



EAA 196

NEWSLETTER

June 2024

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7 Month Calendars

Coming Events

- Spurwink Farm Fly-In: Sunday, July 7, 2024
 - https://www.eaa.org/ea/event/2024-07-07_spurwink_farm_pancake_breakfast_and_fly-in?id=9AA64FED484B4C2DA63BC07C16803E6C
- Airventure: July 22-28, 2024
- Myricks Fly-In: Sunday, September 15, 2023. Our chapter hosts the BBQ.
- Wings & Wheels: Thursdays from 5-7 (weather permitting) hosted by Fourth & Field at the air field. A flyer is attached at the end of the Newsletter.
- First Saturday of each month: Hangar Talk breakfast. At the Fourth & Field restaurant, 9:00 am.
- Sugarbush Soaring (OB7) will be having a youth flight experience and fly-in on June 29 from 10:30 to 2:30. A flyer is attached at the end of the Newsletter.

News

- Chapter member and Ray Scholarship recipient, Greg Alberti, is working part time in Ops.

Licenses, Ratings, Instructing

- Ashley Yarnell received her ERJ Type Rating! Congratulations! Look for a photo in the Photo Finish section.

The Chapter newsletter is published in June and December each year. It relies on contributions from YOU, the chapter members! Make sure we know about upcoming events, new licenses and ratings, and other news around the field and around our members. We love photos, too, so take some pictures and submit them for each news letter!

President's Ponderings

PRESIDENT'S PONDERINGS

“Weather or not to fly, that is the question.” (Yes the misspelling was intentional!)

For a while I thought it was just me, but it wasn't. I've heard from practically everyone at the airport that taking to the skies this year has been challenging to say the least. It took me over six months to finally hammer out my first flight review since getting my certificate and, other than the day job, the (unfortunately accurate) forecasts were the primary obstacle.

The pent-up desire of our pilot community to get in the air, coupled with the recent doses of beautiful weather, have had a dramatic effect on the energy at 6B6. There's a lot of activity lately, with increases in based-aircraft operations and visits from transient friends old and new. Fourth & Field has come to life with outdoor seating attracting excited audiences of all ages to watch our pattern work and landing skills. (Gulp! I need to work on that now...)

Although we've had to scrub a few Young Eagles flights, the youth still come in droves and enjoy our airport tours, glimpses of 747 engines at NAA, and sticking their heads in the cowls of our aircraft. Wings & Wheels had an impressive first day (OK, second day but we won't count the first one!) and promises to deliver some fun Thursday nights this Summer.

And you know what? Our EAA chapter members are involved with nearly everything I've described above! I'm so proud that the vibrancy of Minute Man Air Field can be largely attributed to you and your collective passions for sharing aviation with others.

So, let's hope the Summer season brings numerous flyable days. If it does or even if it doesn't, we will clearly continue to have weather or not Mother Nature cooperates!

SEEKING CANDIDATE FOR NEW CHAPTER PRESIDENT

In October we will elect the Chapter president, as we do every 2 years. I am stepping down from the president role to accommodate some personal time constraints. I will remain active with the Chapter and will support a new president materially. If you're interested in considering the role, please reach out to Pete (president@eaa196.org) and he'll happily answer any questions you might have.

Thanks,
Pete

Editor's note: having also served as president in the past, I can say that it is extremely gratifying, and not overly difficult or time consuming. There are a lot of chapter members around to spread the load, and it just takes a little enthusiasm and organization. Nobody is "presidential material" when they take it on. You grow into it, and you'll never regret it!

Young Eagles Flights

Our 2023 Young Eagles program flew 161 youth, but the weather has not been very cooperative in 2024. To date we have flown 29 kids; 17 in the May rally, and another 12 at a Scouts private rally in April. The others were weathered out, mainly due to high winds. Rallies will continue to be held monthly through at least October (2nd Saturday of each month).



A History of Early 6B6, Minute Main Air Field

In this issue I have the distinct pleasure to present my interview with Don McPherson, owner of Minute Man Air Field. I had heard many anecdotal stories, so have been curious about a more detailed early history of the airport. And as you might imagine, Don's own history with the airport is in integral part of the whole story. If I'm incorrect in any of my information, Don will let me know and I can make some future corrections.

