



EAA 196

NEWSLETTER

December 2021

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6 Month Calendars

Coming Events

- Monday, January 31 will be our first meeting of the new year. It will be held in the NAA break room in the South Hangar.
- In 2022 we'd like to organize a signup to "Fly Other Peoples' Airplanes," with the idea of connecting pilots on the air field with one another, to fly in each other's airplanes. We have such a variety of aircraft, it seems a shame not to get to fly in many of them.

News

- Peter Alberti has taken over as Young Eagles Coordinator from Andy Goldstein. Andy had been in that position for some 12 years!
- EAA sent our annual service award certificates and pins. We usually hand them out at the end of the year holiday party, but COVID kept that from happening. We'll start handing them out at the January meeting.
- Mike Smith hit 500 hours on his Sonex airframe in September, while flying Jayda as a Young Eagle.
- A number of beaver dams have been removed from the pond area, which should help alleviate some of the runway flooding we've seen in the past.

Licenses and Ratings

- Peter Alberti, chapter VP and new Young Eagles Coordinator, received his Private Pilot Certificate in early December!

Young Eagles Flights

COVID-19 kept us from flying in the spring, and bad weather in June kept us from running our first Young Eagles rally, but we were able to fly kids in July, August, September and October. We were THAT close to flying 100 this season, but in the end we flew a total of **97 kids**. We'll take it!

Thank you to all the pilots. And of course thank you to the ground crew volunteers, including Pete and Greg Alberti, Andy Goldstein, Jayda Acevedo-Dickinson, Sean Albanese, Paneet Kandola, Dominik Airey, Ron & Mary Vieira (apologies if we missed anyone!)

Pilot Totals

Andy Goldstein	8
Cassie Tatro	3
Christopher Brandon	5
Fred Moses	15
Hector Constantzos	2
James Ellis	17
Lee Coopriider	5
Mark Hubelbank	7
Michael Smith	17
Robert Glorioso	5
Susan Benua	13
Grand Total	97



Who's Building?

Ted Ross began building his Vans RV-7 in April of 2019. A little over 2-1/2 years later he has completed the empennage, nearly completed the wings, and is now working on the fuselage.



Ted and his son Micah with the assembled empennage.

The mostly-completed left wing after having just been taken off the assembly stand.



Seawind Co-Pilot Opportunity

Free flight in a beautiful, turboprop airplane used to be a far-fetched dream of mine until, that is, the first time I experienced it in my Super Seawind. It was a thrill then and now. If qualified, you can experience it too! What makes N71RJ unique is the 270-degree panoramic view from any of the four seats AND the ability to look up to see the propeller or traffic above via the emergency escape hatch window. All of this plexiglass has yet another function, passive solar heat! On sunny winter days, no need to turn on the heat. The entire flight deck is already warmed by the sun - so much so that some fresh air-cooling vents are often turned on. This provides pleasant rides for long trips.

Sun N Fun 2022, 5-10 April is a definite destination goal for my Super Seawind Amphibian. Next up is **Airventure 2022**, 25-31 July! Last is the **Greenville splash-in** 8-11 September is the last of the big three.

Between then and now, I'll fly N71RJ around the Northeast landing on land and water and instrument training with the G900X and the TruTrak Sorcerer autopilot coupled to either the G900 or the Grand Rapids EFIS. I am looking for a safety pilot to assist me with preflight and in-flight checklist items. With two pilots, the pre-launch safety checks can be done in half the time. Also, flight safety with a second set of eyes increases significantly.

What does it take to be a Seawind copilot? You don't need to be an instructor. All you need is currency in a single or multi-engine airplane and a strong desire to learn and fly my PT6-powered Seawind.

Benefits:

- Build SEL and SES time.
- Learn glass panels, no charge.
- Build your complex, turbine, and high-performance time
- Keep your pilot proficiency high.
- Have fun day-flying around the NE and perhaps to airshows mentioned.
- Attend local EAA fly-in events with N71RJ.
- Comradery with people of like interest.
- Help rescue pets by air.
- Be the team-member who helps N71RJ break a world speed and altitude record as a Single-engine-amphibious-airplane.
- Free. No cost to you!

Interested? There's room for two slots. Don't wait. The copilot seat may fill fast. Please send an email with your experience noted to *STEVE WIGHTMAN* at SuperSeawind@gmail.com

To learn more, go to www.SuperSeawind.com. Happy flying! (Photos on next page.)

