



EAA 196

NEWSLETTER

December 2024

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6 Month Calendars

Coming Events

- The first official Young Eagles event is schedule for Saturday, April 12. If you've never flown Young Eagles, it's easy, and very rewarding! Ask one of the chapter officers, or Lynda Alpert, the YE coordinator.

News

- Michael Smith is the new President of the chapter, while Chris Brandon volunteered to continue another term as the Treasurer. Both Sue Benua and Peter Alberti have agreed to be members-at-large, which makes them members of the chapter's board of directors. Congratulations, and thanks to all!
- EAA 196 is actively facilitating the creation of at least one flying club at Minute Man with a goal of making aircraft accessible and affordable for all who wish to fly.

Licenses, Ratings, Instructing

Greg Alberti and Sean Albanese: Both received their Private Pilot Certificates in September! Congratulations! Pictures are later in this newsletter.

The Chapter newsletter is published in June and December each year. It relies on contributions from YOU, the chapter members! So a big thanks to all the contributors for this edition of the newsletter! Without you, there really wouldn't be a newsletter.

Outgoing President's Ponderings

By Peter Alberti

Do you know why I love being part of EAA Chapter 196? Is it the warm, welcoming personalities of our pilots? Could it be the nurturing approach our members take to help new pilots and youth as their aviation journeys get off the ground? Might the stellar reputation of our chapter within EAA itself and across other chapters be a factor? Is it the cheeseburgers?

Well, yes to all of those. But for me a major reason I love being part of this group is our collective drive to do meaningful aviation things all year. The commitment we enjoy from members is unparalleled, from swarming the food service and parking at Myricks, to member coverage of chapter meeting presentations, to myriad suggestions about expanding and improving the chapter, to (thank you YET again, Mike!) the ongoing passion for steering our leadership team forward.

I can't wait to see what else we can accomplish together! Our new pilot lounge will have a huge positive impact at Minute Man. The growth of our youth programming and the upcoming initiatives to formalize it further and make it flourish will reap more benefits than meet the eye. The support for 6B6-based flying clubs to facilitate better, broader access to aircraft will inevitably bring more people and more flying to an already-vibrant community. And the ideas just keep flowing!

As I depart my position as chapter president, I urge everyone to keep an important word in mind: **Participation**. Keep up the great work. It has been your energy that brought us to where we are now. With your continued efforts, ideas and contributions – well, the sky's the limit!

When I first joined the chapter in 2016 I never would have guessed I'd be on the Board. I could barely spell FAA and was awestruck by the personas and phraseology of aviation. I've learned a heck of a lot since then and, as you know, the learning never ends. I am truly grateful for the opportunity to have served a term as chapter president. I'll likely seek to do it again some day. It's fun and super rewarding – particularly when the drive of the chapter results in so much accomplishment. Thank you to everyone who made that happen.

Respectfully submitted,
Peter Alberti

Incoming President's Ponderings

By Michael Smith



Peter's ponderings mentioned the new pilot lounge. It's at the end of the corridor in the South Hangar. That's the large building and the corridor with the men's and women's rest rooms, where NAA has its classrooms. We'll plan to have the lounge on line in January at the latest. It will be a place where all pilots, not just EAA members, can go to hang out, check the weather, or have small meetings. There is a push-button lock on the door on the corridor-side of the room. We'll disseminate the access code other than in a newsletter! The plan is to have a TV/monitor, computer, printer, refrigerator, tables and chairs. This should also be a boon to transient pilots. That will mean better way-finding for transient pilots who are not familiar with the airport. I know when I make long cross

country trips I am grateful for airports that have pilot lounges where I can check the weather, or even wait out the (bad) weather. Thanks to Pete Alberti and Don McPherson for making this happen!

In January the chapter's Board of Directors will meet to talk about general business and goals for the year. **YOUR INPUT AND SUGGESTIONS WILL GREATLY HELP SHAPE THE FUTURE OF THE CHAPTER AND WHAT YOU WANT TO GET OUT OF IT!** So please feel free to reach out to any of the chapter officers/directors to give us your thoughts.

We have more builders and almost-builders in the chapter than ever before, so one of my goals is to enhance the offerings for those folks, and for anyone who is interested in building an aircraft, or anyone who is just plain "interested" in homebuilding.

And I hope to foster more interest in some of our younger members (maybe people without so much gray hair?) in becoming future chapter leaders. It's not difficult, and can be quite fun and rewarding!

New Private Pilots!

Congratulations to **Peter Alberti** and **Sean Albanese** on passing their check rides to receive their Private Pilot Certificates! Both were recipients of the \$10,000 Ray Aviation Scholarship from EAA, after being recommended by Chapter 196.

<https://www.eaa.org/ea/eaa-chapters/eaa-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund>

We are all extremely proud of their determination and persistence in achieving this aviation goal. Both Sean and Greg have aspirations of flying commercially for their future careers.

Greg Alberti



Sean Albanese

December 2024

Young Eagles Flights

Q: What happens when the weather only permits us to run half the Young Eagles rallies as we did last year?

A: We fly half the number of youth, silly!

Yep, that's exactly what happened this year. We ran 4 rallies and flew 79 kids, almost exactly half of what we did last year. Given the uncooperative weather in 2024, we can still call this "a win". We continue to register a solid number of new youth along with our frequent fliers. It's clear our Young Eagles program is growing by leaps and bounds, which is absolutely excellent! In addition to our sincere gratitude to all the youth and adults who played a key role with ground support, an extra shout out goes to Lynda Alpert, who took the helm of our Young Eagles program just at the very time the growth started to take off. The extra coordination and communication effort involved was - to say the least - not easy. Lynda has already begun re-structuring the program's administrative side and will absolutely be looking for additional help with it next year. Thanks to all who made this a great year *despite* the weather challenges! Let's hope for better in 2025!