Don's Father, Paul McPherson

It was quite obvious that Don held his father, Paul, in high regard. Paul made scientific equipment, including ultraviolet vacuum spectrographs, and by all accounts his company, McPherson Instrument Corporation, was very successful. Paul always had an interest in aviation, and in 1965 he bought a C-182 that he kept it at Hanscom Airfield. He used it to fly to Washington, DC to the Bureau of Standards for his work. In short order, Paul became disillusioned with the shared hangar situation at Hanscom, but it was all that was available locally.

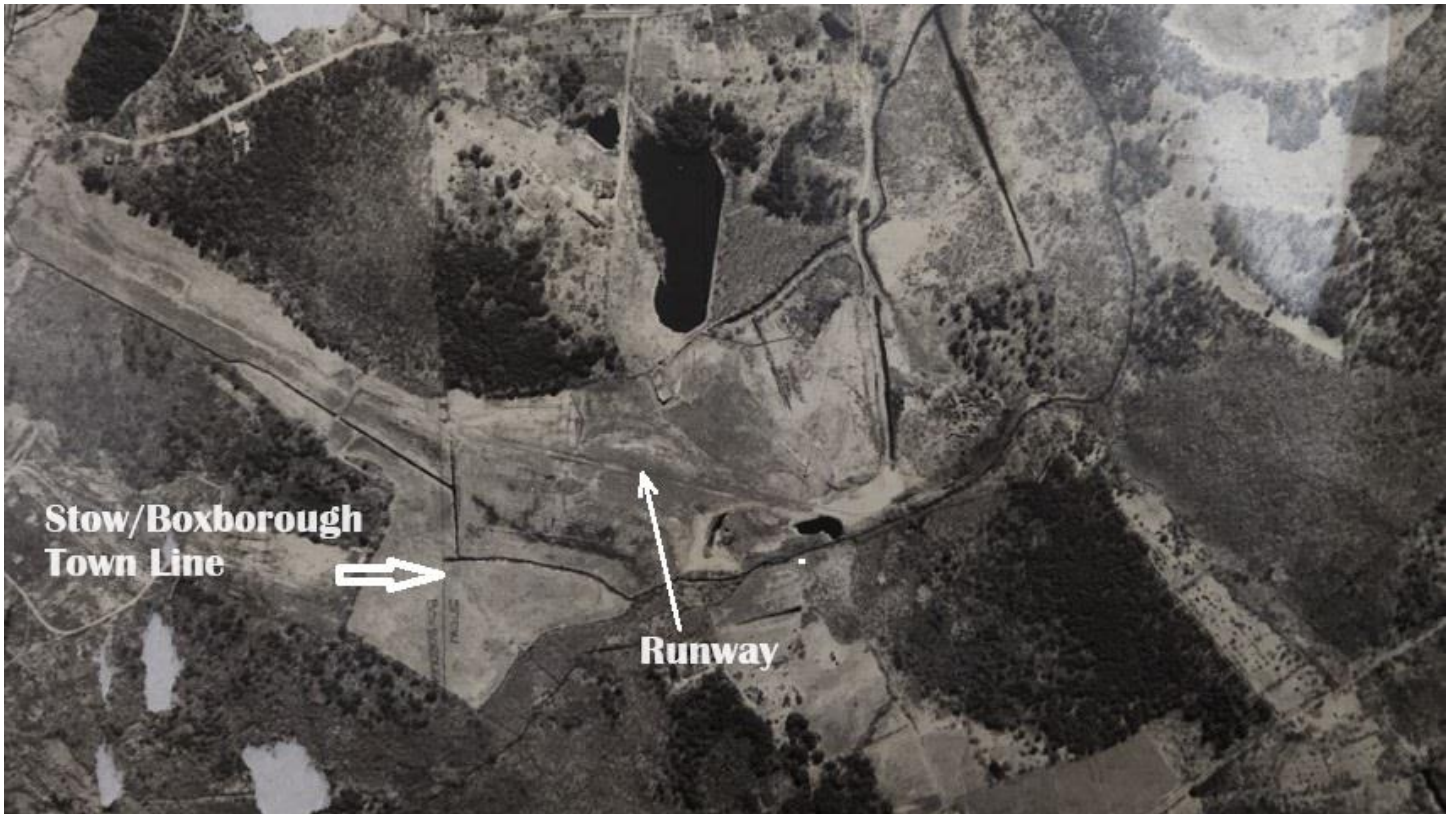
Early Airport

The land that the current airport is on was owned by Henry Erickson, of Erickson's Grain Mill, and the field was strictly a private affair starting after WWII. Later, Henry let some local pilots make improvements to the field, including adding a drainage ditch and culvert to allow for a runway. 1963 had the earliest reports of airplanes flying in Stow. It was a grass strip of about 1,500', with another 200' of left dogleg at the south end, with a single small building. It became the so called "Erickson Field." Unfortunately, in 1966 Henry Erickson died in a car accident, leaving everything to his wife, Millie.

A Side History on Drainage

During WWII, the men and boys that used to farm, and keep the drainage ditches clear, left for the war. Debris filled many of the drainage ditches and eventually backed up water into the farm fields, flooding them against their use for farming. The stream that runs through the airport now, was man-made. It was created to divert a local stream that was flooding the farm fields. But even though it was man-made, it is now environmentally protected! No good deed goes unpunished.

A History of 6B6, Minute Main Air Field



Paul McPherson Steps In

Wanting something different than the arrangements at Hanscom, Paul sometimes parked his C-182 at Erickson Field. With Paul's business thriving, and wanting to do something with the cash, made an offer to Millie Erickson to buy the land and runway from her. It was sold to Paul in 1966. He closed the airport to aircraft traffic, and spend the next 3 years building up the place into a respectable airport for anyone to use. From 1966 to 1969, Paul, with the help of the Brox Construction Company, re-worked the field and the facilities.

At this time, Paul's son Don McPherson was in his 20's. He had been going to Purdue University studying physics, and Babson College studying business administration. But after a couple of years, Don decided it wasn't for him, and instead began helping Paul with his businesses. But Don credits his time in college with teaching him a lot about business and finance.

