



EAA 196

NEWSLETTER

December 2018

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6 Month Calendars

Coming Events

Chapter Meeting Speakers:

- January 28: Nate Jackson—What it's like to be an international freight dog, and how he got there.
- February 25: Graeme Smith—Trip to Triple Tree Aerodrome, and dodging hurricane Florence on the way back!

Like last year we have suggestions for events for 2019 such as:

- Visit the Owl's Head Transportation Museum in Maine
- Visit the New England Air Museum , Windsor Locks, CT
- Continued speakers and presentations at monthly meetings, including an FAA Wings Program presentation
- Visit airplane construction projects
- New England Flying Gourmet Challenge
- Participate again in the Wings and Wheel event (cooking & tours)

We welcome more ideas, and more speakers!

News

Our own Peter Alberti has started new web site called CFI Skills . Com at www.cfiskills.com, touting "better learning for aviators. Whether you're leveraging your CFI to build hours or you've devoted yourself to teaching aviation, effective learning is vital for your students. CFI Skills will help you hone your teaching methodology and enable you to deliver a top-notch training experience!"

Licenses and Ratings

- Congratulations to Phillip Mahler on receiving his CFI rating!!
- And to Beth Cook on passing her multi-engine check ride!!

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Young Eagles Rallies

by Andy Goldstein

October is usually the most reliable month for flying events because of its excellent weather. We planned accordingly and had a big series of events lined up. Unfortunately, the weather gods had other ideas, and most of our plans did not come to pass.

October 13 - regular Young Eagles rally - rained out

October 14 - Boy Scouts merit badge event - we had nice weather for this one, and we flew 13 kids.

October 20 - airport open house. We were hoping to make up for the 13th, but no... way too windy. I managed to fly a couple kids at the end of the day.

October 27 - Young Eagles rally for Big Brother / Big Sister of Central Mass. Not just rained out, but a full-fledged noreaster.

November 3 - a second try at the BBBS event - also rained out.

November 10 - our last regular Young Eagles rally - too windy again.

Between the Boy Scouts event and a handful of catch-as-catch-can individual flights, we managed to fly a total of 18 kids over this time period. Fortunately the earlier part of the year was kinder to us, and we flew about 200 kids over the season. What we receive in Young Eagles credits for next year will be somewhat less because of how credit assignments work. First, pilots need to fly at least 10 kids each during a season to qualify for any credits. Second, some of our pilots are registered with other chapters, so their credits go elsewhere. We'll know in February what our credits are for the year.

Finally, we have a couple of significant milestones to report: Two of our members have come full circle! **Cassie Tatro** and **Dominik Airey**, who got their first Young Eagles flights with us just a few years ago, made their first flights as Young Eagles pilots this year. A special congratulations to both of you!

Name	April	May	June 02	June 09	June 10	July	August	September	October	Totals
Dominik Airey									3	3
Nels Anderson				8		6				14
Lee Coopriider	2			4						6
Jim Ellis			4	10		10	2	7		33
Bob Glorioso	4	3			5				2	14
Andy Goldstein		4	4		4				7	19
Pablo Hopman	2								4	6
Mark Hubelbank	3	3		5		3		3		17
Phillip Mahler	4			6						10
Peter Morse								12		12
Fred Moses	2	3		7		8		9		29
Graeme Smith						2				2
Mike Smith	3	3		4	2				2	14
Doug Stone	3									3
Cassie Tatro								4		4
Andy Travnicek		6				11				17
Totals	23	22	8	44		40	2	35	18	203

And Speaking of Young Eagles...

By Michael Smith

During the monthly *Hangar Talk* breakfast at Nancy's Air Field Café on December 1, we had the pleasure of surprising Greg Alberti (age 12) with the following "Boarding Pass," informing him that he was selected by the EAA 196 Directors to attend next summer's EAA Air Academy at Oshkosh, WI. Greg was the Directors' unanimous choice. He is a "repeat offender" at Young Eagles Rallies, not only as a participant, but as part of our ground crew. He has also helped during many other chapter events over the past 2 years, including Wings-And-Wheels, Open House, etc.

I think he looks suitably happy and surprised here!





Boarding Pass



Passenger name(s): GREG ALBERTI	Flight date / time: June 22 -26, 2019	Flight: Class, first
Destination: EAA AIR ACADEMY Oshkosh, WI	Flight info: Meal provided / Lodging provided	



And Speaking of Young Eagles... (cont.)

