

UPDRAFT

Newsletter of EAA106
Greater Boston Chapter

We Build Airplanes!

December 2005
Volume 33 Issue 12

Your Newsletter Editor:
Jeremiah Brazeau

This will be my last month as newsletter editor. I wanted to quickly thank everyone for their support!

AIRCRAFT FOR SALE !

Want your own aircraft? Now may be the right time!

Check Page 8 for details!



EAA106
T-shirts
Page 7

WE BUILD PLANES!
www.EAA106.org

PROGRAM INFORMATION →

Dec. Dawn Patrol

NORWOOD

Sun, DEC 11th 10am

The Runway Café

See page 9 for details & all Upcoming Events
Know of an interesting event? – Contact Penny

Saturday December 10th, 6:00 PM - on

**At the Something Different Café
Beverly Airport (East side)**



SIGN UP BY SATURDAY, Dec. 3

See Page 2 & 3 for all the details

YANKEE SWAP – (optional)

gifts ~\$10-15 if participating

Next Meeting Giveaway →

JANUARY

This is a great way to share aviation items (books, models, etc) you no longer need with others who will appreciate and enjoy them. **Have a book or other aviation item for a mtg giveaway? Contact Penny. Thanks!**

A memo from your President -

Our thanks go to Jeremiah Brazeau, our Newsletter Editor, who will be moving in mid-December. We appreciate all the work Jeremiah has done to put together these newsletters each month. We are also looking for someone to step up and take on this role - perhaps one of you who are newer to the chapter would be willing. Please consider helping your chapter. Contact me for more info.

The chapter still needs someone to step up and volunteer to become the chapter Secretary (an officer & board member). Contact Mac Knapp, our present Secretary, for information about the role.

The board has continued to work on a number of issues - by-law updates, lease updates, hangar rate setting, planning events for next year, budgets, etc. We do need the support of you, the membership for whom we serve. The last two meetings, where we tried to elect the previously nominated officers for 2006-7, failed to have a quorum since the number needed for a quorum has grown as the chapter has grown over the past two years. We must complete these elections as well as create a method for proxy voting to ensure chapter business may proceed. Therefore, while it should not take very long, we will have to take a brief break during the festivities to complete this time-critical business to elect the nominees, elect a rate-setting committee member, and approve a new proxy capability in the by-laws. - Penny

2005 EAA106 Holiday Party

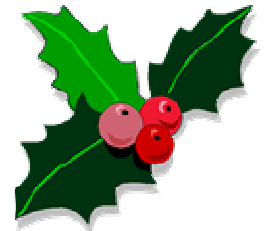
To be held at:



**SIGN UP
BY
Saturday
DEC. 3**



**PARTY
Saturday
DEC. 10
6pm - on**



The chapter needs commitments by Dec.3 for Something Different to order the food. **See below**

- Crudités (veggies & dip)
- Stuffed Mushrooms
- Honey BBQ Chicken Wings
- Punch
- Tossed Salad
- Cheese and Crackers with Fruit
- Asparagus Roll-Ups
- Cranberry Meat Balls
- CASH BAR - Beer, Wine, Champagne
- Rolls and Butter



PRE-SELECT ONE (by Dec.3):

- 1) Sliced Roast Turkey with homemade cranberry sauce and gravy
- 2) Haddock baked in a unique sauce (awesome and healthy)
- 3) Sliced Roast Beef and gravy

- Roasted Red Bliss Potatoes
- Steamed Mixed Vegetables
- Coffee and Tea
- Dessert: Festive Bread Pudding



**MORE
INFO
NEXT
PAGE**

The above feast for only \$20 per person

(except cash bar)

(tax and tip is already included!)

SIGN UP BY SATURDAY, Dec. 3

- a) E-mail Penny with **names of everyone in your party as well as the entrée selection for each name**
Penny will also make nametags for everyone as well as a food card for each person to help with serving.