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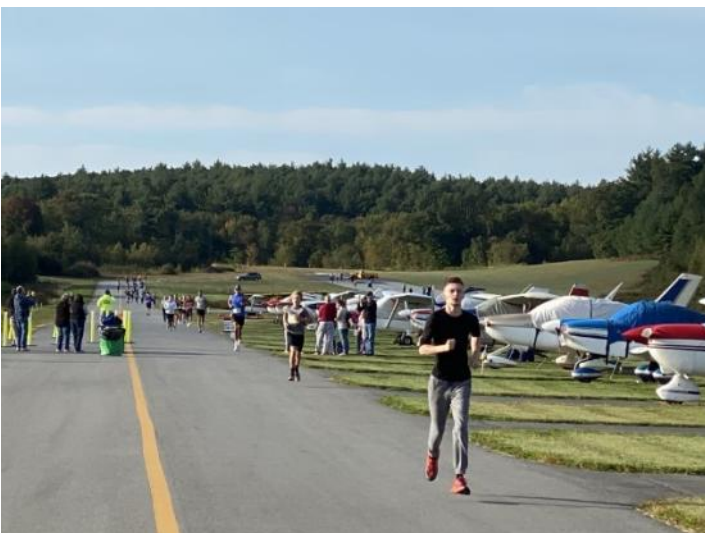
Steve Wightman's Super Seawind!



Open House and 5K Run-the-Runway

By Michael Smith

On Saturday, October 2, 2021, EAA Chapter 196, local pilots and the National Aviation Academy had the 3rd annual 5K Run-the-Runway event, in conjunction with the 5th 6B6 Minute Main Air Field Open House. The weather cooperated with cool and dry conditions prevailing. 56 runners participated in the 5K, with proceeds going to the local Stow and Boxboro Conservation Trusts (\$1,000 each!). As a special treat, Re/Max provided their hot air balloon to offer free tethered balloon rides! MedFlight made an appearance with their helicopter, and Cape Air brought one of their new Tecnam P2012 twins. \$400 of profits from the grill sales went to NAA's Student Council.



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Floatplanes in the Kenai

By Charlotte Richardson

By spring of 2021, I was heartily sick of being cooped up at home due to the pandemic, and that everything I had wanted to do had been canceled because of it. One of the many postponed 2020 plans had been another Alaska trip, mostly for musk oxen photography near Nome, but also a drive to Valdez and a week in the Kenai to do some floatplane flying. In the spring Alaska was in pretty good shape with respect to the pandemic, with most of the remote areas like Nome highly vaccinated. So we rebooked that one trip, with some modifications. We booked cabins everywhere so we could do our own cooking and be independent of possibly-closed infrastructure like restaurants. Snagging rental cars wasn't very easy, either, but Paul persevered.

The first order of business then became for me to get officially floatplane-current at home before we left, so I could take Paul as a passenger. Of course for insurance reasons I would have someone from Alaska Float Ratings, in Moose Pass, in the right seat, but I wanted to act as PIC. So on a nasty, windy, turbulent May day, I spent an hour flying this pretty little Aeronca Scout on amphibious floats out of KASH, courtesy of Loprinze Aviation. I would have been happy to spend more time flying it as it is a very nice little aircraft, but conditions were not nice and got less nice rapidly, so I made one taxi-back and two splash-and-go landings on the closest usable lake to Nashua, and then quickly returned to the airport to get the plane safely home before things got too dicey. Landing an amphib on wheels is at best like landing a grocery cart, and it isn't a pleasant thing to have to do with a nasty gusty crosswind, and even less so in an unfamiliar airplane. I may try to rent this one again sometime in better weather as it is a very likable airplane.



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So, the long-awaited June Alaska trip! This is the same heavily-modified C172 on straight floats that I flew out of Moose Pass back in 2013. In the meantime it has had some more modifications. It already had a constant-speed prop, but now it has a three-bladed one. This is quieter and smoother, but the main reason for it is that the blades are shorter so there is less water erosion. Also, the 180-hp engine had just been tuned up. Now, I thought that '3AC, which also has a 180, ran smoothly, but this plane purred like a kitten!



I was actually, as Paul pointed out, treating this floatplane as a bush plane that could land conveniently on Trail Lake, rather than doing a bunch of splashing around. I actually had to remind myself, and the friendly CFI occupying the right seat, that I ought to do two landings on the second flight in order to officially stay floatplane-current for a bit longer. I only did one landing on the first flight. Instead I spent an hour and a half overflying the Sargeant Ice Field north of Whittier.