The Chapter 196 Young Eagles credits will pay for most or all of the \$914 tuition. If you don't know much or anything about the Air Academy, this is the description from the EAA web site:

The EAA Young Eagles Camp is designed as an introduction to the world of aviation. This program will use small group activities and close counselor relationships to present the basics of flight in a "science camp" format that is a unique combination of fun and discovery.

Activities at the EAA Young Eagles Camp are designed to interest and challenge 12 and 13 year olds and include activities such as:

Airplane Wing Construction - Learn the intricacies of a fabricated wing by building a wing rib.

Aeromodeling - Build and fly a simple balsa glider and a rubber powered model.

Ground School - Learn the basics of flight through an interactive computer simulator ground school by flying designed missions or flying your own mission.

Airplanes - Learn about aviation history and flight.

- Tour the EAA AirVenture Museum
- Visit Pioneer Airport
- Watch flight demonstrations
- Experience the thrill of flight in both an airplane and helicopter

We will look forward to hearing Greg's report at a chapter meeting next summer!

We also awarded Greg a certificate and pin for all his volunteer ground support help during Young Eagles and the Open House...



New England Gourmet Challenge

by Mike Smith

Now starting its third season, the New England Gourmet Challenge aims to encourage more winter flying by offering an incentive for pilots to visit local airports and sample their restaurant offerings. Begun in October of 2016 with eight restaurants, the offerings have now increased to the following 21 locations:

- (6B6) Minute Man Air Field, MA—“Nancy’s Air Field Café”
- (CQX) Chatham, MA—“Hangar B Eatery”
- (EEN) Keene, NH - “The Flight Deck”
- (EEN) Keene, NH - “The Dinner Table”
- (OXC) Waterbury/Oxford, CT - “121 Restaurant”
- (EWB) New Bedford, MA- “The Airport Grille”
- (BAF) Westfield/Barnes - “Sok’s Runway”
- (ASH) Nashua, NH- “Mid-Field Café”
- (ORE) Orange, MA - “White Cloud”
- (1B9) Mansfield, MA - “Hangar 12”
- (3B0) Southbridge, MA - “Red Baron”
- (63B) Limington/Harmon, ME- “Runway Restaurant”
- (7B3) North Hampton, NH - “The Airfield Café”
- (FOK) Gabreski/Westhampton, NY - “The Apron Café”
- (GON) Groton/New London, CT - “Cafe 511”
- (HFD) Hartford/Brainard, CT- “The Flying Monkey”
- (LEW) Auburn/Lewiston, ME - “Mike’s Runway Diner”
- (LWM) Lawrence, MA - “Dominic’s Diner “
- (MVY) Martha’s Vineyard, MA - “Plane View “
- (PYM) Plymouth, MA - “Kevin’s Restaurant”
- (SFM) Sanford, ME - “Cockpit Café”

The official web site is via Facebook (<https://www.facebook.com/neflyinggourmets/>) and it is unfortunately severely lacking in information. It doesn’t even have a list of the participating restaurants on the main page! You can get more information by logging into Facebook, but for people like me who do not participate in social media, you’re out of luck. So after getting a friend to log into Facebook I got this information:

Runs October 1, 2018 to May 31, 2019. Fly to participating restaurant and purchase a meal worth \$7.50 or more. Tell server that you are a pilot and Scan the QR Code on the form they have. Enter your E-mail address when prompted. Verify your entry is correct and press “go”. You will receive a confirmation screen. If you are on Facebook post a picture of you at the restaurant on our Facebook page. You now have one restaurant credit towards the prizes. Only one scan per restaurant counts.

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CHALLENGE PRIZES

EARLY BIRD PRIZE - \$100 American Express Gift Card. Awarded to the person who checks in at the most restaurants between October 1, 2018 and November 30, 2018. Only one restaurant scan per restaurant counts. Prize awarded to one winner. In the event of a tie a drawing of those that tied will be held to determine the winner.

THE REAL GOURMET PRIZE - \$100 American Express Gift Card. Awarded to the person who checks in at the most restaurants and FBOs between October 1, 2018 and May 31, 2019. Only one scan per restaurant and FBO counts. Prize awarded to one winner. In the event of a tie a drawing of those that tied will be held to determine the winner.

