



EAA 196

NEWSLETTER

December 2017

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Elections

Chapter 196 elections were held at the October 30 meeting. Michael Smith was voted in as the new President, taking over from Hector Constantzos, and Chris Brandon was elected as the new Treasurer, taking over from Andy Goldstein. Any will remain the Young Eagles coordinator. Hector took over the Secretary position from Mike so that he could run for President. Our sincerest thanks to Hector and Andy for their past service!

Coming Events

Like last year we have suggestions for events for 2018 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
- 2nd Annual Minute Man Air Field Open House & 5K Run
- Continued speakers and presentations at monthly meetings
- Movie night
- Myrick's Fly-In
- Float plane presentation

We welcome more ideas, and more speakers!

New

1. This issue marks the start of what we hope will be a regular installment in all future issues: *How I Got Here*. We all have a story worth telling, about how we became a pilot, or how we got to where we are now in aviation. This issue we're pleased to hear from Charlotte Richardson.
2. Move from Yahoo! Groups to Google Groups. See the information on page 13.

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Big Brothers / Big Sisters Young Eagles Rally

by Andy Goldstein

EAA Chapter 196 has the most active Young Eagles program in the New England region. The chapter runs a Young Eagles rally every month from April to November, weather permitting, and for the 2017 season flew over 200 kids.

As a crowning touch to the 2017 season, on October 21 the Chapter hosted a special aviation day for Big Brothers / Big Sisters of Central Massachusetts. 26 kids and their adult Big Brother or Big Sister were given a short tour of the airport. Pete Alberti and Andy Goldstein ran an hour long presentation to introduce the group to aviation. They covered topics including the physics of flight, basic aircraft controls and instruments, pilot training and licensing, and opportunities in aviation. Bob Glorioso demonstrated a preflight inspection on his Bonanza to the group. After that, the chapter treated the entire group to a cookout lunch and all the kids were given a Young Eagles airplane ride by chapter members. The smiles on both the kids' and adults' faces at the end of the event showed that the event was a huge success.

Thanks go to all the people who helped pull the event together:

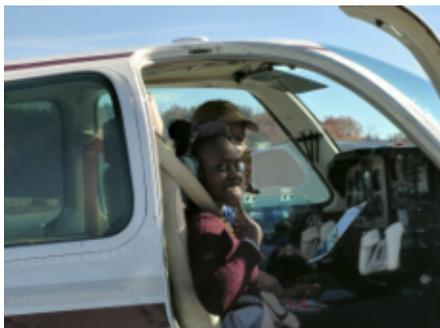
Organizers and hosts: Pete Alberti and Andy Goldstein

Preflight demonstration: Bob Glorioso

Registration and certificates: Dominik Airey

Cookout: Hector Constantzos and Mark Saklad

Pilots: Lee Cooprider, Bob Glorioso, Andy Goldstein, Mark Hubelbank, Geoff Lull, Fred Moses, Graeme Smith, and Mike Smith



Young Eagles Year End Count

The total number of Young Eagles flown at our chapter events was 212! Because there were some people from other chapters that also flew some of those kids, we don't get EAA "credits" for those. So our total "credits" of Young Eagles flown was 163. Excellent job, everyone! Here are the totals for the year.

Name	Total
Nels Anderson	15
Lee Coopridge	6
Doc D'Errico	0
Jim Ellis	40
Bob Glorioso	33
Andy Goldstein	28
Mark Hubelbank	11
Ted Johnson	3
Alec Liberman	3
Geoff Lull	16
Phillip Mahler	6
Fred Moses	31
Rich Olsen	4
Graeme Smith	3
Mike Smith	7
Andy Travnicek	6

May the [Air] Force be With You

by Andy Goldstein

Call this Jim and Andy's excellent adventure. After the FOMA breakfast one morning, Jim Ellis and I flew down to Quonset to check out the 747 they've been refitting as an Air Force One replica. (See the article at <https://www.avweb.com/avwebflash/news/747-Transforms-Into-Air-Force-One-Replica-229239-1.html>)

Since there's not a whole lot going on at Quonset, it was no problem to park the airplane in front of the 747 and get a few unique photos.