Young Eagles Totals for the year:

	<u>21-Apr</u>	<u>11-May</u>	<u>10-Aug</u>	<u>14-Sep</u>	<u>TOTAL</u>
TOTAL	12	17	24	26	79
Jim Ellis	2	3	4	3	12
David Naines		5	3	3	11
Mark Hubelbank		2	3	4	9
Andy Baker	3	2	1	2	8
Andy Goldstein	2	1	2	2	7
Mike Smith			3	3	6
Hector Constantzos	3		2		5
Fred Moses	2		2		4
Lee Coopridier		2		2	4
Cassie Tatro				4	4
Brian Burke			3	1	4
Geoff Lull			1	2	3
Sue Benua		2			2

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Young Eagles Flights



December 2024

Young Eagles Flights



December 2024

Young Eagles Flights



Myricks Fly-In

The annual Myricks Fly-In was held on Sunday, September 15. The weather was great, and there was a terrific turnout of aircraft and vehicles. As always, there were a lot of kids and families, which are high up on our target audience list! Once again, EAA 196 provided the food and cooking services. A big thanks to Ron and Mary Vieira for helping to pre-organize the parking, and assisting with getting the porta-potties in place. Members of our Youth Aviation Club also helped with parking and other duties.

Sadly, this year the matriarch of the event, Jean Harley, passed away in August. Her husband started the fly-in, and she kept it going after his passing. She loved the event and looked forward to it each year! Thank you, Jean, for leaving this legacy, and may you rest in peace!

Jean Harley Obituary

Jean F. (Kennedy) Harley, 85, of Myricks, Berkley, passed away on Thursday, August 15, 2024, at Morton Hospital in Taunton, MA. A former resident of Dover, NH, she was the widow of Donald F. Harley and the companion of the late Murray Randall. The daughter of Doris M. and William P. Kennedy, Jean was raised in Newton, MA, and was a 1957 graduate of Newton High School. She attended Boston University and spent several years in Germany. She and her husband Donald would settle in Dover, NH, where she managed the Food Services Department at UNH. In 2004, Jean relocated to Myricks to manage Myricks Airfield in Berkley, MA, alongside Murray. Known for her hands-on approach, she could often be seen mowing the grass or attending to the fuel pump. During the winters, she and Murray would fly to Crooked Island in the Bahamas. Following Murray's passing in 2017, Jean took over as president of the Myricks Airfield foundation, overseeing airport operations with her characteristic determination. A devoted cat owner, Jean was also a passionate advocate for animal rights. She enjoyed jazz music, rug hooking, and contributed to the Berkley Council on Aging. She leaves behind her two cats and a community of fellow pilots.



Myricks Fly-In



We sold 289 burgers, 248 hot dogs, and 7 veggie burgers. Selling from 11:00 to 2:00, that's an average of about 3 meats every minute for 3 hours! Thank you to everyone who helped in any way!



Myricks Fly-In



December 2024

Myricks Fly-In



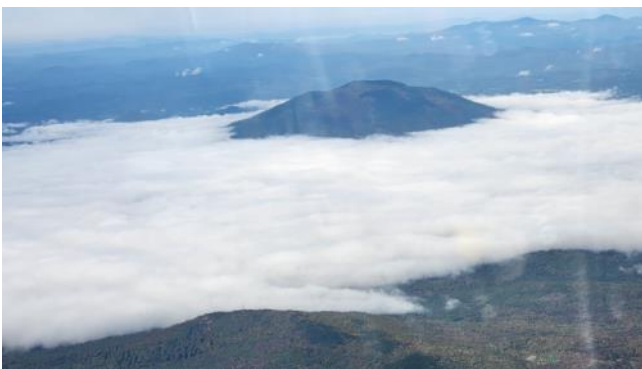
Sugarbush Soaring Fly-In

By Michael Smith

On September 28 I spent a wonderful afternoon at Warren, VT (0B7), at the Sugarbush Soaring fly-in. Absolutely beautiful! If you have not been there, you should plan to go sometime. I'm going to keep the fly-in on my list of annual events to attend. Many of the valleys were covered in fog, but I felt it would lift by the time I got there. If not, I had a plan B and C. But the fog cooperated and dissipated before I arrived. The cookout donations benefited the local *Flight Experience for Youth*.

The Warren-Sugarbush airport is located in the heart of the beautiful Mad River Valley in central Vermont, with 2,575' paved and grass runways.

<https://helpyouthsoar.org/events/fall-fly-in>



Logging Multi-Engine Sea Time in a Beech C18

By Jim Ellis

Coeur D'Alene, Idaho is on the shore of a large miles-long lake. Prior to going there in October, my wife Susan did some online research and found that there were opportunities to fly, or fly on, seaplanes with two different operations. I wanted the opportunity to get loggable time in any seaplane we flew on.



Both of the operations had single engine 2-seaters available. Susan wanted to go along on the flight, so the singles were not my first choice. One also had a Cessna Caravan turboprop on floats. It was not likely that I would be able to get loggable time on that airplane, especially at an affordable price. The other operator had a Twin Beech C18 on straight floats.

Scenic flights on the C18 were available for \$150 per person, with a minimum of three people for a flight to go. I made arrangements to pay \$450 for the opportunity to get loggable time in the 1954 C18. (Oddly enough, two other paying passengers were along on the flight, and I was not offered the extra \$150 back I had paid to arrange the flight.)