THE GRAND PRIZE - An exterior detailing by New England Aircraft Detailing, A Prop Balancing by Tally-Ho Aviation at DXR. A \$25 Gift Certificate to 121 Restaurant at OXC. A \$25 Gift Certificate to the Cockpit Cafe at SFM. Three \$10 Gift Certificates to Mike's Runway Diner at LEW. A \$50 Gift Certificate for AVGAS by Falcon Air at LWM. 50 cents per gallon discount on 100 gallons of AVGAS from each of the following. A total of 600 gallons at 50 cents per gallon off. Fuel must be purchased between 6/1/2019 and 5/31/2020.

- Atlantic Aviation at OXC
- Cape Cod Flying Circus at CQX
- Mystic Jet Center at GON
- Plymouth Airport at PYM
- Sandpiper Air at EWB
- Stow Aviation at 6B6

More prizes may be added before the end of the Challenge.

FUEL PROGRAM

At select locations there is also a fuel program. Purchase fuel within 2 hours after the restaurant scan. Fuel purchase must be at same airport as restaurant scan. The minimum purchase is the lesser of 10 gallons or a top off. Scan the QR Code at the FBO. Enter the same E-mail address you used at the restaurant. Verify your entry is correct and press "go". You will receive a confirmation screen. You now have one FBO credit towards the prizes. Only one scan per FBO counts.

- 6B6 - Stow Aviation
- ASH - Infinity Aviation
- CQX - Cape Code Flying Circus
- EWB - Sandpiper Air
- GON - Mystic Jet Center
- OXC - Atlantic Aviation
- PYM -Plymouth Airport



Tuesday Night Flying Club

by Michael Smith

It began, truly began, with a Friday night flight from Marshfield, MA (3B2) to Nantucket Island (ACK) several years ago. My good friend Brendan and I had been on a skydiving team together for several years (that's a whole other story), and I knew he was also a pilot, something which I also aspired to do "someday; when I had the time and money." That fateful Friday night my wife and I had been invited to fly with Brendan and Dave, another member of Brendan's flying club, in their club Cessna 172.

Although I had jumped out of many Cessna 182's over the years, my first exposure to preparing for a flight in which I would actually elect to land with the plane (on purpose!) was when Dave sized up our foursome, asked us for our weights, and started doing some calculations on a piece of paper. He soon proclaimed that we were overweight, which seemed like a very forward insult coming from someone whom I had just met. Of course when he started to siphon fuel out of the wings I knew I wasn't going to have to defend the honor of my wife. It was the airplane that was fat.

On a beautiful summer evening we flew to the airport on Nantucket, took a cab into town, ate dinner at a lively and happening restaurant, and caught another cab back to the airport. The ramp was full of moderately to extremely expensive aircraft with and without propellers. The flight back was one of those incredibly clear evenings with a full moon, glass smooth air, and practically no radio chatter. By the time we got back to 3B2 and put the aircraft back in the hangar I felt like a rock star! I could hear the reporters asking, "What did you do Friday night?" "I just hopped over to The Island, grabbed some dinner and flew on back. No big deal." I was hooked.

To make a long story short, I got my private pilot ticket about 9 months later, and so began the usual weekend \$100 hamburger flights with Brendan and Dave. Dave was already married, and in turn Brendan and I soon did likewise. Kids came next for Brendan. And so began the familiar loading up on family commitments, making weekend flights increasingly difficult to coordinate and execute.

The occasional solution was to make some of our flights on weekdays after work. Over time, without any purposeful decision on our part, those flights became more frequent and more regular. After trying out Wednesdays we finally settled on Tuesdays, and hence the Tuesday Night Flying Club was born. And as it turned out, having a repetitive and predictable evening flight time made our wives happy. We could still mow the lawn and fix the plumbing at home on the weekends, and our spouses could have a girl's night out, or take in a foreign film without us.

Dave and I rented Piper Warriors and Cessna 172's from East Coast Aero Club at Bedford, MA (BED), while Brendan flew a Cessna 172 and a Piper Archer from the South Shore Flying Club at 3B2. Whoever's turn it was to fly on Tuesday night flew the whole night as pilot in command, and paid for the flight. The other two of us traded off between the right seat and the back seat on the leg out and the leg back from our destination. Where we went depended on whether we'd been there before, what restaurants were around, and what instrument approaches were available. Brendan and I had our instrument ratings, and although Dave did not, he had more than enough hours under the hood flying with us to qualify for the rating. Flying on an IFR flight plan and under the hood became the norm for most of our flights.