Even if you are just mailing the check on Dec. 2 or 3,

RSVP via e-mail **EAA106.Penny@gmail.com**

or phone (evenings/weekend): **978-887-3242** *by Dec.3*



- b) After notifying Penny, please send payment – **Make check payable to: EAA106**
Mail to: Ed Dokus, 13 Taylor Ave, Burlington, MA 01803

YANKEE SWAP

-- After dinner -- For those who may not be familiar with this time-honored fun, it's a swapping of presents – Those who wish to participate bring a wrapped present (~\$10-15) – aviation items & tools are the most popular, but it can be a book, chocolates, whatever – put it under the tree upon arrival. Those who brought a gift draw a random number to determine the order. #1 picks first, opens, & shows the present. #2 picks next, opens, & shows. The gift may be then swapped with a previously opened gift. Each # in turn opens, shows, & can choose to swap for any previously opened gift until the end when #1 gets the final swap choice since they had no one to swap with at the start. Some couples bring two gifts, some one, some none – it's totally optional – and fun!

RT-128 North –to– Rt-1A South (1st 1A exit)

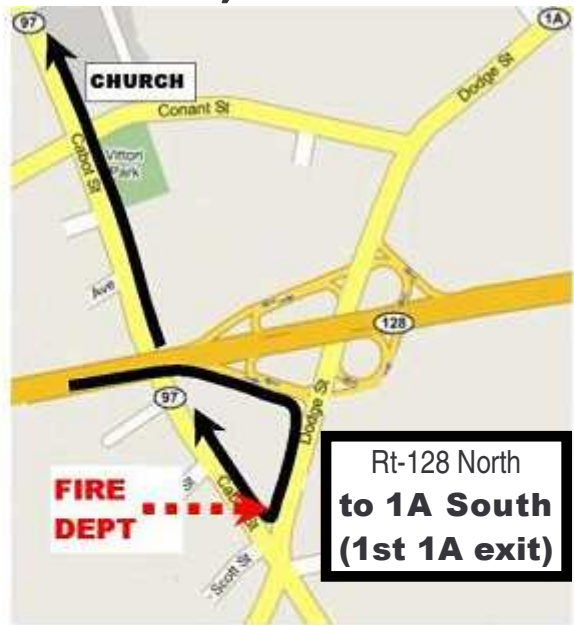
RIGHT at end of ramp; **SHARP RIGHT** at **FIRE DEPT/LIGHT** onto **Rt-97 North**

If heading SOUTH on RT-97, turn RIGHT 0.2 mile past the "Welcome to Beverly" sign

CAREFUL
Oncoming traffic is difficult to see

If heading NORTH on RT-97, turn LEFT 0.8 mile past the traffic light & church (turn at Beverly Airport sign)

TRAFFIC LIGHT



Rt-128 North to 1A South (1st 1A exit)



www.airportcafe.com

For help with directions, call Penny at 508-284-5592 (cell)

AUSTIN ROUNDS UPDATE --- As some of you know, our long-time member and friend, Austin Rounds, (our B17 pilot for the newer members who may not know Austin very well), had been recently hospitalized for tests and possible surgery. He had been experiencing pain in his left hip -- one he broke in March of 2004 -- and went from walking without a cane to walking with a cane to using a walker in less than 3 weeks. The update is that Austin had the hip replacement surgery and was discharged Monday (11/28). Austin will be recuperating at JML Care Center, a rehab facility. Austin has opted not to have a phone in his room due to his hearing problems. But I'm sure Austin would appreciate cards. The board has sent a card, but I'm sure more cards or letters from individual friends would be great. If you wish to write, send it to Austin Rounds c/o JML Care Center, 184 Ter Heun Drive, Falmouth, MA 02540-2503. We wish Austin a speedy recovery.

Especially for our snail-mail members who don't have access to the internet, we will try from time-to-time to reprint (w permission) and article of interest.

OUR THANKS TO AvWeb who granted permission for us to reprint the following article
AvWeb – “The Internet's Aviation Magazine & News Service”

Check out their great website at: <http://www.avweb.com>

The link for this story is: <http://www.avweb.com/news/features/190126-1.html>

July 3, 2005

Cirrus in the Water: Here's What Happened

(Ilan Reich's account of his June 30th Cirrus SR22 chute deployment, in his own words. Written July 3, 2005.)

By Ilan Reich

Photograph by Joe Planck



Photograph by AVweb reader Joe Planck

Full version available [here](#)

Ilan Reich's Cirrus SR-22 being lifted from Bowline Pond in Haverstraw, New York on July 2.

Thanks for the huge outpouring of support, good wishes and prayers from my friends. I was deeply touched by everyone's sentiments, whether from reading the COPA website, listening to voice mails or reading emails. I will try to answer each person individually, but please understand if I don't.