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Paul and his camera occupied the back seat. Here we are over the Sargeant Ice Field.



It took the rest of the week for there to be another good-weather day but I finally got to spend another two hours overflying the Harding Icefield southwest of Seward. That ice field is most of the Kenai Fjords National Park. And I did remember to do two landings when we got back to Trail Lake.

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I didn't even get to fly my own plane must this year due to various maintenance issues. Let's hope 2022 is better.

Myricks Fly-In

On Saturday, September 19, the annual Myricks Fly-In was held at the Myricks Airfield, near Taunton. As we have done for more years than most can remember, EAA 196 provided the food, grill and personnel for the cook out. With Ron, Mary and Jayda's help the Youth Aviation Club kids also direct cars in the parking area, which was instrumental in how smoothly the parking went this year.



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It takes a lot of supplies to feed the masses! At Myricks we served a total of 258 burgers, 160 hot dogs, 260 sodas, 100 bottles of water, 100 chips, and used 120 lbs of ice!



Youth Aviation Club Simulator Visit

By Peter Alberti

On October 17, the Minute Man Youth Aviation Club visited Global Flight Adventures in Canton, MA. The trip was graciously funded by EAA Chapter 196. The youth were not informed about where they were going or what they were doing prior to their arrival; they were simply told, "we are meeting a flight instructor off-site to talk about aviation." They were led into a classroom where there was a brief discussion about flying and different types of aircraft.

They were then asked, "Who here really wants to spend the next two hours sitting in a classroom talking about aviation?" (Two of the six youth actually raised their hands...) The instructor then asked if they'd like a little hands-on activity, and they all agreed. So they walked out to visit the room of single-engine flight simulators. There are two of them - one is steam gauges and the other is a glass cockpit. Once they understood they were there to fly simulators, the youth were then led to the room next door where they saw, for the first time, that they were all going to get some time flying the life-sized Boeing 737 simulator. The smiles on the youths' faces must have been wide - but they were all wearing masks so only their eyes popping out of their heads gave any indication of their surprise and excitement.



The 737 simulator is a stationary (i.e. not full-motion) device where every single button, switch, dial, instrument, control and database is fully-functional and updated. Professional pilots do use it for currency and practice work -- although it is not an FAA-certified sim, it is exceptionally realistic. Each youth spent time on the 737 simulator and a single-engine sim, together with an instructor. Flight choices in the 737 sim, decided by each youth, included day flights from Logan, night flights, and even Hawaii.

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Name the Location!

By Dudley Darling

Can you name the location or the landmark in these photos? Some of them will be easy and familiar, but some others, probably less so. The answers are on the page after all the photos.



4



5



6



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10



11



12



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Name the Location!

Answers to the photos on the previous pages...

1. Ellis Island in the foreground; Statue of Liberty in the background.
2. Boston skyline, with the Prudential and John Hancock buildings.
3. Mount Washington (Tuckerman Ravine below the peak).
4. Motif Number 1 – Rockport, MA (Google it).
5. Nubble Light, ME.
6. Castle in CT, ½ way between Southbridge Airport and Toton Airport, CT.
7. B17 at the Lawrence Airport (LWM).
8. Cockpit of a DC3.
9. Pepperell Skydiving Center.
10. Alton Bay, NH (B18).
11. Milk Bottle Restaurant, Raynham, MA.
12. Prison, near Foxboro, MA.
13. Corn Maize, Sunderland, MA next to the CT River.
14. Campbell's Soup Maze, Sunderland, MA (Same place as #13, but a different maze. A bit of a trick question!).
15. Train Bridge and Mass Maritime, Wareham.

What's on the WEB?

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.

10 Interesting Aviation Facts you Never Knew!

<https://www.youtube.com/watch?v=dficR-DGG1w&t=5s>

10 Most Unusual Aircraft of All Time

<https://www.youtube.com/watch?v=zQpmWX2UKyc>

Top 10 Coolest Aircraft in the world aviation

<https://www.youtube.com/watch?v=DRIsjTVC5H>

Books

"Shuttle Houston," by Paul Dye.

From the longest-serving Flight Director in NASA's history comes a revealing account of high-stakes Mission Control work and the Space Shuttle program that has redefined our relationship with the universe.

A compelling look inside the Space Shuttle missions that helped lay the groundwork for the Space Age, Shuttle, Houston explores the determined personalities, technological miracles, and eleventh-hour saves that have given us human spaceflight.