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Now, flying through dinner time practically taunted us to partake of the not-so-well-know \$100 entre, and not being the kind of pilots to ignore such a taunting, we amply partook. But dinner, dessert and weight gain aside, there were some very real benefits to the TNFC. Though not all of our evening flight time was made at night during the summer, all of our flight time was in the dark during the winter. We therefore stayed very night current. In fact, a huge percentage of my total flight time had been at night. We always got at least two and often all three required night landings.

Not only did we get a lot of IFR flight time, but much of it was night IFR flight. We found everything they said about night IFR was true. It was more difficult and required us to be sure to dot the i's and cross the t's with our procedures. We even had one night where we lost the alternator and the battery in the Cessna 172, declared an emergency on our handheld radio, lit up the instrument panel with a flashlight, and made a straight in approach with no lights and no (electric) flaps. It sure was easier with three pilots onboard!

We easily maintained our IFR currency, often completing three approaches and several holding patterns in one night. IFR approaches included VOR's, ILS's, and NDB's. Sometimes we got vectors, sometimes we flew the full approach. All of this paid off when we flew out to Oshkosh one year. We flew on IFR flight plans all the way out and back, and there was plenty of IMC out and back that year! Though tempered with a heavy dose of respect for flying in IMC we were very comfortable flying in the system and in the weather. If we learned one thing during those flights it was that if you didn't have onboard weather (back then most of us didn't) you needed to become intimately familiar with Flight Watch! Our hats were off to them for all the help we got.

Perhaps one of the greatest benefits of our TNFC flights had been our visits to many new airports. Our original mandate was to fly to a new airport each week, which we did for quite a while, though we eventually ran out of "new" candidates. By going to new airports not only did that make things interesting, but it ensured that we didn't get complacent about our IFR flights by flying the same airways and approaches all the time.

Before starting our Tuesday night flights we didn't think there were many restaurants available at the airports that were within an evening's flight time. But we soon found out how wrong we were. Although the airports didn't always have restaurants on the field, in most cases a short walk or a short ride in a courtesy car would get us to one. Our list of restaurants became so long we had a difficult time choosing between them all.

Only while writing this did I notice that one of my Cheryl Crow albums is called the "Tuesday Night Music Club," and song number 9 aptly sums up the real point of the TNFC: "All I wanna' do is have some fun. I've got a feeling I'm not the only one."

How I Got Here

by Beth Cook

Looking back, I feel as though my entry into the world of aviation was inevitable, and it's hard for me to separate my story from my family's. Aviation is the reason I exist. I come from a family of pilots and aviation lovers, starting with my great grandfather on my dad's side. During World War II, he managed two factories for Curtiss-Wright Corporation, one in Buffalo, NY, and the other in Columbus, OH. He oversaw the production of military aircraft – most notably the P-40 Warhawk, the C-46 Commando, and the SB2C Helldiver¹. During the war, my paternal grandparents both worked in the Curtiss factories building these airplanes. My grandmother volunteered to ferry completed aircraft to their destination but was not selected for training as a WASP (Women Airforce Service Pilot). After the war, my grandfather took up flying lessons, learning in a Piper J3 Cub at MAC field in Mohawk, NY. He never completed his license for reasons unknown to me, but that Cub is now kept in Hampton, NH.

My dad knew from a very young age that he wanted to be a pilot. He was one of those airport kids – the ones that would ride over on their bikes and hang out, offering to help out or wash airplanes in return for a ride. He never took formal flying lessons until he joined the Army, but I have no doubt that he knew how to fly an airplane long before his first logbook entry was recorded.

After joining the Army and completing training, my dad was stationed in Kaiserslautern, Germany, where he worked in military intelligence. For fun, he joined a flying club based at Sembach Air Force Base and logged his first hours as a student pilot in a Piper Tri-Pacer, soloing and completing solo cross-country flights across western Germany. Once back in the U.S., he finished his private pilot certificate at Frankfort-Highland Airport (6B4) in 1968 in a 1967 Cherokee 140 – N3477K.