When Paul bought the airport, Don jumped in to help. Paul and Don did all the surveying and layouts, buying a transit and learning how to use it. The runway was straightened out, and slightly reoriented so it did not fly directly over houses. An early example of the McPhersons

A History of 6B6, Minute Main Air Field

trying to be neighbor-friendly! A parallel taxiway was created, and the apron and fuel pumps added. Don poured all the concrete tie-downs along the drainage ditch on the east side of the runway, and they are still there today! The runway and taxiway were paved, with Don doing much of the hot-top work. The building that now houses Ops and the restaurant was constructed. When first constructed the Ops/restaurant building did not have the porch that is now currently part of the restaurant. The exterior porch was added later, and eventually was enclosed to expand the restaurant. Don noted that rather than waste materials, and time cutting materials, the building dimensions were determined by the size of full sheets of plywood, and full length lumber!



How we know the Ops/Restaurant building now

On July 1, 1969 the airport officially opened to the public. Paul had some real estate holdings under the name “Minute Man Real Estate Corp,” so the airport became “Minute Man Field.” That’s the sign you see in the early photos. Note that the name did not include “air” or “airport.” But Paul found that the sign was mistaken as a sign for ball fields, and so it was

later renamed as “Minute Man Air Field,” and that is the name it has held now for nearly 5 decades, and that’s why the airport name has 4 distinct words to it.



A History of 6B6, Minute Main Air Field



So what did the locals think? The Stow selectman were ecstatic about having an airport in their town! There are several newspaper articles from the time, describing their delight, and reviewing the air field as "a friendly place to land."

Stow Airport Is Friendly Place to Land

By ELWIN S. GREENE
Of The Telegram Staff

STOW — Minute Main Airport is far removed from the goliath airports, with their hectic air traffic jams, that are to today's flying millennium.

But the little airport, in the north sector of Stow does a sensible business providing a friendly atmosphere and a fresh cup of coffee to every light aircraft pilot who drops in.

The private, commercial airport is located in a 300-acre setting which is truly Hampshire. The area was once a complex of four or five farms. It is a surprisingly busy tract which accommodates 100 to 75 planes during the six week days, and accommodates as many as 50 planes on Sunday alone. It is affectionately called "Stow International."