Just getting in the plane was a bit daunting. There was a none-too-sturdy looking fold-down step into the rear of the cabin, but we made it onboard without falling off and getting totally wet.



Logging Multi-Engine Sea Time in a Beech C18



Once in the air, I got to take the controls for most of the flight. With Susan and two other passengers in the back, I didn't get to do much more than gentle climbs, descents and turns. (But it was still quite a feeling knowing that I was at the controls of a 1954 Beech C18!) I got to follow-through on the controls during the wa-

ter landing, and I did get to do some water taxiing heading back to the dock.

The instructor pilot entered .8 hours dual multiengine sea in my logbook after the flight. Possibly thinking about the other two passengers having been onboard, he said that it was a bargain and that 1 hour of dual instruction in the plane normally cost about \$1,000.

For those who know about how I like to get a lot of N-numbers in my logbook, this was my 271st different logged fixed-wing aircraft!



Old Rhinebeck Air Field

By Scott Kirkpatrick



I made a quick visit to Old Rhinebeck Aerodrome on Sept 28. I was at my home town in Delaware the evening before, and drove up the Hudson River, stopping at the Storm King Art Center, which started 50+ years ago with one house in the meadow below Schunemunk Mountain and about a dozen David Smith sculptures, but now is about 200 acres with much more. I got to Rhinebeck in the late afternoon (after the museum, which is open all year, had closed), but found that an evening photo shoot was about to start, with lights, and some interesting planes lined up across the runway, ready to start up and make smoke and noise. The pictures that I came back with show a Sopwith Pup and Camel, a Jenny, and Old Rhinebeck Founder Cole Palen's replica of the Spirit of St. Louis. Old Rhinebeck had some problems this season, with several accidents, and the loss of their Fokker DVIII and its pilot, so the season was ended a few weeks early. But the museum remains open.



December 2024

Old Rhinebeck Air Field



You Can Meet Some Interesting People in Aviation

By Dudley Darlling



Harland's young son Ryan Avezzie, and the Liberty Belle



"General Lee" in progress



Another work in progress

You can meet some interesting people in aviation, and some are just around the corner. One of those interesting people is Harland Avezzie of Westfield, MA.

If you are looking for someone to fix the ball turret on your B-17 bomber, he is your man. If you are looking for a replica of the Dukes of Hazard car to terrorize your neighbors with, he is the one to go to. If you have an old warbird that has been resting on the bottom of a lake for years and want it restored, call Harland.

As a boy Harland was interested in building model airplanes (mostly military) and then became interested in flying free-flight and radio control model airplanes. He also had an interest in cars as he got older. He could not afford a new one, so he bought an old one and fixed it up. That got him started in his career of restoring cars.

A few years ago, he was working on a replica of the Dukes Boys' ("Dukes of Hazard") car the "General Lee." The car was on the "rotisserie," a frame support device that clamps on the front of the car and to the back of the body, and allows the car to be rotated to work on the top, sides, or underneath at any time. Right beside the replica, Harland was doing a wiring repair to one of the "General

You Can Meet Some Interesting People in Aviation



1943 Fairchild PT-23A



The preflight was quite thorough!



Springfield from 1,000'

Lee” cars from the TV show “Dukes of Hazard”. The owner of the movie car also owned the sheriff’s car from the movie. So Harland divides his time between working on cars and aviation restoration.

Harland’s interest in model airplanes led him to get his pilot’s license. After earning his license, Cessna 150’s and Piper Cherokees were not of interest to him. He was looking for something that would better fit his personality. He found an SNJ, the U.S. Navy version of the T-6 Texan trainer. That brought Harland into the world of warbird restoration. He sold the SNJ and found a 1943 Fairchild PT-23A stored in a barn in Somers, CT.

Harland dismantled the PT-23 and moved it to his six-bay shop in Westfield. From 1984 to 1988 he carefully restored that PT. In 1988, he flew it to the EAA Airventure in Oshkosh. He displayed the plane with other warbirds, and to his surprise won an award for his restoration.

Harland recently treated me to a flight in the PT-23. He meticulously preflighted the plane (this is not a check the gas, check the oil, walk around the plane and go). He then got out a crank to spin up the flywheel which turns the crankshaft to start the radial engine. Not your usual turn on the mags, and hit the

You Can Meet Some Interesting People in Aviation



PT-23, SNJ at Harland's shop.

starter switch. After a flight around the area (Westfield and Springfield at 1000 feet) in this open cockpit, wood, metal and fabric beauty, I believe Harland has found a plane that compliments his personality. When he must do some major work on the PT, he treats Westfield to a one-plane parade, as he taxis his plane (with police escort) from Barnes Airport, down the city streets to his shop near the center of town.

Presently at his shop is another PT-23 being restored, and hanging from the rafters is a 1946 Aeronca and frames of a PT-19 and a PT-26. The Pt-19 might have been flown by Charles Lindberg, but that has not been confirmed. Sharing the bay with those projects is a more ambitious warbird project – a Navy Avenger TBF

(www.warbirdregistry.org/avengerregistry/avenger-05954.html).

There are a few TBM models around, but this is one of five known TBF models in the world. And when he is finished (20??) it would be one of the few flying TBFs in existence. What makes this more interesting is that this plane was recovered from the bottom of Lake Michigan about twenty years ago after being ditched there in December of 1943. It was off the aircraft carrier Wolverine, a civilian Great Lakes, coal-fired,



Another TBM Avenger in flight.



Great Lakes Carrier, "Wolverine."

You Can Meet Some Interesting People in Aviation



TBM Avenger wings in progress.



The original salvaged turret - what a mess!



Turret pieces

side-wheel touring boat that was taken over by the Navy and converted to an aircraft carrier.