For the next few years, he built time and passed his commercial and CFI checkrides, and started work as a flight instructor at that same airport in 1971. By then N3477K, which had been a flight school airplane, had been sold to a partnership that included a local attorney and pilot who had a 16-year-old son who wanted to take flying lessons, so my dad became his CFI. The boy didn't yet have his driver's license so his older sister, home from college for the summer, often gave him a ride to the airport for flying lessons. And that's how my dad met my mother! So you see, it's not an exaggeration when I say that I owe my existence to aviation!

My parents married in the summer of 1975, and that October my dad started working as a flight instructor and charter pilot for a company called Oneida County Aviation, which eventually became Empire Airlines, based at the former Oneida County Airport (KUCA). Dad started out flying an Aztec and a couple of Navajos for charters, and when the airline began scheduled operations and expanded into Metroliners, he flew those too. In 1980, the year I was born, the company purchased several Fokker F28 turbojets, but since they were one of the first airlines to purchase this type, there were no training facilities in the U.S. that offered an FK28 type rating.

¹ I have a slice of the propeller from the prototype SB2C, which crashed (for the second time) in December 1941 when a wing failed during dive tests.

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In July 1980, when I was just 2½ months old, my dad went to the Netherlands for six weeks of training at the Fokker facilities in Amsterdam. In April 1982, he went back to Amsterdam to take delivery of a brand new F28 on behalf of the airline and flew it home, landing back at UCA on my 2nd birthday. I still have the pair of wooden shoes he brought back as a birthday gift, though they're a little small now.

As a little girl, some of the earliest memories I have of my dad involve airplanes. I remember accompanying him to the Empire business offices one day, and there was an F28 on the ramp. He gave me a tour, and as I looked around the cockpit at all the gauges and switches (even on the ceiling!), I remember thinking that my dad must be really smart to know what all those things did. I also remember going up to Highland airport and being put in the left seat of a 172 and going flying. I couldn't see much (I still can't really...), but I was confused about why the yoke in front of me was moving when I wasn't touching it – because my dad was flying the plane from the right seat!

My dad didn't fly for pleasure much while I was growing up – things like flying for a living and raising a family took priority, I guess, but he had plenty of colleagues, friends, and former students he kept in touch with. That led to a former student and fellow QB (Quiet Birdmen – look it up in Wikipedia) offering my dad the use of his 182 sometime in the mid-1990s, when I was 15 or 16 years old. He started dipping a toe back into the idea of flying for fun, and I used to live for the summer evenings when the two of us would head up to the airport and go for a local flight. Although he had long since let his CFI rating lapse by that point, he's the one who taught me all the basics of flying and gave me my first dose of the sheer joy that the experience of flight can provide.

As a teenager I wanted to learn to fly, but I had about a dozen other things going on – school, marching band, horseback riding, piano lessons, a job – so I never really jumped into it, though I had plenty of conversations with my dad about possibly going to college for an aviation degree and a pilot's license. I know he didn't want to discourage me if it was what I really wanted to do, but he was VERY ambivalent about it. Airline life was tough – by that point in his career, even with his seniority, he was commuting weekly from Utica to Syracuse, and hopping a flight to Charlotte, NC before beginning his week. I don't think he wanted that lifestyle for me. With 20/20 hindsight I'm grateful today that I didn't go to college for aviation. 9/11 occurred during my senior year in college, and the industry took years to recover. My pilot's license wouldn't have been worth the paper it was printed on back then.

Even though aviation had taken a back seat to other things in my life, my fascination with it never really went away. I was always interested in learning about different types of airplanes, especially vintage ones, and hearing stories about flying from my dad or other pilot friends of his. It never occurred to me to take a step towards my own license...until January 9, 2015, the day my dad unexpectedly passed away at the age of 68. I decided that day that I would do my best to honor my dad's legacy and learn to fly.

At my dad's funeral I had the opportunity to reconnect with several of my dad's former students, colleagues, and QB brethren. A conversation with one retired airline pilot sticks out in my mind – I told him of my plans to learn to fly and he looked me straight in the eye and said, “get your instrument rating.” I promised him I would.

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A few months later, while I was still struggling with grief, my boss called my team into a meeting – it was one of those meetings that seem to happen with no warning or context, which usually means someone is leaving for a new job. Except this time, all my coworkers were in on it. They presented me with a gift certificate for a discovery flight! They had all seen how difficult the past few months had been for me, and they knew that I had decided to take flying lessons, but I had been so mired in grief that I hadn't taken any steps towards that goal. I was so touched and overwhelmed by their thoughtfulness that I'm not ashamed to say I cried.