Myricks Fly In

By Hector Constantzos

This year's fly-in was one of the best ones I've participated in during my 17 years as a member of this chapter. We got the food quantities right, the cooking and distribution methods down, and walked away with a very successful event under our belts, despite starting off in heavy fog.

Thank you to all who came down and were able to help setup, cook, serve, sell, and then pack and clean up. Namely Susan, Charlotte, Andy, Paul, Mark, Jim, Nels, Bill, Roger, Raleigh, and Dominik. Also, a big thank you to those who worked hard to plan and supply our event, specifically Mark and Andy. And finally thank you to those who weren't able to make it, but supported the event from afar.



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Aero Club Of New England (ACONE) Cabot Award

On Sunday, June 4, 2017, actor Harrison Ford was awarded the prestigious Aero Club of New England (ACONE) Cabot award for his work with the EAA YOUNG EAGLES program. Some of our members were there:

Peter Alberti noted, "Greg and I really enjoyed it. Harrison is humble and funny. I also felt he was generously courteous to the people who publicly posed questions that were not the most appropriate. And yes, he did make his own jokes about landing on a taxiway - that was helpful to rid us all of the elephant in the room." Peter added, "Being a 46-year old newbie to aviation, I was pleased to hear he started flying when he was 52!"

From Jim Ellis:

He (Harrison) seems to be a very nice person, and he seemed to appreciate the Aero Club of New England surrounding him with people who valued him as a pilot more than a movie star. Amazingly youthful looking (despite his gray hair) for someone 74 years old.

After he received the Cabot Award, he seemed a bit uneasy making the post-award speech, but he really hit his stride during a question and answer session.

I am on the Cabot Award Selection Committee, and my wife and I got to go to a very exclusive dinner on Saturday night at a private club in Boston (Somerset Club) where we also got to meet and have a short talk with him. One of the benefits of longtime membership in the Aero Club of New England is getting to experience short bits of One Percenter lifestyle.



In attendance were Pete Alberti, Greg Alberti, Alec Liberman, Cassie Tatro, Doug Tatro, Paula Tatro, Kennedy St. Onge, Denis Fortin, Jim Ellis, Susan Sparks, Andy Goldstein, Margery Goldstein, Mark Saklad, Susan Grolnic, Cary Weber, Trevor Dillman, Lizz Cruickshank, Ann Nickles

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Old Rhinebeck Aerodrome

by Michael Smith

On July 9, 2017 members of the Chapter flew into the Sky Acres airport (44N) and borrowed a car from a Sonex builder on the field, to drive up to the Old Rhinebeck Aerodrome in Red Hook, NY, on a beautiful, warm summer day. We wandered the static museum displays until the aerial show began in the afternoon. Old Rhinebeck prides itself on flying mainly real antique aircraft. Not replicas, but the actual aircraft and engines that are sometimes as much as 100 years old! While the staged hero/villain/damsel in distress backdrop of the show was quite cheesy, that didn't detract from seeing these wonderful old aircraft fly!

Attending the event were Mike Smith, Doc and Laurie, and Dudley Foster (Sonex pilot from the Cape).

You can see a YouTube video of the day at: <https://www.youtube.com/watch?v=BJFRdIIYzno>



Boston Logan Airport Control Tower

by Graeme J.W. Smith

On November 18, 2017, a group of 14 pilots met at the foot of the escalators in the departure lounge at Terminal C in Boston. TSA interest consisted of us corralling a TSA officer to take a group photo. Peter Alberti then called his contact who came down from the tower and escorted us up inside one of the legs that make up the "new" Boston Tower. It sits between the parking garages and the terminals. We gathered in a conference room on the "19th" floor for a briefing. The best airport spotting perch at the airport! Some questions answered, we split into two groups. The "cab" as they call the actual control room, is small, so one group stayed in the conference room to plane spot, while the second group visited the cab. When the first group came down the second group went up.