I am writing to answer the common questions on everyone's mind and to attempt to organize my own thoughts and emotions after having gone through a very traumatic ordeal.

Many lessons can be learned from my experience of surviving an airplane crash, including:

Don't trust anything the news media publishes. Various inaccurate and misleading reports had me: inexplicably parachuting out of a plane that already had its own parachute; losing control in a dive; coming dangerously close to a nuclear reactor; and activating the chute because of mechanical problems. None of these is true.

Practice, practice and more practice. Maneuvers like recovery from unusual attitudes, deploying the parachute, shutting down the plane after any emergency, should be instinctive. Quite simply, when things go awry there's no time to consult a checklist or the pilot's operating handbook (POH). While in retrospect I didn't do everything right, I did get all of the important stuff right.

Don't fly a single engine plane that isn't equipped with a parachute. Although the chances of actually encountering an emergency situation that is worthy of "pulling the chute" are probably small to infinitesimal over the course of any given pilot's career, the penalty for not having a parachute is almost certain death. Each pilot has to establish and evaluate their own risk assessment criteria, but for me something that has a greater than 50% risk of death, even if only 1% of the time, is an unacceptable risk. That's why I bought a Cirrus in the first place.

* * * * *

Before I describe in minute detail what happened, here's a brief summary. On the afternoon of Thursday, June 30 I was incapacitated by a short seizure while being vectored for an instrument approach. When I became alert again, the plane was descending at 204 knots, which is faster than redline speed. Following normal procedure I was able to recover from this unusual attitude; an instant later I chose to activate the parachute. On the descent, I steered the plane clear of a fuel tank farm, and crash-landed into the water near Haverstraw, NY.

My injuries are more severe than the "cuts on the hand" described in the press. First, my back was broken by the impact of crashing into the water. Thankfully I retain full body function and have every reason to expect a complete recovery after wearing a brace for the next month. Second, I have a benign brain tumor, which has been growing undetected in the middle of my brain for many years and was apparently the cause of the brief seizure in-flight. Thankfully the tumor does not affect my mental facilities in any way, and the risk of future seizures is now being controlled by medication. In the coming weeks I will be discussing treatment options with various specialists: these include surgery or doing nothing. In either event, it is fairly certain that my flying days are over.

* * * * *

Now for the details..

I departed Lincoln Park, NJ at approximately 4:20 pm. My plane was there for two weeks for its regular 50 hour inspection and an assortment of squawks, including new spark plugs after 400 hours, replacement of the broken shear coupling on Alt 2, cosmetic work on the leading edges and wheel pants, and a new fuel sender unit and gauge. The last item required emptying the tanks and then refilling them so that the new fuel gauge could be properly calibrated. This exercise introduces air into the fuel lines, so we spent a lot of time running the engine on the ground to ensure that all the air was gone.

The destination was my home base at Westchester County Airport, NY (HPN): 35 miles and 12 minutes as the SR22 crow flies. Notwithstanding the short distance, I filed an IFR flight plan because the weather was hazy and the weather forecast for HPN was predicting temporary cloud buildups starting at 2,000 feet. As I climbed through 800 feet I contacted NY air traffic control and picked up my clearance: V39 BREZY intersection, Carmel VOR, direct; 3,000 feet. In quick succession I was handed off to the next controller, and coming up at BREZY intersection I was told to expect the ILS 16 approach at HPN. After BREZY intersection I was handed off again, and that controller started to give me vectors for the final approach course: fly a heading of 080 degrees and maintain 3,000 feet. A few moments later I was instructed to turn an additional 20 degrees to the left and maintain 3,000 feet. Incidentally, the visibility in the air was only 2-5 miles, so the decision to file IFR was certainly prudent.

As I came out of the turn to 060 degrees, I noted that my altitude had slipped to 2,840 feet while I was busy changing frequencies, turning and loading the approach procedure into the Garmin. Apparently the plane was not trimmed properly, and I concentrated on climbing back up to 3,000 feet, while continuing my scan and noting that everything was running just fine. Indicated airspeed was 160 knots, which is normal for the cruise power setting then in use. Then I blacked out for a period that I now estimate as being 5-10 seconds.

