



EAA 196

NEWSLETTER

June 2017

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Welcome!

To the second issue of our Chapter newsletter. Like last year we have suggestions for events for 2017 such as:

- Visit from Ed Urbanowski's Stearman biplane
- Visit the Owl's Head Transportation Museum in Maine
- Visit the New England Air Museum , Windsor Locks, CT
- Visit the Boston ARTCC and/or control tower
- Owner maintenance items (what are they, and how to do them), or items you could help you're A&P with.
- Local air traffic controller to speak
- Movie night

Upcoming Events

1. An airport open house and fly-in is currently planned for Saturday, October 14, 2017.
2. We are planning a visit to the Old Rhinebeck airfield in NY. We know not everyone will be able to make it, and we may have weather issues, so we are setting two dates. If the first one gets postponed, we'll try for the second date. More information will be forth coming.

⇒ **Saturday, June 24**

⇒ **Sunday, July 9**

Thank You!

To everyone that contributed material and photographs for this newsletter edition.

Northborough Cub Scouts Enjoy Young Eagles Rally

by Peter Alberti

Five Cub Scouts from Northborough Pack 25 Den 3 took to the skies on Saturday April 15th in a Young Eagles rally. Accompanied by Jim Ellis, each Scout took his turn in the right seat at this specially-scheduled group event. Overall sentiment was positive from the Scouts: "It was awesome!" said one Scout. Parents seemed to agree, with one of them exclaiming "It was awesome!" They all agreed that they want to return for regular monthly rallies. Young Eagles is a program administered by the Experimental Aircraft Association (EAA) and, for this rally, was operated by EAA Chapter 196 (<http://www.eaa196.org>) based at Minute Man Airfield. Rallies are normally held – weather permitting – on the second Saturday of each month between April and November. Special group rallies can also be scheduled.



Aptis Holds First Boy Scout Aviation Merit Badge Event

by Peter Alberti

On April 15th, Boy Scouts from Troop 1 and Troop 101 in Northborough descended upon the airport to achieve their Aviation Merit Badge. Organized by EAA196 member and Merit Badge Counselor Peter Alberti together with Rich Corley and Devan Wiebe from Aptis, 13 boys accomplished a number of activities and completed all of their requirements in one day. Among the work they did was:

- Tour of the airport
- Short ground school to learn aviation basics
- Careers in aviation
- Pre-flight checklist
- 1 flight each in the cockpit, plus 2 flights in the back seat
- Built and (successfully!) flew gliders made from Styrofoam plates

A huge shout-out is in order for the Aptis team for planning and executing an extremely successful day. Not only did the boys express sincere enjoyment and appreciation for everything (not just the flying!), they were grateful for the surprise barbeque they received at the end of the day. Food, after all, goes a long way to satisfy teenage boys. Many of the Scouts intend to return for Young Eagles flights this year.

Young Eagles is More Than Just "A Ride"

by Michael Smith

I thought I'd share an email from earlier this year, demonstrating that what we do with the Young Eagles can often mean more than just "a ride in an airplane."

Hi Mike -

I am hoping you do not mind this email ...

My son flew in your plane last Fall and it was one of his best experiences. He still talks about how great it was. He is having a rough year in school and really needs something to pick up his spirits. I was wondering if you would ever be open to him coming by some time if you are ever tinkering on your plane. He is very interested in taking things apart and putting them back together. He is very bright and very engaging socially so I have no doubt he will be a great success in life. Right now he is just HATING school as it is "mostly reading and doing math pages all day." He is in 4th grade and just turned 10.

Hoping you can help.

Thanks.

After getting weathered out a couple of times (I'm at a tie down, not in a hangar) his dad brought him by one Saturday and we spent the next two hours taking care of a few maintenance items, and wiring a new switch for a cockpit light. I tried to let him do much of the hands-on work, and he had a great time. I even tried to sneak in a little practical math when he wasn't looking! And with his dad's permission we took a short flight when the work was done. His parents were very appreciative and we hope to be able to do it some more in the coming warm months.

Diary of a Pilot Wannabe – Part 1

by Peter Alberti

Last summer (2016) I finally took my three kids to a Young Eagles rally during the Minute Man open house. As is supposed to happen, at least one of them – my 10 year old – decided he wants to become a pilot and we're now hanging out at 6B6 as often as humanly possible. What I did not expect was to become hooked myself, and now I'm significantly distracted by this new obsession called "The Pursuit of a Private Pilot License". To this day, nearly 1 year later, I'm still not 100% sure why I caught the bug but I did and it doesn't appear to be going away.

So then, partly because EAA196 wanted content for the newsletter and partly because I thought it would be fun to journal some of my thoughts about aviation, I'm starting this Diary to inform and, possibly, entertain anyone who has already gone through this or might be in the same position I am.