We clamber up 8 flights of stairs and into the cab. Clockwise around: coffee machine, fridge and microwave, traffic management screens, ATIS computers, tower controllers, ground controllers. In the center - lighting controls and a supervisor with screens that overview everything and allow them to act as "gatekeeper". There is a traffic radar out on the field and a high speed one on the roof of the cab, all integrated with surrounding radar through Boston Center at Nashua. The Tower "owns" Clearance, Ground, Tower and "City Tours". Approach is in Nashua. Runways with approaches over the water have a lot of approach lighting on poles out in the water, in the main shipping channel into Boston..... So unusually - Boston Tower also has AIS (think ADSB-Out for ships) integrated into their radars. When a ship enters the safety zone at the approach to a runway, and is over 174 feet tall, then landings have to be aborted until the ship is clear from penetrating the glide slope. Some container ships, most cruise ships and some very large yachts will stop operations.

At the traffic management screen every red dot is a plane in the air headed for Boston. Hover over the dot and you get the call sign, type etc. Some more clicks and you get the plane's cleared route displayed. When my group was there there were 64 planes over the lower 48 headed for Boston. You can scroll the screen anywhere in the world and find the others coming in from other countries. Another click and you can display EVERY plane on a filed plan. The lower 48 turned almost solid yellow with crosses of planes in the air. Streams of planes on great circle routes from Europe and Asia stand out. The only other part of the world looking remotely as busy as the USA was around Heathrow and Amsterdam in Europe.

Next was the ATIS generating computer. Type in the observations via specific codes and it generates the computer voice on the frequency. On screen "HVY WILDLIFE" generates the bird and wildlife warning in the broadcast.

The screens with the best view of the airport are Tower frequency. We saw plenty of arrivals and departures including an inbound, first visible in the gloom on a 6 mile final, a Lufthansa 747-800, which is currently the largest scheduled plane that Boston handles. No A380's. In the winter they don't have big enough deicing gear for the A380. I asked about the "City Tour" option that you can ask Boston Approach for. It's a bit like flying the Hudson in New York but without a hard defined route - they give you vectors to work around the arrivals and departures and where possible fly you up the harbor past the USS CONSTITUTION at 1,000 feet. You first ask Approach, who hands you off to Tower for the bit through the core next to the airport. I've flown it myself and often wonder how Tower feel about it. They really didn't think it was a big deal. Happy to do it. In fact they were working three while we were in the cab. Just don't ask on game days. If they have to vector you over Fenway for any reason the TFR bust is your problem, not theirs.

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On the day we were there it wasn't considered busy so only one of the two ground control stations in the cab was manned. The ground surveillance radar shows everything on the surface. All airport trucks are fitted with ADS-B Out and so also show on the screens. Boston was the test airport for putting ADSB on trucks. "Bird One" was heading off to assassinate some HVY WILDIFE, Canada Geese on the approach end of 22L, while we were there. Ground Control are also keepers of the light gun, squirreled away in a locker below them. As I suspected, they don't know the signals either! They were all written up on the side of the light which, by the look of it, probably served on the bridge of a WWII destroyer.

No PCL (pilot controlled lighting) at Boston! Airport lighting is controlled from a touch screen. Choices include manual control of segments and brightness, or leaving it in "auto" when it will balance using as little power as possible with lighting appropriate parts in response to traffic. Some of the lighting out in the bay is still on big manual switches, "left over from the Cold War" as one controller put it.

Great educational visit - thanks to John Colvini at the tower for showing us around and Peter Alberti for organizing.

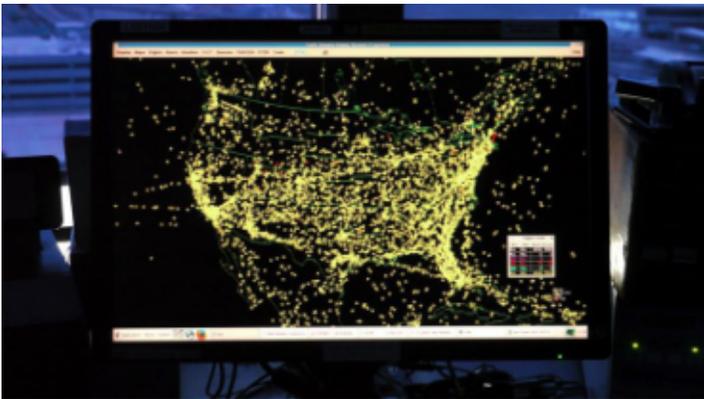
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Trivia:

1. Want a quiet time to land at KBOS: 10:00 local is the best time to show up and ask for a landing in small GA aircraft. No touch and goes allowed. You have to come off and go to the GA ramp for a moment and then you can get clearance and go again.
2. Why does traffic extend out suddenly at KBOS in poor weather? When the ceiling drops below 2,500 feet Minimum Vectoring Altitude they can only conduct instrument approaches on one runway instead of two. Planes have to be spaced out to deal , which slows operations.
3. Despite what the road signs tell you, there is no Terminal D anymore. Parts of it were merged into C and the rest is the link to E.



