ice, and breakfast foods. When they trundled out and started toward the aircraft camping area, a gent with a red VW Beetle convertible offered them a ride, which they gratefully accepted. The driver asked them how many years they had attended the fly-in. They said, "two" and asked him the same question. He said, "This is my fiftieth convention - - - I'm the founder." It was **Paul Poberesny!**

Later, I got to shake the hand of **Tom Poberesny**, President of EAA. I represented Massachusetts in a ceremony where a chapter person from each of the 50 states carried a banner commemorating the 50th EAA convention. Our Greater Boston Chapter 106 was deemed the first in Massachusetts, so was chosen for this honor. It was held in an area of the field where they displayed the planes, a tractor, and other memorabilia as they looked in 1953 at the

first convention. Most of the planes are still flying! The gold banner with both Poberesny signatures now hangs in our hangar shop.

All of the assorted "AirVenture 2002" images that are stashed in my meager mental memory banks pale, of course, in comparison to the one of **Ed Dokus** receiving his Major Achievement Award on the Theater-In-The-Woods stage!! Those of us from Chapter 106 were very pleased that he received this well deserved award, - - - one of only ten out of the vast EAA membership.



Here's **Ed** receiving the plaque from **Bob Mackey**, EAA's VP of Chapter Relations, and his lovely assistant, **Jane Doe**.

Another image was that of a beautiful young girl, perhaps 10, intently assembling a wood wing rib in a crafts learning area. I refrained from disturbing her with a flash photo, but will not forget the scene.

New technologies usually intrigue me more than refinements of the familiar. There were two such revelations that quickly come to mind: One was an internal combustion engine of unique design. The pistons were rectangular forgings hinged on one end instead of round. Each was driven to pivot on the hinge by a connecting rod and crank using a mid-span wrist pin on the piston underside. They claimed high

power-to-weight and efficient porting. I did not find the literature on it in my collection. They exhibited a cutaway 100 Hp engine in a compact ~14" cube.

Another "Gee-Whiz" item was an electric airplane research project by a group called Aviation Tomorrow. They hope to fly at least 100 miles nonstop, solely by electrical power as an initial goal. Power will first be by batteries and later by hydrogen/air fuel-cells. They had the French AGA Lafayette 3 airplane in an outdoor exhibit tent. Using a hand-held controller they ran the silent propeller drive motor up a bit more than piston engine idle speed, then stopped it and demonstrated that it also ran in reverse for quick stops or backing up. KITPLANES Magazine is running a three-part article on the project with first two installments in April and September 2002 issues. The displayed plane cost about \$500,000 with a donated airframe. They expect that extensive research will be required to achieve a practical all-electric plane.

One hot day I was plugging alone through one of the huge display hangars when a pretty young woman motioned for me to pause for a minute on one of the comfortable long legged chairs in front of her "Globalair.com" display. We chatted pleasantly until I was due to rendezvous with Don. I recommend that you check out the <http://www.globalair.com> Internet site as it intends to be a one-stop, concentrated way of finding all sorts of aviation good stuff.

Homebuilder's dinner at the Nature Center is getting to be a nice habit. We sat across from some boisterous Canadian Murphy Renegade pilots. Our friend, author **Bob Whittier** from Duxbury, MA was honored at this gathering. His son delivered Bob's interesting biographical response (as Bob is totally deaf). Bob encouraged others with disabilities to persist toward their goals.

### Some of the airplanes on view

The EAA museum had **Steve Fosset's** round-the-world balloon cabin on display. It was smaller than I expected.

"Osa's Ark" was a Zebra striped Sikorsky amphibian replica on the field. The original explored Africa extensively. There was a giraffe striped companion ship at the time.

A B-2 Bomber made some passes, then flew majestically away.

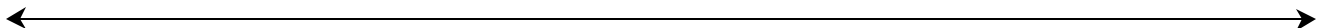
A hit of the show was the arrival and participation of a group from Iceland in their Boeing 747. That plane has over 53,000 hours, the equivalent of six full years of round the clock flight! It is slated to be scrapped soon. The 747 made the Constellation parked next to it look quite small. The Icelanders off-loaded a Cub and a Pitts biplane to show off their handiwork.

Members we saw from EAA Chapter 106 were **Ed Dokus, Don Brozenske, Vinnie Messina, Paul Paulson, Bob Sceppa, Steve Sides, Joel Ventura**, and myself. **Ernie Holmes** and other Orange men were there. *Who have I missed?* Twelve MA EAA'ers gathered one evening at an Italian restaurant for a memorable get-together. We saw a lot of Oshkosh geography by following Bob Sceppa's circuitous (lost) approach pattern!



Here's Ed (6th from left) smiling broadly with all the other special award winners.

—●—————●—  
**All in all, AirVenture 2002 was very satisfying!**





**“Osa’s Ark”, Zebra striped Sikorsky amphibian replica.**

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This just in from the Reuters News Service  
via Saturday's New York Times

The United Nations Human Rights Committee (UNHRC), as if it had nothing better to do, just upheld a ban on **'Dwarf Tossing'** by the French Government. A 3-foot 9-inch stuntman lost his appeal of the French ban because the UNHRC said the need to protect human dignity was paramount. Manuel Wackenheim, 35, argued that the 1995 ban by France's highest administrative court was discriminatory and had deprived him of a job being hurled around discotheques by burly men. The Geneva based committee said that " the ban on dwarf-tossing was not abusive but necessary to protect public order, including considerations of human dignity" and that the ban " did not amount to prohibited public discrimination". Mr. Wackenheim said that there were no jobs for dwarves in France and that his work did not diminish human dignity " because dignity is finding a job."