Obtaining a PPL is going to be a journey; longer than what I'd like, primarily because I'm mid-career with things like mortgage payments and college on the horizon. That's right – you get it. It's not instant gratification because... money. Part of the money constraint is that I'm also a startup guy. I mention this because any experienced startup person will tell you that one of the *worst* attitudes one can have is "I could get this business off the ground *if only* I had money to do it." Most investors and business mentors would immediately smirk and say: "You can accomplish a lot without capital. Go do something – make something happen – and THEN think about money." I assert that the same holds true for work towards a PPL. Sure it'll take time to find funds for flight school along with all the extras, but in the meantime I've accomplished quite a lot for "cheap" or free:

- Hours and hours of YouTube (Fly8MA, MzeroA, Steveo1Kinevo, Sporty's, EAA/AOPA, Air Safety Institute, and many others. I even found some aviation YouTube videos made by a former employee of mine – she is now a full time aviator!)

- Easing myself in to simulators with GEFS (Google Earth Flight Simulator), followed by a more serious effort using FlightGear (free! Strong recommend!)

- An eventual concession to pick up a yoke (CH Eclipse – thanks, Andy, for the recommendation!) and rudder pedals

- A couple of lessons with Aptis, because sometimes "you just need it"

- A few books on weather, Wright Brothers, etc.

- Membership to EAA and APOA, along with eagerly-awaited magazine subscriptions

- Finding excuses to get to 6B6, including organizing Scout trips, helping out at EAA chapter meetings and, of course, Young Eagles

- Applying to EAA/AOPA/other scholarships

- And more...

Bottom line – there's no excuse for waiting. While the obvious goal is to get up in the air, there's plenty to do in the meantime. I honestly believe if I didn't do all this – if I waited until I had money to do flight school – I very likely would have lost the momentum. Instead, every one of these activities creates more desire – and motivation – to move the line forward.

A Visit with the FSDO

by Michael Smith

In the December 2016 newsletter I wrote about my prop strike on Nantucket in March of 2016, and what I had to do to get my Sonex flying again. But there was a sub-plot going on during all of this. Since my prop strike happened at a towered airport, the tower reported the incident to the FAA. For me it was not a reportable incident, but since it's an FAA tower they have to report it. Only the NTSB has the authority to investigate incidents/accidents, but the NTSB can, and often does, legally farm out the task of gathering information on incidents or accidents to the FAA since the NTSB actually has very few personnel to do that job. The catch is that anything you say or do with the FAA in that process can be used against you in enforcement actions (remember, they are not happy until we are not happy), and it happens all too often.

I was soon contacted by phone by the local FSDO who requested information on the incident. I told the voice at the other end only what little I felt I was required to, and even stopped him and politely asked why we were talking about this, since per NTSB section 803 it was not a reportable incident. He replied that they had to gather the information for the NTSB in order to determine if this was a reportable incident! What a Catch 22! He **asked** if I would photocopy all my pilot and maintenance logbooks and email them to him. I was non-committal and hung up as soon as I was able.

So I sent a polite email the next day restating that there were no injuries and it was only a prop strike, and per NTSB 803 it was not a reportable incident. Therefore I felt that the information I'd already given should be enough.

You might guess what happened next. I got a registered letter a few days later, compelling me to visit the FSDO with all my pilot and maintenance logbooks, to submit them for inspection. I looked up the FARs they noted and indeed I had no choice but to comply. I looked over my books and every "i" was dotted and every "t" was crossed as far as I could tell. I keep meticulous records. My BFR and 3rd Class medical were up to date, and I was very current. So I felt everything was 100% in order. But the FAA has an unfortunate track record of not giving a darn about anything pilots think.

So on the Friday before my final trip out to Nantucket I met with two officials from the FAA Boston FSDO, in Burlington, MA. They filled out their forms, asked me some more questions, and made photocopies of all my logs. They said they had listened to the control tower tapes from my incident and it seemed routine, with nothing negative to note. They agreed it sounded like an unfortunate rouge gust that got me. They were pleasant enough and tried to reassure me that in this case likely the only thing that would likely happen was that I would get a letter from the FAA stating that no further action was being taken. But I'm sorry to say I didn't trust the FAA, and so I said only what I had to. No extra chit-chat, and no elaborations if not required. The "kinder and gentler FAA" had yet to be fully proved.

A couple of weeks later I did receive a letter from the FAA stating that no further action was being taken, so at least it all had a happy ending. Things probably would have gone smoother, and without a visit to the

FSDO, if I hadn't been obstinate in my response to the FSDO's initial inquiry. But sadly, pilots tend to have a hair trigger when it comes to the FAA, and I was trying to avoid providing any ammunition with which to bring me grief.