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Minute Man Air Field Open House

by Michael Smith

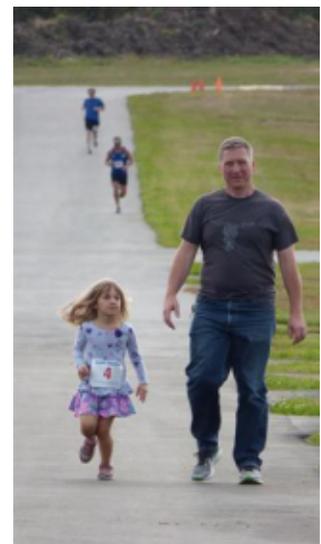
On Saturday, October 14, 2017, EAA 196 helped run an open house, along with a Run-the-Runway 5K race. The goals for the event included:

- Extend a greater sense of community amongst ourselves.
- Show the community outside the airport what a fun and cool place the airport is.
- Show the community the important things this airport, and others, do for the local and surrounding communities.
- Introduce kids and adults to aviation.
- Raise EAA 196 Chapter funds through the cookout.

The day started out gloomy and misty, but improved steadily as the day progressed. That weather prevented the Young Eagles event from starting at 9:00 am, but did not deter some of the ultralights from Crow Island from flying in to have breakfast at Nancy's Air Field Café. By 10:30 the weather improved, and EAA 196 was able to start getting the kids in the air. By day's end 37 kids had been flown!



An entirely unique event for the airport was a 5K run that took place on the taxiway and runway, with Marx Running, from Acton, running the timing for the event. The runway was NOTAMed closed from 12:30 to 2:00, and spectators moved in to line the taxiway. Some 35 people ran in the event, ranging in age from about 5 years old and up. Due to the relative flatness of the "track," several people ran their personal bests.



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All of the race proceeds went to the local conservation commissions, with Stow and Boxborough each getting \$1,000.



Open House Activities included:

- Young Eagles flights, by EAA Chapter 196 (Stow)
- RC aircraft display by Jack Buckley
- Aviation movies
- Paper airplane construction
- National Aviation Academy (NAA) open house
- Stow Police display
- Aptis Aviation flight simulator
- Open hangars (local pilots)
- Free popcorn (courtesy of Nancy's Air Field Café)
- Craig Maiman displayed his experimental "Sling 4" aircraft project
- EAA 196 grilled hamburgers and hot dogs

Other participants included:

- Civil Air Patrol
- Nancy's Air Field Café
- Aptis Maintenance
- Ken & Gina's Organic Ice Cream
- 20 Paces Distillery

The event was a great success and everyone is looking forward to another one next year, with a "Second Annual Run-the-Runway," where we hope to attract a hundred or more runners.

See more photo from the Open House on the **Photo Finish** pages of this newsletter.

How I Got Here

by Charlotte Richardson

How did I get here? I ask myself that fairly often, actually! In this case (flying), it started with a chance conversation at work.

One of our engineers, a well-respected and well-liked guy around our lab, started asking around to see if any of our co-workers might have an excuse to want to go flying in a small airplane. It seems that his oldest son had just gotten his pilot's license, and his diligent dad was looking for ways to help the young man build hours. I love photography of all sorts, and was therefore used to chartering small planes for aerial photography, though usually in the Canadian arctic or in Alaska, and usually floatplanes.

So I asked if my coworker thought the young man would like to fly some aerial photography runs for me. He said, "I'm sure he would; here's his email; contact him and set it up."