Working from original parts, microfilm drawings and plans, and his knowledge of the Avengers, Harland is slowly getting the plane back together. Not an easy job – they don't sell Avenger parts at the local NAPA dealer. He has to get parts where ever he can – a museum with extra parts, a vendor at Oshkosh or Sun-N-Fun, a swap meet at one of the airports, over the internet

(www.ebay and

www.barnstormers.com), or one of

his many friends and contacts

throughout the warbird community

– or he has to get them made or

make them himself. When you stop

to realize, that there are thousands of

pieces going into one of these planes,

not to mention all the rivets, nuts,

bolts, and washers, and the miles of

wiring – tubs and boxes and buckets

of pieces parts and the sheet metal

and Plexiglas for the fuselage and

wings, this is a daunting project. But

Harland is up to it.

One of Harland recent projects was

building a gunner's turret for an

Avenger TBM for the Carrier USS

Intrepid, Manhattan, NY. Again,

working with corroded pieces of

scrap, he carefully revitalizes what

You Can Meet Some Interesting People in Aviation



Some assembly required.



Turret at the dock of the USS Intrepid.



Finished turret at the USS Intrepid!

he can and makes or has made what he needs to produce a working (though not firing) machine gun turret. Harland is also working on three other turrets, including the one for his TBF, and turret rings for a couple of B-17's.

Among his other restoration projects, he has helped Tom Reilly with the 15-year restoration of the B-17 Liberty Belle, which flew again in 2004 and was on tour throughout the United States until it suffered an inflight fire and crashed. The Liberty Belle is again being restored (www.libertyfoundation.org).

Harland is also the Westfield Aviation Museum (www.westfieldaviationmuseum.org). This non-profit organization is in the process of establishing an "active" museum at the Westfield - Barnes Airport. They intend to have flying airplanes, driving trucks, and working vehicles, not just static displays. It will also be at a vantage point to watch the F15's from the 104th Fighter Wing, MA Air National Guard.

So, if you need a turret, or have a spare Norden bomb sight, or just want to have a Daytona Charger suped up, call Harland Avezzie (<http://northamericanrestorations.com> , Westfield, MA).

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Buffet of Aviation Stuff

Wes Liu, of Nashua, NH, gave up his Pitts for a Russian aerobatic Su-26mx. Mike Smith got a chance to sit in it and get these photos. Wes is an IAC (International Aerobatic Club) competitor and judge, and gave the chapter a presentation about aerobatics several years ago.



Buffet of Aviation Stuff



Davis Farm Mega-Maze, from
Dudley Darling

Santa's new sleigh?!



Buffet of Aviation Stuff



Remote control tug for the big Bonanza! After seeing Mike Hoeffler and Eric Rolfe's new tug, we bought a new AC Air Technology T1X2 tug. As you can see it is remotely controlled by a joy stick. It is rated for 8,000 lbs so it should handle our 3,000 pound plane going to and from the pumps. It will save on engine re-starts, and make it easier for one person to get the airplane in and out of the hangar.



Buffet of Aviation Stuff

Submitted by Dudley Darling

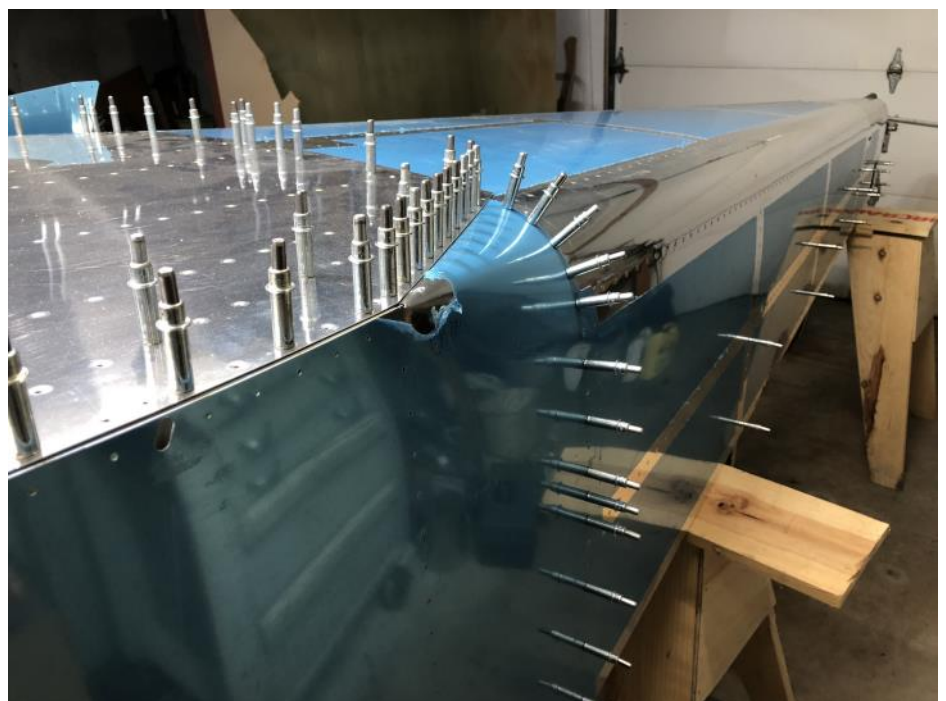


You'll probably want to zoom in on this one to read it...

Who's Building?