It's unfortunate that with the FAA we are guilty until proven innocent (which is a rarity with NTSB judges and appeals boards providing all but a rubber stamp to FAA enforcement actions). There are undoubtedly a lot of really good people that work for the FAA. Probably a majority. I have met some of them (especially at Air Venture). But when something goes amiss, it feels as if we have to assume we're not talking to one of them.

SAYING GOODBYE TO 9B1



As most of you know, the Marlborough, MA airport (9B1) will be closing soon. Marlboro Airport was founded in 1922, and has been the oldest continuously operating commercial field in the state of Massachusetts.

From Metro West Daily News: Marlboro Airport Owner Sandy Stetson cited what she said is a decline in the popularity of aviation and her desire to spend more time with her family. She said the decision was made with mixed emotions. "It makes me very sad," she said. Stetson and her husband Bob, who died in 2012, purchased the airport, flight school and an adjacent home from the LaCouture family in 1999. "I've been trying to run it by myself," said Stetson. "I just need some time for myself." The airport had averaged more than 30 flights a day at one point, but these days that number has dropped.

Local pilots and aircraft owners will be migrating to other local area airports between now and the closing.

April Trip to South Carolina

by Chris Brandon

Jo-Ann and I have now flown in the Cardinal to Charleston, SC three times to visit my sister-in-law Ellen and her husband Ted. While we always look forward to the final portion of the trip and flying over alligator-infested swamp land, I decided this time to delay that treat by a day with a visit to Kitty Hawk. AOPA seems to be pushing visits to FFA, so why not? The last time we were there was in 1989 with a 6-month old and Jo-Ann wasn't able to properly appreciate the museum as she spent much of that visit outside with an unhappy infant.

99.9% of our previous flying has been VFR due to my wife's distaste for flying inside cotton balls and maybe a tiny bit of apprehension on my part too. Our plan for day one was all VFR - lunch and fuel at KWWD, on to



KFFA and then a short hop to KMQI for the night. As we passed over JFK the controller told us about clouds/rain ahead – but the radar view in Foreflight didn't look like anything we couldn't skirt. As we approached the clouds, I deviated west, then east, then down, then down, then down... until somewhere over the forests of New Jersey I started circling with the realization that we'd have to be on the ground to stay under the clouds (on another flight two years ago I'd gotten us about 10,000 feet directly over our destination as I kept climbing to avoid clouds but that was a different learning experience.) We always use flight following

and the frequency was quiet so the controller was incredibly welcoming, helpful, and probably relieved when I requested a pop-up clearance to KWWD. His first words were “consider yourself IFR” then “cleared direct, 2000’, no, make that 3000’,” and into the clouds we went. Fifteen minutes later we were VFR again and the remainder of the ride to Cape May County airport was uneventful.

We fueled up and were ready to taxi to the on-field restaurant but dark clouds were approaching from the north, so lunch was skipped and we were off again (VFR). The ride to KFFA was uneventful but our hotel reservation in Manteo had strict check-in times so I decided to overfly FFA – we could return in the morning as it would only be a 6 mile hop back to



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KFFA. I figured in the AM we'd visit Kitty Hawk then fly south along the Outer Banks, skirting restricted airspace as we meandered on to Summerville, SC.

We had a nice stroll on the Mateo boardwalk, dinner, and all was good...until I decided to read up on Kitty Hawk. The National Park Service web site told me the museum is closed for 18 months due to renovations. They've installed a trailer to house the museum shop and you can walk around outside as much as you want but no viewing of any Wright Flyers will occur. Grrrrr! Why didn't I do this research before? Why was AOPA promoting this visit when the museum is closed? Still, Don told me flying down the Outer Banks is cool so we could do that.



My Foreflight briefing the morning of day two indicated thunderstorms expected in the Charleston area during the afternoon. Not something I was interested in dealing with so we chucked the outer banks plan in favor of hightailing it to SC. Apparently I did learn something the previous day because I also saw low ceilings across a portion of our route and this time I filed. The three-hour ride from KMQI to KDYB included an hour and a half of actual. Jo-Ann slept through most of it, apparently the issue isn't apprehension about IFR flight, it's boredom.



After three days with the relatives we returned following our "normal" route from KDYB to W75, our regular fuel/food stop. We knew we'd be VFR to W75, but north of Washington was another matter. As forecasts shifted over the previous days, I made alternative plans to fly to KDXR and overnight at my sister's house or to KALB to overnight with my parents if a direct return to 6B6 wasn't going to work. By the time we had lunch in Saluda, VA it was clear that KALB with its lower approach minimums, was the right answer.