Relaying stories of missions (and their grueling training) in vivid detail, Paul Dye, NASA's longest-serving Flight Director, examines the split-second decisions that the directors and astronauts were forced to make in a field where mistakes are unthinkable, and where errors led to the loss of national resources -- and more importantly one's crew. Dye's stories from the heart of Mission Control explain the mysteries of flying the Shuttle -- from the powerful fiery ascent to the majesty of on-orbit operations to the high-speed and critical re-entry and landing of a hundred-ton glider.

"Flying Blind: The 737 MAX Tragedy and the Fall of Boeing," by Peter Robison.

A suspenseful behind-the-scenes look at the dysfunction that contributed to one of the worst tragedies in modern aviation: the 2018 and 2019 crashes of the Boeing 737 MAX. An "authoritative, gripping and finely detailed narrative that charts the decline of one of the great American companies" (New York Times Book Review).

Flying Blind is the definitive exposé of the disasters that transfixed the world. Drawing from exclusive interviews with current and former employees of Boeing and the FAA; industry executives and analysts; and family members of the victims, it reveals how a broken corporate culture paved the way for catastrophe. It shows how in the race to beat the competition and reward top executives, Boeing skimped on testing, pressured employees to meet unrealistic deadlines, and convinced regulators to put planes into service without properly equipping them or their pilots for flight. It examines how the company, once a treasured American innovator, became obsessed with the bottom line, putting shareholders over customers, employees, and communities.

PHOTO FINISH

More photos from the Myricks Fly-In in September.



PHOTO FINISH



PHOTO FINISH

More photos from the **Open House & 5K** in October.



PHOTO FINISH

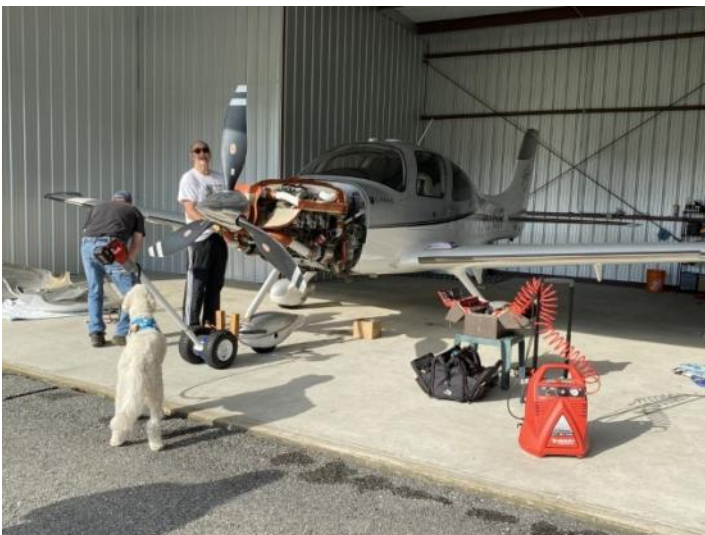


PHOTO FINISH

From Chris Brandon



Pete getting his PPL, & first private pilot flight with son Greg



PHOTO FINISH



PHOTO FINISH



The Stow Conservation Trust (SCT) gratefully received a donation of \$1,000 from the Minute Man Air Field aviation community, representing proceeds from the third annual Run the Runway 5K run, which takes place in October each year. Pictured (l-r) are three members of the Experimental Aircraft Association Chapter 196, principal organizers of the 5K Run: Sue Benua, Hector Constantzos, and Andy Goldstein, along with Don McPherson, owner of Minute Man Air Field, and Eve Donahue and Bill Werner, trustees of SCT. The donation will support SCT's land protection efforts in the town of Stow.

Photo courtesy EAA member Charlotte Richardson

PHOTO FINISH

Kim Peck's tail stand (construction info on request)



PHOTO FINISH

In memory of our dear friends, Mark Saklad and Bob Patterson. Rest in peace, and know we will remember you both, fondly!



PHOTO FINISH



PHOTO FINISH

Mark's sister, Brina, donated \$100 to EAA 196 in Mark's name.

I am the sister of Mark Saklad who recently passed away. Mark loved planes and flying from early childhood. He spoke often of Young Eagles and some of the young participants and their growth in aviation.

I am making this donation in Mark's memory,

Brina Saklad

And his cousin, Anne Levin, donated \$50 to EAA 196 in Mark's name.

December 14, 2021

The enclosed contribution is in memory of Mark Saklad.

Please notify his wife, Sue Goralski, that his cousin, Anne Levin, sent a contribution.

Anne Levin
100 West Hill Ave.