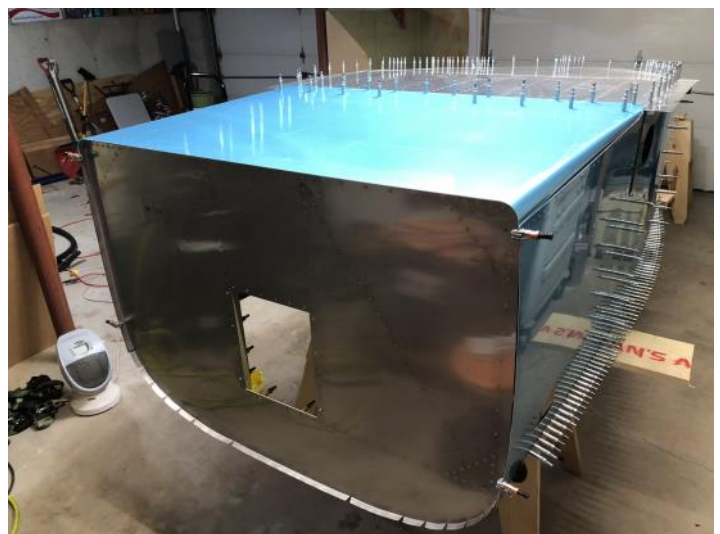
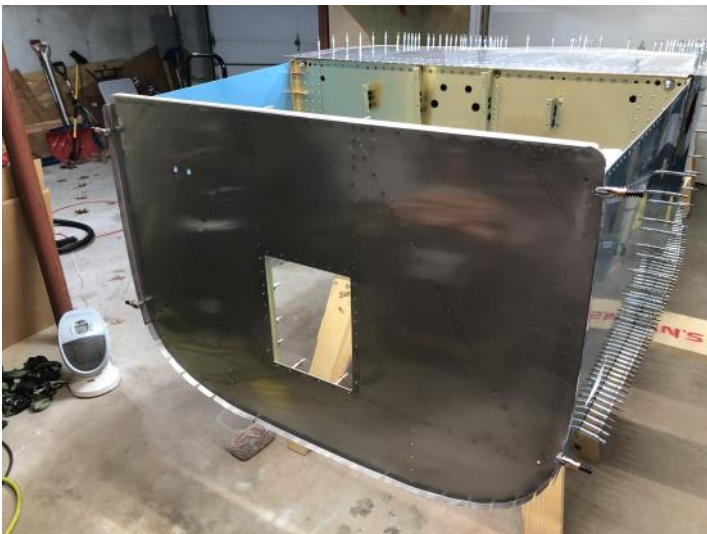
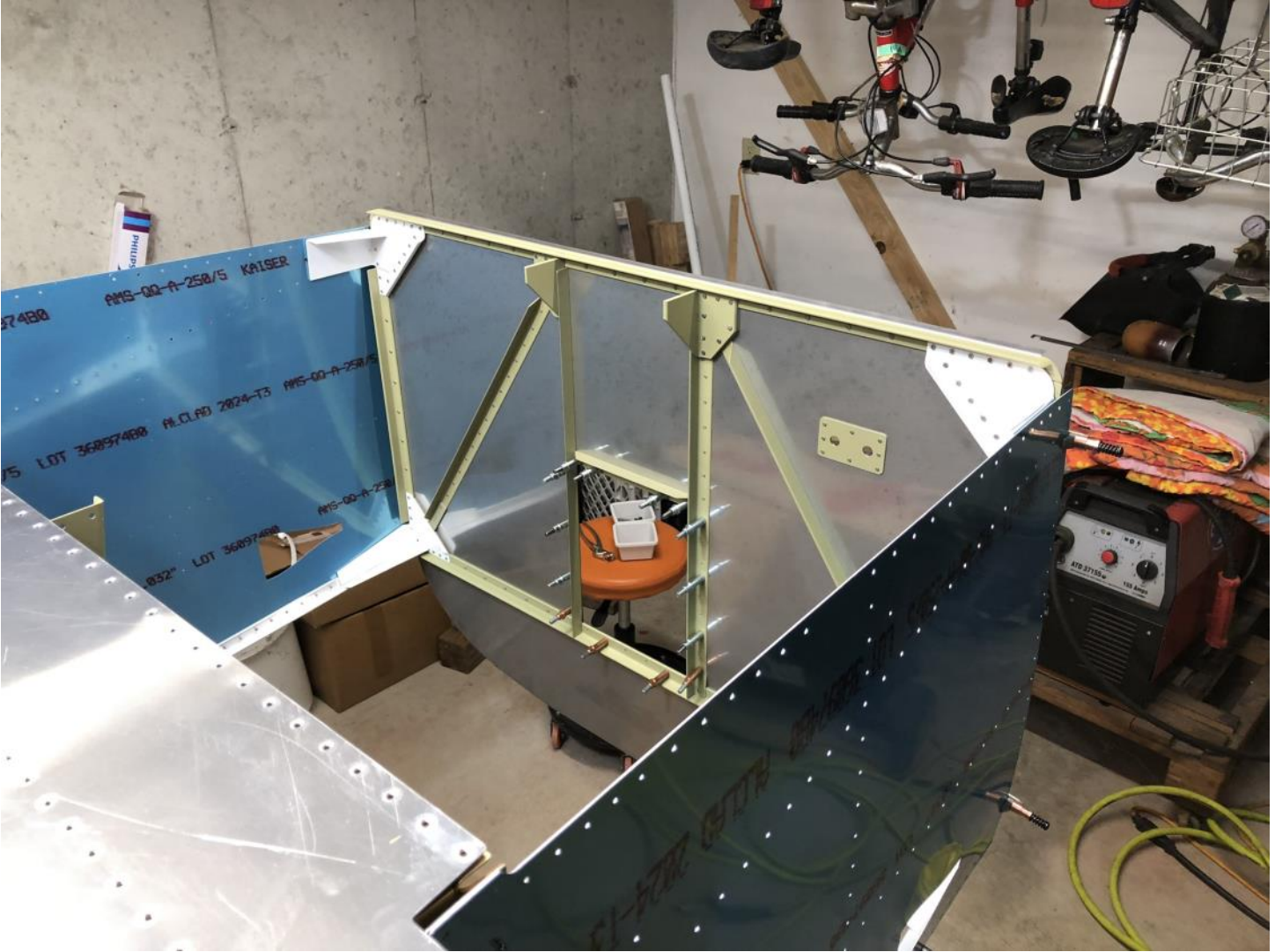
Ted Ross