When I became alert again, I scanned the instruments and was stunned to see the airspeed indicator showing 204 knots indicated; the attitude indicator showing the nose below the horizon; and the altimeter scrolling down quickly toward 1,900 feet. I also realized that my right leg was weak, and that the controller was calling, asking what happened to my altitude. For non-pilots, the redline threshold is also known as the "never exceed" speed, because the airframe was not designed to retain structural integrity above that number. In other words, the wings can break off at any moment.

Adrenaline shot through my body as I quickly and methodically executed the procedure for recovering from this unusual attitude: level the wings, decrease power, and carefully lift the nose to avoid any further stresses on the airframe. While accomplishing this I concentrated almost entirely on the attitude indicator, and after a few seconds I was satisfied that the loss of altitude had been reversed at roughly 1,700 feet above the ground. I did not see the airspeed, although I knew instinctively that it was out of the red zone. After a fraction of a second of thought, I then activated the parachute. The factors that led me to this decision included: no desire to proceed any further into marginal weather; concern over the loss of altitude; concern that the plane's structural integrity was compromised by the high speed descent and recovery; and concern that the weakness in my right leg might hinder my ability to control the plane down to the runway.

My parachute experience was quite different from what fellow COPA member Bill Graham described last month at M3. I heard the rocket launch and briefly smelled its fumes. A few seconds later I heard a loud, ripping sound as the parachute

reached full deployment. I then felt a tremendous jolt—worse than any turbulence that I’ve experienced—as the parachute billowed open and caused the plane to decelerate. The POH advises 130 knots indicated as the highest deployment speed for the parachute; but I have no idea what the airspeed was in my situation. I suspect it was somewhere above 130 knots based on the very different experiences that Bill and I had.

This jolt tilted the airplane downward as the parachute established a level position; it also threw my headphone and glasses in various directions, and caused my head to hit the ceiling near the visor. I have a very small bump to show for it; but that was the only injury from the parachute deployment. In my opinion the seatbelt retraction system and the parachute worked exceptionally well under the circumstances.

After finding the headphone and realizing that the plane was now level at roughly 900 feet above the ground and descending straight down under the canopy, the first thing I did was call the controller on the existing frequency: I had no time to switch to 121.5; and saw no point in doing so since the controller was already urgently asking what was going on. I said “Mayday, mayday, 52 Lima here, pulled the parachute near the Hudson River.” I believe that the second thing I did was punch in 7700 on the transponder, although I later learned that my plane was already below radar coverage. Inexplicably, I did not pull the mixture back to idle, as advised by the POH, and left the power lever just below the detent (roughly 19 inches MP). In the next minute this would prove to be an invaluable deviation from what the POH requires.

I looked out the window and saw that the plane was descending directly over a fuel tank farm for the nearby conventional power station (incidentally, Indian Point, which is a nuclear reactor, is located on the other side of the river, 5.-8 miles upstream, and away from the vectors for the ILS 16 approach course). This was now the scariest part of the flight: worse than emerging from a seizure to find the plane in a high-speed descent, because I already knew from training how to handle that situation. But there is no advice in the POH on how to control the plane once the parachute has been deployed.

Now everything happened at warp speed. I called the controller again and said “Mayday, 52 Lima is descending directly over the fuel tanks”. No response; and besides, there was nothing the controller could do to help me. I then used “all available resources” to change that outcome: I applied right aileron and rudder, and rocked the power lever to make sure that the engine still had power. These actions caused the plane to gently veer away from the tank farm and over the water: Bowline Creek, a very wide, calm tributary to the Hudson River near the town of Haverstraw, NY, a few miles north of Nyack and the Tappan Zee Bridge.

An instant later the plane crashed straight down into the water, which both then and now I consider to be the lesser of two evils. It was like a massive belly flop. This was now the second, scary part of the flight, as water splashed up almost to the top of the windows. Because I landed in water rather than solid ground, the gear did not absorb much of the impact. Instead, the wings and seat did all the work. It was at this point that the fourth lumbar vertebrae in my back cracked and compressed from the impact of the crash.