April 18, 2015 was the day I took my discovery flight, and it's a day I'll never forget. I hadn't been in a small airplane in 18 years and it was everything I had remembered. The most meaningful part of the entire flight was after landing and taxiing off the runway, I noticed that there was a yellow J3 Cub that had landed while we were out flying and was now parked on the ramp. J3s have always been my dad's favorite airplane, and one I always associate with him. I believe it was a sign from him telling me to go forward and that he was proud of what I had decided to do.

Getting my private license turned out to be a more arduous process than I had expected, for several reasons, and after moving through 2 flight schools that are both no longer in existence, I ended up at Aptis Aviation (thanks in part to Doc and Laurie) and finished my certificate in short order on May 12, 2016. As promised, I immediately jumped into working on my instrument rating, earning that on June 16, 2017. Throughout my training, there have been many periods where I wished I had been able to call up my dad and ask him for his opinion on something, or to explain something I was struggling with, or to tell me stories about his experiences as a student and instructor. Most days, as I'm driving home from the airport after flying, I imagine conversations with him, telling him where I went that day and what I had learned, and what I want to do next.

Once I had completed my goal of earning my instrument rating, a period of "now what?" followed, as I tried to figure out exactly what I wanted to do within aviation. My original plan had been to earn my license, buy a J3 Cub, and be happy. Except now, I could see that my original plan wasn't going to be enough for me – I wanted to be able to give back somehow and share with others the things that I've learned and experienced. It seemed somehow fitting that I would continue forward to build time towards a commercial certificate and follow that up with a CFI rating. And as part of that continuing process of adding useful skills, on November 17 of this year I added a multi-engine rating.

As luck or serendipity or fate would have it, in the fall of 2017 I was given the opportunity to buy into a beautiful red and white Cessna Cardinal, which – probably much to the chagrin of Chris Brandon, though he's far too kind to actually admit to it – I have affectionately named Carl. So far, it's turned out to be a perfect way to acquaint myself with airplane ownership: a not-too-painful (or pricey) learning experience! Not bad for a midlife crisis. Carl is serving me well – I earned my commercial certificate on July 10 of this year, shortly after the FAA changed the rules to allow non-complex aircraft to be used for the checkride. I plan on using Carl for my CFI checkride as well, as soon as I'm ready.

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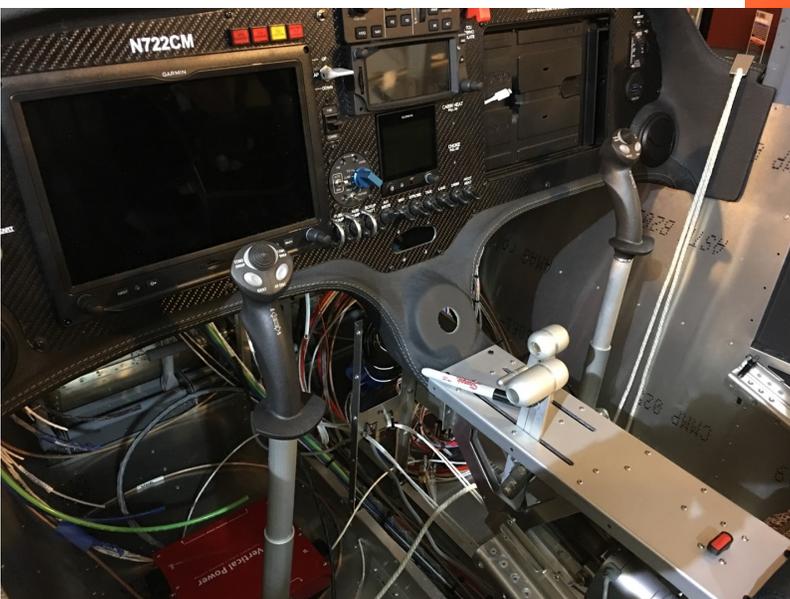
My journey into the world of aviation is far from complete. I have been fortunate enough to meet some truly wonderful people as I move along this new path in life who help keep me inspired and motivated to continue moving forward and who seem to be genuinely invested in my success. I've often joked to Devan that it's going to take a village to make me a CFI, but it's true – without the support and encouragement of the community at Aptis and Minute Man, I would not be where I am today. I simply cannot wait to be able to pay it forward by introducing others to aviation and helping them pursue their dreams.