“Progress has been made on the building of my RV-7 fuselage. The completed center section has been fitted to the completed aft section and the side skins put in place, including the conical bend at the aft bottom corner of the skins (the pictures show the fuselage upside down). I have begun the assembly of the forward section beginning with the placement of the firewall.”



Who's Building?

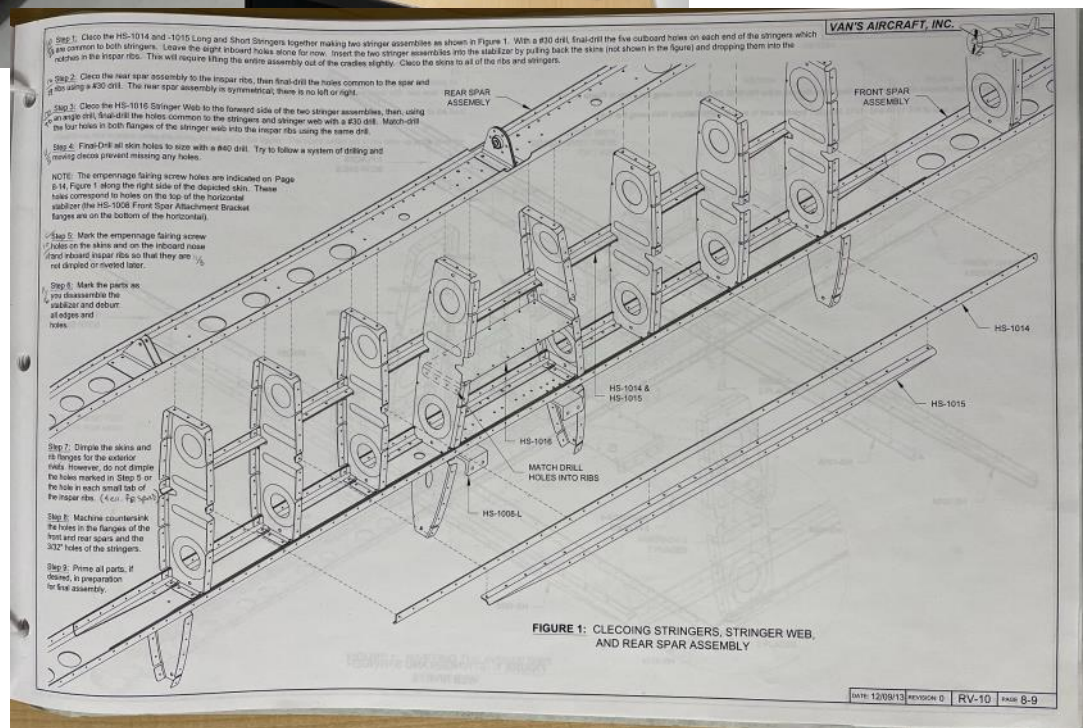
Ted Ross



Who's Building?

Matt Overholt

“Progress continues on my RV-10. I’m currently working on the horizontal stabilizer. For those interested in what the plans look like, here is a photo of the sheet I’m currently on. The drawings and instructions are together on the same 11”x17” sheets of paper, and I’ve been finding them fairly easy to follow.”



Who's Building?

Mike Smith

"I received my wing kit in February of 2023, and finished them before the end of 2023. Vans Aircraft went into bankruptcy in the fall of 2023, which was when I was scheduled to receive my fuselage kit. Vans was able to navigate the bankruptcy, and was back shipping kits early in 2024. I finally received my fuselage kit and my finish kit in June of this year. I finished the tail cone, and the center section (the cockpit area), and am now working on joining the two sections together via very long longerons, and the side skins. I may be ordering an engine and avionics by the end of 2025.

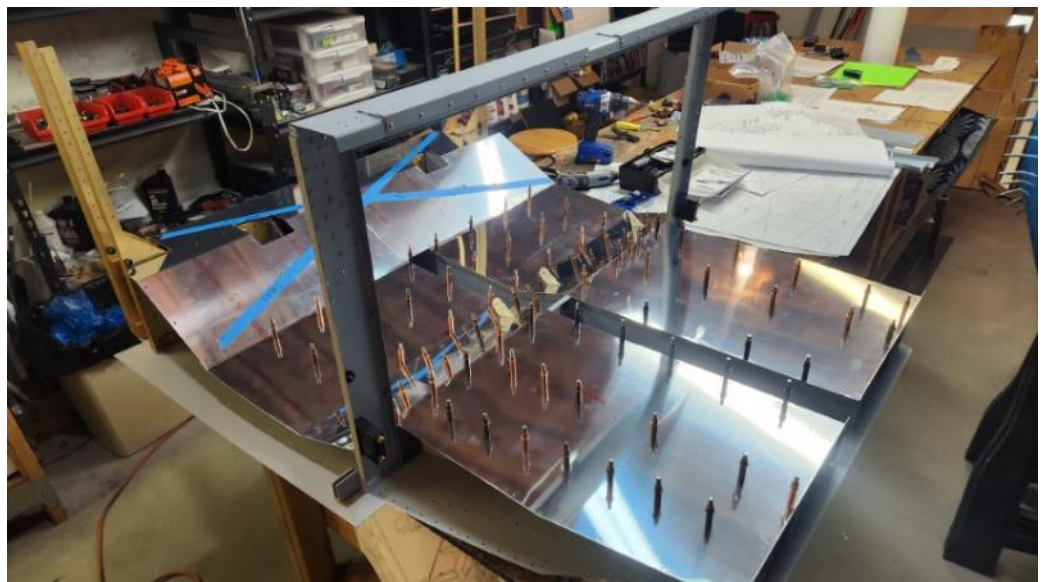
I had been on the Kitlog web site for logging: <http://www.mykitlog.com/mikesmith> but...