One wonders what happens if one of the "burly men" misses his catch. And is there possible gender discrimination? The French do have a different way of living from the rest of us.

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More from our "signs of the times" file ...

When President Bush is in residence at his ranch in Crawford, Texas, the prohibited area around it often expands, and pilots are instructed by NOTAM to contact nearby Waco approach control for assistance in avoiding the airspace.

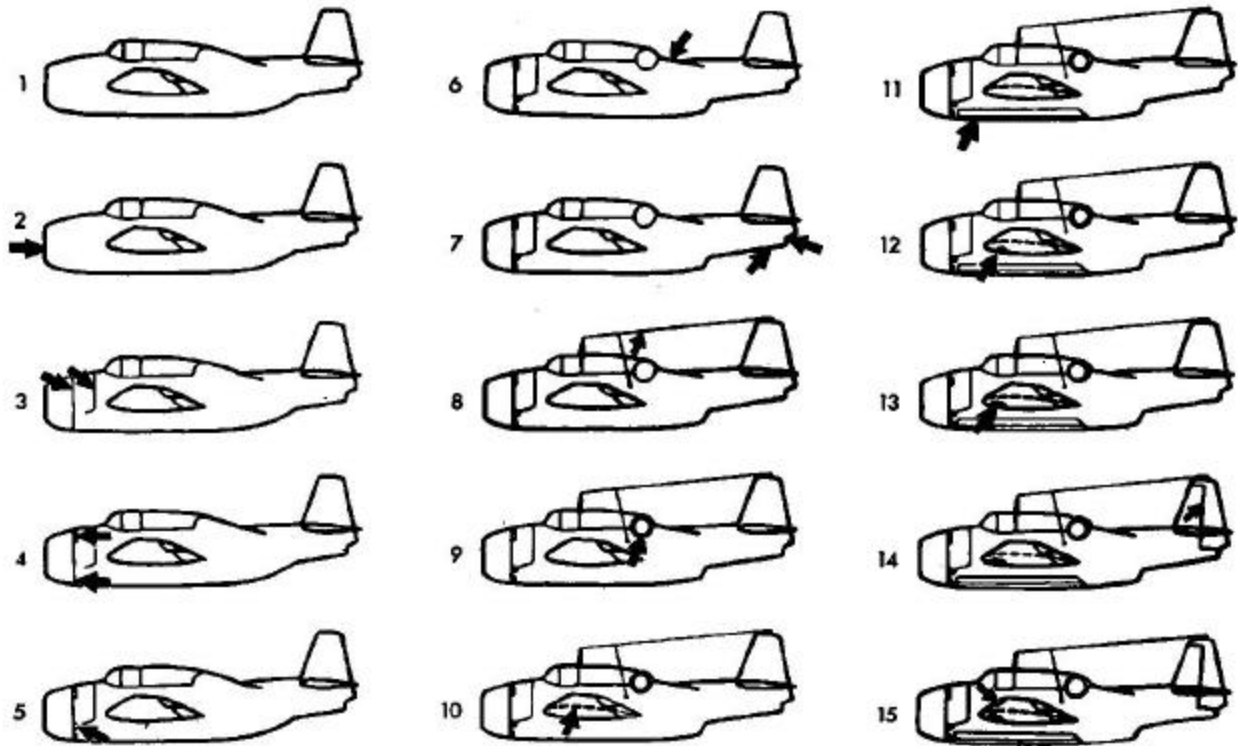
While flying recently in the area, a pilot monitoring frequency overheard the following from the very busy Waco controller:

Cessna 1234, don't be alarmed by the two F-16s circling a couple of thousand feet overhead ... and DON'T climb until advised.

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This page needs to be filled to keep the number of pages even. That way there are no blank pages to the newsletter, for the snail-mail folks. I've always thought that a page with the phrase "This page left intentionally blank" was a rather stupid statement, since the pages wasn't blank. A pet peeve of mine.

Going through an old text book from the fifties, I found this chart of the various changes to the drag of an airplane. It isn't clear whether this was done in the full scale tunnel at Langley or on models, but I think it was the full scale tunnel. The numbers refer to the chart below.



Step	Airplane Configuration	cd @ cl=0.245	Ref Step	Chng in cd
1.	Airplane completely sealed and faired	0.0183	--	--
2.	Flat plate removed from nose	0.0189	1.	0.0006
3.	Seals removed from flapped cowl air exits	0.0199	2.	0.0010
4.	Seals removed from cowl flap hinge line gaps	0.0203	3.	0.0004
5.	Exhaust stacks replaced	0.0211	4.	0.0008
6.	Canopy fairing removed, turret leaks sealed	0.0222	5.	0.0011
7.	Tail wheel and arrester hook openings uncovered	0.0223	6.	0.0001
8.	Aerial, mast, and trailing antenna tube installed	0.0227	7.	0.0004
9.	Canopy and turret leaks removed	0.0230	8.	0.0003
10.	Leak seal removed from shock strut, cover plate, & wing fold axis	0.0234	9.	0.0004
11.	Seals removed from bombbay doors, & miscellaneous openings	0.0236	10.	0.0002
12.	Fairing over catapult hooks removed	0.0237	11.	0.0001
13.	Wheel well cover plates removed	0.0251	12.	0.0014
14.	Seals removed from tail-surface gaps	0.0260	13.	0.0009
15.	Plates over wing tip slots removed, airplane in service condition	0.0264	14.	0.0004

Notice the total change in drag is over 30%. The biggest changes are for the cooling air through the engine and the wheel wells.

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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  
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### **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.