Now, I had never met the young man in question; I only knew that my coworker had six sons and that the newly-minted pilot was the eldest, having just turned 18. So I set up a 2 1/2 hour flight out of 3B3 (Sterling) in mid-October, peak foliage season, for a couple of loops around the Quabbin Reservoir, a couple of loops around Mount Monadnock, and back in to Sterling. And I thought to myself, OK, this is the teenage son (one strike against him right there) of one of the nicest people I have ever worked with in my entire professional career (one for the plus side of the ledger), so how bad could it be? I figured if the flight did not go well, assuming I lived through it, it would be a short flight and would not be repeated.

Well, the only reason I had my young pilot bring the plane back in on time, or for that matter, at all, that afternoon was because it was getting late enough that I soon wouldn't have enough light for photography anyway. My young pilot was an obvious natural talent. The next day at work, his dad caught up with me to get the inside story on how the flight went, and I basically told him that his son was very, very good, already better than the vast majority of bush pilots I had hired over the years.

This turned out to be the first of many photo flights. My young photo pilot quickly figured out that once I finished the photographic objective of the day, whatever it might be, I would pack up my camera gear into a heavily-padded camera bag and stow it on the back seat. Turbulence doesn't bother me, and I am congenitally unable to get motion-sick. But this keeps my gear from ricocheting around the cabin if we hit some turbulence, which might otherwise damage it, which would irritate me. Or that loose gear might damage the aircraft, which might be a safety issue, or even injure my young pilot, which could be a real big problem.

So on one flight, after seeing my gear disappear into its pack, my young pilot turned to me, gave a great big smile that looked just like his father's, and asked me if I wanted to fly the plane home. "Well, sure, but I'm here as a photographer; are you positive that this is both safe and legal?" He assured me that it was legal and that if I messed up he was on the controls from the other seat and would instantly correct whatever it was I did wrong, so it was also safe. Having at this point flown many hours with this talented young man at this point, I knew he was telling me the literal truth; he is blessed with super-normal reaction times. So it quickly became the routine that once the photo objective was met, I flew us back. I finally realized that I was having way too much fun doing this and signed up for pilot lessons. The rest, as they say, is history. And yes, I did eventually get a floatplane rating too. Motto: Watch out for slippery slopes!

You may have already figured out that the name of this talented young pilot is Devan Wiebe, now the chief instructor for Aptis.

Move to Google Groups

Although Yahoo! Groups has served the Chapter well for many years, it has just become less stable and less reliable. So in late November we decided to move from Yahoo! to Google Groups. Many, if not most, members have made the switch already, but for those who have not, or are still wondering what Google Groups offers, here is some basic information.

What is “Google Groups?”

You can read a bit about Google Groups here:

<https://gsuite.google.com/learning-center/products/groups/get-started/>

Find & Join a Group

1. <https://support.google.com/groups/answer/1067205?hl=en>
2. You can search for “EAA 196.”
3. At the bottom of the page you will find instructions about joining a group even if you don’t have a Gmail address.

What Can We Do on Google Groups?

1. Exchange emails with everyone on the email list. You can choose to receive every email individually, or receive various digest versions.
 - a. <https://groups.google.com/forum/#!forum/ea196>
2. Share documents and photos.
3. Synch the chapter’s Google Calendar with the calendar on your computer or phone. Even if you don’t use a Google Calendar, Google's calendar can be synchronized with or accessed by many PC/Mac/iOS/Android systems. If you want to do this, a quick Google search will tell you how.
 - a. Here is one source for info: <https://support.google.com/calendar/answer/6261951?hl=en>

We plan to have a presentation at the January 2018 meeting, to help new users figure out what’s what, and how to use it.

PHOTO FINISH



PHOTO FINISH



PHOTO FINISH



PHOTO FINISH (October Open House)



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PHOTO FINISH (October Open House)



PHOTO FINISH



PHOTO FINISH (Holiday Party)



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Calendar

January 2018

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

February 2018

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

Calendar

March 2018

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

April 2018

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

Calendar

May 2018

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 Mother's Day	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		

June 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 8:30 Hangar Talk Breakfast
3	4	5	6	7	8	9 9.00-12:00 EAA 196 Young Eagles
10	11	12	13	14	15	16
17 Father's Day	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