I have now moved onto EAA's logging platform, which allows more photos per entry: <https://eaabuilderslog.org/?blproject&proj=8J9lq9ZtL&sid=> "



Cockpit-side of firewall

Center section. Left of the structure is where the seats go; to the right is the baggage area.



December 2024

Who's Building?

Mike Smith



EAA Homebuilder's Week

By Charlie Becker, EAA Homebuilt Community Manager

Online Event Starts January 27th

30 online sessions to expand your knowledge of building your own aircraft.

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 27th, 2025, and end on Friday, January 31st, 2025. Each day, we offer six live webinars running back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek

The topics cover something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on, January 30th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week follows immediately after the anniversary of the founding of the Experimental Aircraft Association on January 26th, 1953. I can't think of a better way to recognize our organization's founding than to spend 5 straight days learning about homebuilding.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, and Van's Aircraft.

Visit www.EAA.org/HomebuildersWeek to sign up.

EAA Homebuilder's Week



Homebuilders Week Schedule January 27 - 31, 2025

To sign up: EAA.org/HomebuildersWeek

Time CST	Monday 1/27/25	Tuesday 1/28/25	Wednesday 1/29/25	Thursday 1/30/25	Friday 1/31/25
11:30-12:45	Building an Aircraft: What You Need to Know - Charlie Becker	Wiring Basics - Dick Koehler	Flight Testing 101 - Paul Dye	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC - Sean Elliott, Rob Hackman, & Jack J. Pelton	Staying Alive: Analysis of Homebuilt Fatal Accidents - Dave Nelson
1:00-2:15	Sheet Metal Basics - Mike Dooley	TIG Welding - Charlie Becker & Shaun Walker	Composite Construction - Mark Forss	Amateur-Built Aircraft Certification Process - Joe Norris	Liability of Selling Your Homebuilt - Kathy Yodice
2:30-3:45	Fabric-Covering Basics - Nate Hammond	Getting Your Project Finished and Flying - Vic Syracuse	Buying a Used Homebuilt - Vic Syracuse	Sonex Highwing Update - Mark Schaible	Zenith Aircraft Kits & Plans - Sebastien Heintz & Roger Dubbert
4:00-5:15	The Need for Speed: Kitbuilt Options - Dave Forster	Hardware for Homebuilts - John Cox	Advanced Flight Systems - Rob Hickman	Garmin Experimental Avionics Solutions - Brad Breising	Weight and Balance - Joe Norris
5:30-6:45	Panel Planning and Wiring - Marc Ausman	Dynon Avionics - Michael Schofield	Engine Selection Basics - Dick Koehler	Gas Welding - Budd Davisson	Working With Wood 101 - John Egan
7:00-8:15	Rotax 9 Series Installation & Operation - Phil Lockwood	Designing the Perfect Paint Scheme and Its Impact on Budget - Craig Barnett	Data-Driven Diagnosis of Engine Issues - Mike Busch	Van's RV Aircraft Kits - Greg Hughes	Common Builder & Maintenance Errors - Vic Syracuse

Sponsored by



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.

Airport Courtesy Cars, Find airports that provide courtesy vehicles.

<https://airportcourtesycars.com/>

TFRs for Dummies. A video presentation by a pilot that was intercepted for flying into an active TFR. The FAA gave him a big "pass" by agreeing to create and make this presentation.

<https://drive.google.com/file/d/1-eQce75W6VC0BQbAiVev3c2VKMs6VPWw/view>

Stories from a WWII P-40 Pilot | #9, A very unique interview with a WWII fighter pilot named De Lamar Jensen.

<https://www.youtube.com/watch?v=Ut33psxyinU>

Vintage Aviation News, Warbird news, information and photographs.

<https://vintageaviationnews.com/>

Aviation Library (Avialogs), the largest online Aviation library with several thousands flight manuals and documents about aircraft and aircraft engine.

<https://www.avialogs.com/>

Books

"Song of The Sky" by Guy Murchie (1954).

Murchie was a private pilot and later a transoceanic navigator in WW2. He writes of history, navigation, weather, aerodynamics and the soul of flight, all with a poet's touch.

"Sigh for a Merlin" by Alex Henshaw

The story of test flying all the different Spitfire models for Supermarine, making sure they were safe and performed as they should before turning them over to Squadrons.

"Flight of the Mew Gull" by Alex Henshaw

About the author's racing and a record setting flight from London to Cape Town South Africa and return. He flew his modified Percival Mew Gull G-AEXF, 12,754 miles, 40 hours down and 39 hours and 36 minutes back in 4 days 10 hours and 16 minutes. His plane is part of the Shuttleworth Collection.