Then came the very worst part: I could not open the door. The wings were now sitting right at water level, which leads me to theorize that the doorframe or pins were deformed by the impact of the crash. And upon impact, water immediately came into the cabin; in the three seconds it took me to realize that the door wasn’t going to open, the water level was up to my ankles. More adrenaline shot through my body. I reached for the hammer in the armrest compartment, and with two hands swung at the pilot’s window. Two whacks with all my strength and there was an eight inch hole. Steam was now coming out of the engine as the nosecone dipped underwater and the cabin tilted forward, so I now remembered to shut down all the switches and turn the fuel selector to off. I ripped the lap board off my leg, reached behind my seat and grabbed one of the two life jackets that’s always there. I then clawed apart most of the rest of the window glass (which gave me some cuts and splinters) until the hole was big enough, and climbed out of the cabin. The wings were now slightly under water; I sat down to put on and inflate the lifejacket.

I sat on the wing for a minute to survey the situation and collect my thoughts. The closest point to shore was roughly 300 feet away, near the power plant. Several people were already assembled there at a boat launch, and I spotted a police car already driving in that direction. The parachute was flat on the water, mostly on the other side of the plane. I slipped into the water and began swimming to shore. My leg got caught on something: no doubt a line from the parachute. I kicked it free and swam faster and farther away from the plane. Within four minutes of impact, the plane was nose down in the water and sank in 30 feet of water. No fuel leaked out of the plane. In the next ten minutes I kept swimming slowly, but stopped after roughly 150 feet. There was pain in my back and some blood on my left hand. I was getting cold. A Haverstraw Fire Department launch appeared about half a mile away, where the tributary joins the Hudson River. They came up beside me

and sloppily pulled me onboard. The pain in my back was now considerable, so I lay down flat across the deck. A moment later the boat docked near the power plant, where an ambulance was waiting to take me to Nyack Hospital.

Enroute to the hospital, a police detective sat next to me and took sparse notes of my story. The EMT folks stuck me full of needles for IV and blood tests; my body temperature was 90 degrees, so they wrapped me in more blankets. I felt a hot spot on my rear end; it turned out to be the battery from my cell phone that was overheating from being underwater. We arrived at the hospital and I was wheeled into the trauma part of the emergency room. They immediately cut off all my clothes (losing my keys in the process), poked more needles into me and did a quick check of my limbs and abdomen. I was then sent for a CT scan of my neck and brain; and later for X-rays of the rest of my body.

When all the test results were in, the ER doctor came in and told me that my back was broken, and that the orthopedist would be there shortly to explain further. He then left the room, but came back a moment later and casually said: "By the way, did you know that you have a brain tumor? The neurologist will be here soon to explain it some more".

* * * * *

I walked out of the hospital on Friday afternoon. My back still hurts, mostly from the pressure of the brace that I have to wear for the next four weeks whenever I'm vertical. I'm taking anti-seizure and pain medications and next week will consult with neurosurgeons on what (if anything) to do about the brain tumor.

Last night was the first time I was able to sleep through the night without waking up several times, sometimes in a sweat; other times just to cry for ten minutes because I couldn't deal with the emotions of how and why I nearly died, yet somehow managed to survive.

* * * * *

Unlike other people's descriptions throughout history of near-death experiences, I did not see my life flash before my eyes; a warm glowing light; or any symbols of divine presence. What I saw were stark realities that needed to be dealt with: airspeed, jolts, altitude, fuel farm tanks, water, pain.

When the plane crashed and the cabin was underwater, and I couldn't open the door, I sadly thought: "So this is how it ends". But I immediately determined to reject that outcome, grabbed the hammer and clawed my way out.

* * * * *

Editorial comment by Pres. Penny: The above is a unique story which we requested permission to reprint so that our several snail-mail members would also get a chance to read it. Ian seemed to be a health guy and suddenly found himself incapacitated – it's a reminder that it can happen to any of us. I believe this shows how important it is to be prepared with both training and equipment (Ian not only practiced emergency procedures, but had a hammer for breaking the windshield and a lifevest close at hand) and continued to "fly the plane" all the way to the ground (such as when drifting toward the tank field). He kept fighting to the end – he never gave up. **PRACTICE, HAVE SAFETY EQUIPMENT WITHIN REACH, BE PREPARED, "FLY THE PLANE", NEVER GIVE UP**

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

HELP YOUR CHAPTER !! We have a number of needs for help. We need someone to step up and volunteer as Secretary to keep the chapter records (minimal effort) and serve on the board (meet monthly). We also need a new Newsletter Editor. Articles are sent by many people, but the N.Editor puts the document together and we do have someone else who publishes the snailmail (prints/staples/folds/mails). Also check the previous several issues for Alan Cate's write-ups – there are many great ideas on committees to help the chapter – please consider helping one of these efforts. Most of the effort seems to fall on just a few shoulders – while we truly appreciate everyone's help at our big events, we also need a few more to help throughout the year – let's spread the load. Won't some of you help take on one of these roles? If you need more info on any role or are ready to help, please contact Penny. And THANKS!