PHOTO FINISH



Bob, either at work, or on an EAA 196 virtual Zoom meeting!

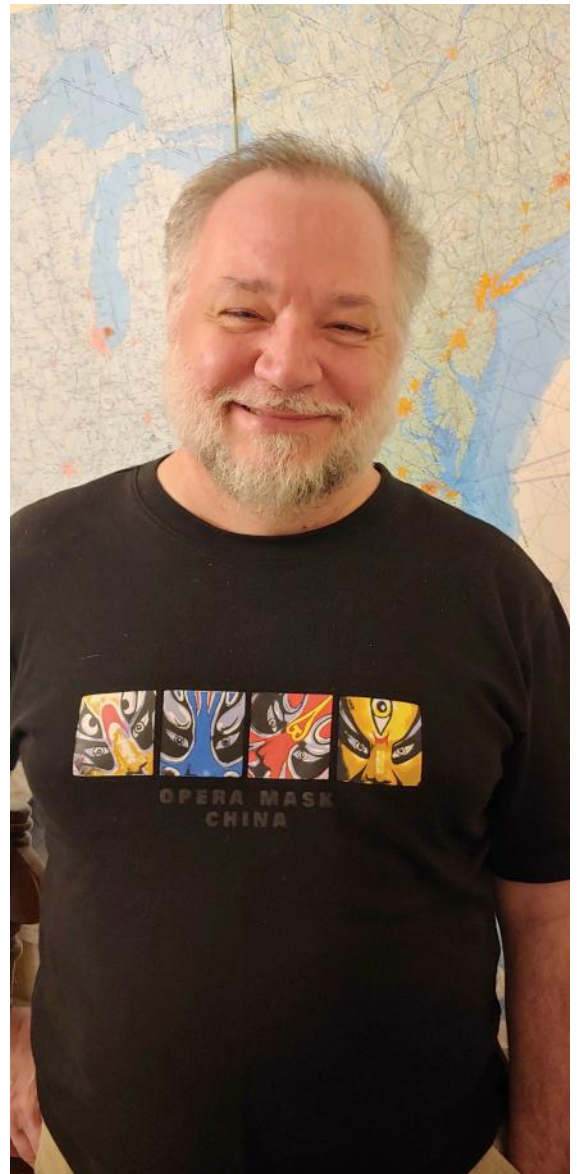


PHOTO FINISH



It's kind of aviation related!



Look in the background. Can you tell where he's at? Hint, he's holding a Nantucket Nectars bottle.

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Calendar

January 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 9:00 Hangar Talk (location TBA)
2	3	4	5	6	7	8
9	10	11 7:00 VMC Club Meeting	12	13	14	15
16	17 Martin Luther King Day	18	19	20	21	22
23	24	25 7:00 IMC Club Meeting	26	27	28	29
30	31 7:00 EAA 196 Chapter Mtg					

February 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 9:00 Hangar Talk (Emma's Café, Stow)
6	7	8 7:00 VMC Club Meeting	9	10	11	12
13	14	15	16	17	18	19
20	21 President's Day Holiday	22 7:00 IMC Club Meeting	23	24	25	26
27	28 7:00 EAA 196 Chapter Mtg					

Calendar

March 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 9:00 Hangar Talk (Emma's Café, Stow)
6	7	8 7:00 VMC Club Meeting	9	10	11	12
13	14	15	16	17	18	19
20	21	22 7:00 IMC Club Meeting	23	24	25	26
27	28 7:00 EAA 196 Chapter Mtg	29	30	31		

April 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 9:00 Hangar Talk (Emma's Café, Stow)
3	4	5	6	7	8	9
10	11	12 7:00 VMC Club Meeting	13	14	15	16
17	18	19	20	21	22	23
24	25 7:00 EAA 196 Chapter Mtg	26 7:00 IMC Club Meeting	27	28	29	30

Calendar

May 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 9:00 Hangar Talk (Location TBD)
8	9	10 7:00 VMC Club Meeting	11	12	13	14
15	16	17	18	19	20	21
22	23	24 7:00 IMC Club Meeting	25	26	27	28
29	30 7:00 EAA 196 Chapter Mtg (Memorial Day Holiday)	31				

June 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 9:00 Hangar Talk (Location TBD)
5	6	7	8	9	10	11
12	13	14 7:00 VMC Club Meeting	15	16	17	18
19	20	21	22	23	24	25
26	27 7:00 EAA 196 Chapter Mtg	28 7:00 IMC Club Meeting	29	30		