I filed W75 FAGED COLIN to KALB and was pleasantly surprised when Foreflight told me my route had been accepted by ATC. Experienced instrument pilots who are still awake at this point are smirking, but believing the lie was all part of my learning experience. Interestingly (to me, and also to Jo-Ann, who quickly noticed too) our clearance from W75 started with an easterly course climbing over the Chesapeake. As we climbed and climbed, unable to reach ATC until 4000', I realized flying



east keeps us heading away from Washington, DC until we were positively identified. In any case, the routing was quickly amended to something much longer – then amended again, and again. Lots of practice updating routing in the 430W GPS – valuable and much appreciated. After the first 30 minutes in clear air, the remaining 3 hours to Albany were in the soup. My final lesson of the day came when I set up for the RNAV19 at KALB. The controller vectored us as expected – then “cleared for the ILS19”. Oops. I scrambled but we did successfully navigate the ILS, breaking out comfortably above minimums.



After overnighting with my parents we completed the trip by filing KALB V2 GDM V431 LOBBY to 6B6. Jo-Ann got to experience her first RNAV (GPS) 21 approach in actual – and 6B6 appeared right where it was supposed to be as we descended out of the clouds.



So – our fun weekend day trips will remain VFR, but now we won't shy away from IFR when required for more serious travel. Clear sky forecasts for the next week are no longer required before leaving on vacation.

BITS & PIECES

- Doug Stone, member of EAA Chapter 673, was recently recognized as one of just 14 pilots out of the 50,000 participating, who have flown Young Eagles each and every year since the inception of the program in 1992. Great work, Doug! With the unfortunate demise of the Marlborough airport Doug says he'll try to help out in the future at Minuteman!
- At the EAA 196 Chapter meeting on April 24, Bill Greenberg gave us a demonstration (with the airport's permission) of his DJI Phantom drone. What it can do, and how it does it, is quite a display of current technology. Several attendees got the opportunity to pilot the drone. Here are a couple of photos it took.



MassDOT-AERONAUTICS GRANT FOR PAVMENT REPAIRS

In early March, Denise Garcia of MassDOT-Aeronautics called the airport and asked if Minute Man could spend \$850,000 on pavement repairs by June 30th? We said "Yes!", and so the mad race to get the job done in an unusually short time frame began.

The job was designed, approved, put out to bid, the contract awarded and on Friday, May 26th construction began with the installation of erosion controls! The fuel pumps will be out of service starting Tuesday May 30th and should reopen by mid-June. Runway 3/21 will remain open throughout for transients and Aptis flight training.

Airport supporter State Representative Kate Hogan and MassDOT-Aeronautics Administrator Jeff DeCarlo came to our Chapter meeting on March 27, 2017 and presented Minute Man with a giant check in the grant amount or \$850,000,



representing 80% of the total project cost. The balance would be paid by Minute Man. In the award photo Selectmen Tom Ryan of Stow (l) and Les Fox of Boxborough (r) joined Hogan and DeCarlo in the festivities. Don says: "Grants of this type and size are only made to airports with strong community ties, which in no small way have been woven by

Chapter 196 and their long standing participation in the Young Eagles Program. Thank you all for this Team Effort Victory!"



PHOTO FINISH



Chris Brandon



Chris Brandon



Chris Brandon

PHOTO FINISH



Charlotte Richardson



Charlotte Richardson



Charlotte Richardson

PHOTO FINISH



Fred Moses



June 2017

PHOTO FINISH



Michael Smith



PHOTO FINISH



Chris Brandon

Andy Goldstein



PHOTO FINISH

With the beginning of repaving of all the taxiways and aprons this month, many of the based aircraft have had to relocate temporarily to locations like Nashua, Fitchburg, Crow Island and Southbridge.



Crow Island



Southbridge

CHAPTER OFFICERS & CONTACTS FOR 2017

President: Hector Constantzos

- president@eaa196.org

Vice President: Mark Saklad

- vicepresident@eaa196.org

Treasurer: Andy Goldstein

- treasurer@eaa196.org

Secretary & Newsletter editor: Michael Smith

- mike.smith208@yahoo.com

Young Eagles Coordinator: Andy Goldstein

- youngeagles@eaa196.org

IMC Club Coordinator: Chris Brandon

Webmaster: Nels Anderson

- webmaster@eaa196.org

Calendar

June 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 8:30 Hangar Talk Breakfast
4	5	6	7	8	9	10 NO Young Eagles due to repaving project
11	12	13	14	15	16	17
18 Father's Day	19	20	21	22	23	24 Old Rhienbeck, NY Air Show
25	26 6:00 EAA 196 BBQ & Chapter Mtg	27 7:00 IMC Club Meeting	28	29	30	

July 2017

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

Calendar

August 2017

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

September 2017

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

Calendar

October 2017

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

November 2017

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