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

Please send it to Penny at EAA106.Penny@gmail.com for possible inclusion

Members can access the gate unescorted – just get your AIRPORT BADGE !

Call Christine at: 978-794-5880 to make an appointment for your badge.
(Spouses of members can now get a badge, too, if they will be regulars)

FOR SALE ...

Thinking of building a plane? Build it as a shared effort with others!

The Glastar group has **THREE** shares for sale.
Build a plane for a *fraction* of the cost & effort !!
Contact the project manager at: dokus@att.net 781-365-1279



See NOV 05
newsletter
page 3 for
more info

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 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



Want to own a certified aircraft?

David Schoneman is selling his 1975 GRUMMAN TIGER AA5B.

1975 GRUMMAN TIGER AA5B. 3300TT, 1050SMOH, annual 9/05, all ADs complied, IFR cert renewed 9/05, KY197, M1, Century 1, NDH, excellent condition. Very solid airplane. David Schoneman
781-760-4975 or flyingtigerUSA@yahoo.com



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: SUNDAY, DEC- 11 NORWOOD -- 10am

Upcoming Aviation Events:

For the winter (no aviation events that we know of at present), we plan to visit various airport restaurants for breakfast/brunch as our monthly FY/DRIVE destination. Your board has selected the following locations, but if an aviation event does come up, we could change the date and/or location, so always check the current newsletter.

SUN, DEC. 11 --- NORWOOD OWD The Runway Café --- Meet at 10am for food & hangar flying !
DIRECTIONS at: <http://www.ci.norwood.ma.us/Airport/Default.htm>

TENTATIVE DATES & LOCATIONS:

- ❖ **SUN, JAN. 8 --- BEVERLY BVY Something Different Café** <http://www.airportcafe.com/>
DIRECTIONS: <http://www.beverlyairport.com/html/directions.html>
- ❖ **SUN, FEB. 5 --- NASHUA ASH**
DIRECTIONS at:
- ❖ **SUN, MAR. 5 --- LAWRENCE LWM**
DIRECTIONS at:
- ❖ **SUN, APR. 2 --- TBD**

Do you know of any interesting UPCOMING EVENTS or suggestions for DAWN PATROLS? Contact Penny.

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

We now have 108 members ! Know someone who has an interest in aviation? Bring them along to a chapter meeting as a guest and send them our latest newsletter!

NOT YET A MEMBER? JOIN EAA106!

END OF YEAR NEW MEMBER SPECIAL - JOIN now through December2005 at the regular price (\$20 for e-mail or \$24 for snail-mail) and your membership is good for balance of 2005 as well as entire year of 2006. See www.EAA106.org for form

If you are new to EAA106, or a guest ? – Go to our website www.EAA106.org .
Questions? Please contact Penny Bowman at EAA106.Penny@gmail.com or 978-887-3242 4-8pm (cell 508-284-5592)

DUES... are almost DUE

(except for those who joined the chapter on our B17 and end-of-year specials who are paid thru 2006)
\$20 for e-mail newsletter members, \$24 for snail-mail newsletter members.
Dues are due by the January meeting (tentatively Friday, Jan. 6, 2006).

Contact EAA106.Penny@gmail.com for more info on EAA106, the Party or Dawn Patrol, etc.

See Page 2 for all of the great food choices!



Contact EAA106 President for info, maps, directions, to RSVP for party, etc:
EAA106.Penny@gmail.com
 or 978-887-3242 or 508-284-5592 (4-8pm weekdays; all weekend)

End-of-Mtg Drawing (book):
BOOK: next one in January

SATURDAY December 10th, 6:00pm



SIGN UP NOW

RSVP to Penny By Sat., Dec. 3

Need Name(s) & entrée selection for each person, then mail check. See page 2 & 3 Menu, Maps, etc

PRESIDENT	Penny Bowman	PO Box 420	Topsfield MA	01983	(978) 887-3242
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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.