Sling 4 Progress

by Craig Maiman

No major report here, just an update. I now have about 1200 hours invested in my project, and I'm estimating I have around 200 hours to go. The plane, still in my garage, is on its gear, and the avionics are being installed now, as well as the cockpit controls. The Rotax engine is the last big ticket item, and it's on the way!



New Project Starts

by Michael Smith

You may not know them yet, but we have two more members that have begun airplane construction projects: Nate Jackson and Michael Mellette. Coincidentally they have both chosen the Vans RV-7.

Nate Jackson: Nate Jackson is a former Command Pilot in the United States Air Force and currently an Airline Pilot, living in Wellesley, MA. He is currently building an RV-7 in his two car garage. Nate decided to build an RV-7 to fulfill a lifelong passion of building and owning an aircraft. He decided on a Van's Aircraft due to the performance and proven reliability of the design, and the customer support reputation. He settled on the RV-7 based on factors of performance, cost, seating arrangement, and cargo space. Currently Nate is working on the initial stages of building the empennage.



Michael Mellette: is an independent occupational safety and health consultant, and former CH-47D Chinook helicopter Pilot-in-command from Stow, MA. He will be building a Vans RV-7 (or RV-7A; undecided) in his basement workshop, and using one bay of a three-car garage for the storage and assembly of large components. Mike decided to build a two-seat RV-7 primarily due to cost (both build and operational) and mission. He may consider an RV-10 or similar aircraft down the road once he has more experience with building. He plans to start building the empennage after finishing his doctorate in December of this year.

The RV-7 / RV-7A

Span:	25'	Wing Loading	14.8 lb/sf
Length:	20'-4"	Power Loading	12.0 - 9.0 lb/hp
Wing Area	121 s.f.	Power Plants	150 - 200 hp
Empty Weight	1,061-1,130 lbs	Propeller	Fixed or C/S
Gross Weight	1,800 lbs	Fuel Capacity	42 gallons
Baggage	100 lbs	Occupants	(2) side-by-side



RV-7
Tail Dragger

RV-7A
Tricycle Gear



What's on the WEB?

PLEASE SEND US YOUR FAVORITE LINKS FOR INCLUSION IN FUTURE ISSUES!

From the PDF file you should be able to click on the links. You may have to give your PDF viewer permission to open links.

Frank Abagnale Catch Me If You Can Talks at Google

<https://www.youtube.com/watch?v=vsMydMDi3rI>

Kermit Weeks Hangar

<https://www.youtube.com/user/KermitWeeksBlogVideo>

Spitfire Warbird from Scratch

<https://www.youtube.com/watch?v=pzkoTulqA1U>

Massachusetts Aviation Virtual Archives

<http://massairspace.org/virtualexhibit/index.htm>

Aviation Podcasts:

The Airline Pilot Guy: <http://airlinepilotguy.com/>

Airplane Geeks: <http://www.airplanegeeks.com/>

Aviation News Talk: <https://aviationnewstalk.com/>

Betty in the Sky with a Suitcase: <https://www.bettyinthesky.net/>

Podcasting on a Plane: <https://www.podcastingonaplane.com/>

Uncontrolled Airspace: <http://www.uncontrolledairspace.com/>

Mike Smith Interview—Experimental Aircraft

<https://www.youtube.com/watch?v=LHB9XkjHM9c>

PHOTO FINISH



PHOTO FINISH



PHOTO FINISH (Open House)