"The Cannibal Queen: A Flight into the Heart of America" by Stephen Coonts

About the author flying a Stearman around the US. It was a bird's-eye view of America—and the trip of a lifetime for author Stephen Coonts and his fourteen-year-old son. But even for Coonts, who had clocked 1,600 hours as a naval aviator and was the recipient of the Distinguished Flying Cross commendation, this was a first.

"Voyager" by Jeana Yeager & Dick Rutan

The two fliers who made it happen tell their own stories of the designing and building of the Voyager, and the first circumnavigation of the world without refuelling. 16 color and 48 black-and-white photographs.

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Breakfast at Plymouth (PYM).



This is how you transport propellers!

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Chapter Holiday Party



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Chapter Holiday Party



Massachusetts Airport Management Association



Massachusetts Airport Management Association

In Brief

MAMA Conference Welcomes Emerging Leaders,
Honors Experienced Pros



The recent 51st MAMA Annual Conference paid special recognition to its new members and honored experienced aviation professionals when over 180 attendees convened October 27-29 at the Wellsworth Hotel in Southbridge, Massachusetts.

December 2024

Aviation managers from airports, engineering firms, service providers and officials from the state and federal government gathered for high level discussions ranging from the use of practical use AI in aviation management, new technologies, safety and problem solving.

The conference theme, *Pioneering the Future* was reflected in all the sessions including a comprehensive briefing by MassDOT Aeronautics team, the FAA Regional Office, NBAA, AOPA and NASAO. Interactive sessions included noise mitigation and policy, reverse mentoring, and the value of public benefit aviation. Rich Davey, the new CEO of Massport spoke of his recent return to Massachusetts and a focus on customer service. The keynote speaker was well-known Massachusetts native and journalist-photographer Tim Burke, who shared photos and stories of his Arctic-to-Antarctic motorcycle adventure.

This year's inductees to the Massachusetts Aviation Hall of Fame were Crocker Snow, (1905-1999) whose many accomplishments included authoring the first comprehensive aeronautical law for the state and serving as first chairman of the Massachusetts Aeronautical Commission. Also inducted was Don McPherson, owner and manager of Minute Man Air Field (6B6) in Stow, MA. He and his wife Nancy have developed the airport to be a nationally recognized model for privately-owned public use airports. More than 75 aircraft are based there as well as a number of businesses.

This year's conference was co-chaired by Dave Dinneen of Gale Associates and Paul McDonough of McFarland Johnson, Inc.

The meeting concluded with the election of MAMA's officers; President Chris Willenborg of Westfield Airport, Vice President Andy Widor of Westover Airport, Treasurer Matt Cardillo of Plymouth Airport and Secretary Dan Shearer of Pittsfield Airport. Serving on the Board of Directors for 2025 will be Andy Davis, Worcester Airport; Geoff Freeman, Marthas Vineyard Airport; Cameron Woods, Nantucket Airport; Matthew Elia, Cape Cod Gateway Airport; Don McPherson, Minute Man Air Field; Dave Dinneen, Gale Associates; Ben Garman, Marshfield Airport; and Ibrahim Diarra of Jacobs Engineering.

Next year's conference will be held at the newly opened Margaritaville Resort in Hyannis, MA, Oct 19-21, 2025.



December 2024

Don McPherson (3rd from left) chats with MAMA President Chris Willenborg, Westfield Municipal Airport, MAMA Historian Dave Graham, and Board Member Matt Elia who presented him with his Hall of Fame plaque for more than fifty years of service to aviation in Massachusetts.



Cape Cod Community College aviation major David Sokol was presented with a \$2,500 scholarship award by committee co-chairmen Dan Andy Widor of Westover Airport. The scholarship honors Arthur G. Allen who served as chairman of the Massachusetts Airport Commission from 2003-2007. Bridgewater State University student Jasmine Huang received the \$2,000 Crocker Snow Memorial Scholarship.

Emerging Leaders Jasmine Huang, Bella Murphy, Renna Kingsbury, Natalie Pavelock and Anita Akor-Yeboah chat during a break in the schedule. The Emerging Leaders Committee has grown to more than three dozen members and plays an active role in planning and managing the conference.



Paul McDonough of McFarland Johnson and Dave Dinneen of Gale Associates receive well-deserved awards from MAMA President Chris Willenborg for co-chairing this year's conference. Both recipients thanked the thirty-three sponsors for making this year's gathering possible.

The Massachusetts Airport Management Association (MAMA) is a membership-based non-profit organization that promotes and protects the economic, public service and educational benefits of the aviation industry and provides scholarship support to aviation students. MAMA members include public use airports, engineering consultants, service providers, aviation organizations, MassDOT Aeronautics and FAA officials.

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Lates Fuel Prices

Airport management continues to work hard to bring the lowest cost fuel to the airport. As of December 2024, these are the current rates. Don also wants everyone to know he is working to bring unleaded avgas to the field as well. As soon as it becomes possible and practical, Don will be sure to let us in on those plans.



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Calendar

January 2025

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

February 2025

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

Calendar

March 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 9:00 Hangar Talk (Fourth & Field)
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17 St Patrick's Day	18	19	20	21	22
23	24	25	26	27	28	29
30	31 7:00 EAA 196 Meeting					

April 2025

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

Calendar

May 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 9:00 Hangar Talk (Fourth & Field)
4	5	6	7	8	9	10 9:00 Young Eagles Flights
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26 6:00 EAA 196 Chapter BBQ & Meeting & Memorial Day	27	28	29	30	31

June 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 9:00 Hangar Talk (Fourth & Field)
8	9	10	11	12	13	14 9:00 Young Eagles Flights
15	16	17	18	19 Juneteenth	20	21
22	23	24	25	26	27	28
29	30 6:00 EAA 196 Chapter BBQ & Meeting					