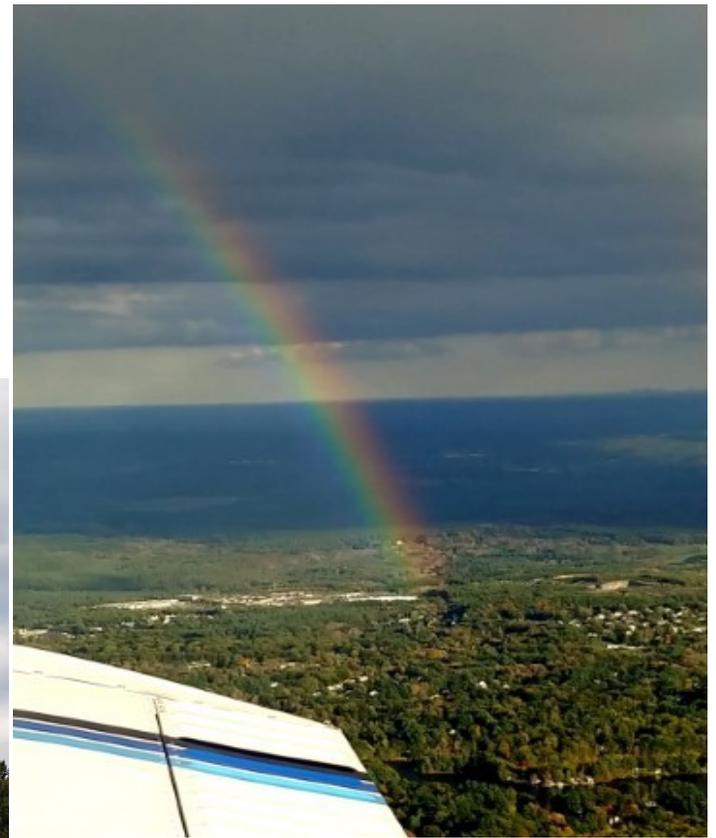


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PHOTO FINISH (Wings and Wheels)



PHOTO FINISH



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PHOTO FINISH (Holiday Party)



PHOTO FINISH (Holiday Party)

Chapter service awards were presented to the chapter officers for their service over the past year (see the list of officers on the next page). Without their service we would not have a chapter, so thank you to all!! We also had the opportunity to recognize those individuals selflessly help out as ground crew at our Young Eagles events: Dominik Airey, Peter Alberti, Greg Alberti and Mark Saklad. And finally, we recognized Dominik Airey as the year's MVP, for all his selfless help this year with Young Eagles, Open House, chapter events, and the chapter in general. His enthusiasm brings much to our organization! It's doubly rewarding when you realize that Dominik was at one time a Young Eagles passenger with our chapter, and now he's a pilot and MVP!



CHAPTER OFFICERS & CONTACTS FOR 2019

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IMC Club Coordinator: Chris Brandon

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- webmaster@eaa196.org

Calendar

December 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 8:30 Hangar Talk Breakfast
2 HANUKKAH begins	3	4	5	6	7 Chapter Holi- day Party	8
9	10 HANUKKAH ends	11	12	13	14	15 9:00 Open House Planning Mtg
16	17	18	19	20	21	22
23	24	25 CHRISTMAS	26	27	28	29
30	31					

January 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 NEW YEAR'S DAY	2	3	4	5 8:30 Hangar Talk Breakfast
6	7	8	9	10	11	12
13	14	15	16	17	18	19 9:00 Open House Planning Mtg
20	21 MLK Jr. Birthday	22 7:00 IMC Club Meeting	23	24	25	26
27	28 7:00 EAA 196 Meeting	29	30	31		

Calendar

February 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 8:30 Hangar Talk Breakfast
3	4	5	6	7	8	9
10	11	12	13	14	15	16 9:00 Open House Planning Mtg
17	18 President's Day Holiday	19	20	21	22	23
24	25 7:00 EAA 196 Meeting	26 7:00 IMC Club Meeting	27	28		

March 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 8:30 Hangar Talk Breakfast
3	4	5	6	7	8	9
10	11	12	13	14	15	16 9:00 Open House Planning
17	18	19	20	21	22	23
24	25 7:00 EAA 196 Meeting	26 7:00 IMC Club Meeting	27	28	29	30
31						

Calendar

April 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 8:30 Hangar Talk Breakfast
7	8	9	10	11	12	13 9.00-12:00 EAA 196 Young Eagles
14	15 Patriots' Day Holiday	16	17	18	19	20 9:00 Open House Planning Mtg
21	22	23 7:00 IMC Club Meeting	24	25	26	27 6B6 OPEN HOUSE & 5K
28	29 6:00 EAA 196 BBQ & Chapter Mtg	30				

May 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 8:30 Hangar Talk Breakfast
5	6	7	8	9	10	11 9.00-12:00 EAA 196 Young Eagles
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27 6:00 EAA 196 BBQ & Chapter Mtg	28 7:00 IMC Club Meeting	29	30	31	