Sundays are a good time for a whole group of air tourists to drop in, like the 17 planes and 40 people who flew in a few weeks ago from Norfolk Airport. Or the Fl Devets Flying Club, which took off from the Finchburg Airport and visited Stow. Many sight-seers visit over weekends.

And there are always the U.S. Air Force students, plus from Bedford, who land and take off during instruction. Recently a man flew in from Cleveland to visit a local plant.

This is the Minute Main Airport, boasting one long runway and a taxiway, each 1,000 feet long, plus parking areas, a pleasant terminal building and an old barn which will be converted into a repair hangar this summer.

The airport boasts an unusual accommodation for such a small facility. It has 70 concrete taxi pads for the use of 75 planes at a time.

At present, 20 private plane owners use the field. These include three manufacturers, Digital and H.H. Scott, Inc. of Maynard, and General-Rich of Bolton.

The airport is a team effort for an enterprising businessman who tried to being crowded by road vehicles and tired of being bumped off of major commercial flights after long waits at major airports during his travels.

He is Paul McPherson, founder and president of McPherson Instrument Corp. of Acton. He has made the airport a family affair with son Donald, a former physics student at Purdue University, as manager, and wife Therese as hostess of the snack bar. A daughter, Mrs. Paula O'Donovan helps out on weekends.

McPherson knew about the airport since post World War II days when Henry Brockway owned it as a strictly private affair, to accommodate local fliers who had to share taxi pads at Finchburg.

McPherson was a graduate of Westworth Institute and had spent the war years in special work at the David W. Mann Research Lab in Lincoln. The Air Force had recruited him to a local plant. McPherson Instrument Corp. in Acton.

He had a yen for flying, he sides a necessity for quick travel, and after visiting the Finchburg Airport, one day a friend, Bruce Joyce, took him for a ride in a C-47. He burned the controls over a long lunch at Finchburg.

It was like throwing a non-swimmer out of a boat and telling him to swim or drown. McPherson managed to fly and land safely, finally making the observation that a 15-year-old child could soon learn to fly.

He took lessons, got himself a pilot's license, and bought a Cessna 140 which he stored at Bedford Airport, about 12 miles away.

His big chance to have a good, usable airport nearby came in 1961, when, ironically, his friend Brockway was killed in an auto accident. McPherson bought the airport from Mrs. Erickson in July, 1964 and spent the next three years of his spare-time building the taxi pads and valleys of the gravel "runways" to give commercial facilities.

He opened it for service last July. He has 100 employees, many of whom are pilots, and a road leading to the airport.

The post office has a half-mile drive to the airport. The taxi pads are 100 feet wide and 1,000 feet long. The gravel valleys are 100 feet wide and 1,000 feet long. The gravel valleys are 100 feet wide and 1,000 feet long.

A Nice Place To Land

How to keep family airports alive and busy

Like any other business, a family airport must be kept alive and busy. The key to success is to provide a friendly atmosphere and a fresh cup of coffee to every light aircraft pilot who drops in.

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A History of 6B6, Minute Main Air Field

So What About the Restaurant?

Paul's wife, Peggy, insisted that if Paul was going to have this hobby of an airport, she wanted to run a coffee shop there. When the airport opened, so did the "Peg's Place" coffee shop,



with all of 8 seats for customers! Within short order, Peg insisted that more seats be added, so first another 8 seats were added, and then Don added another long counter to add 10 more seats. Within a year of successfully running the coffee shop, someone else took over, and renamed it the "Holding Pattern," complete with a logo of a charted holding pattern.

Don Steps Up

Don was just as enthusiastic about flying as was Paul, having learned to fly in none other than a Piper Cub, soon after the airport opened. Now that the airport was open, and with Paul still running a busy business operation, Don decided this was all better than college, and took over running the airport.

Maintenance

In 1970 some technicians from East Coast Aero Tech started "Colonial Aviation," and built the North Hangar and the attached concrete block structure. That attached structure originally had roll-up garage doors facing the parking lot, and that is where airport maintenance equipment was housed. They were later converted to offices.



A History of 6B6, Minute Main Air Field

Tragedy

By this time, Paul McPherson had purchased a Piper Aztec that was more capable of getting him down to Washington, DC and back. And In 1972, just three years after opening the air field, Paul tragically died in the crash of his Aztec, in Acton. He was just a few miles from landing safely back home. Based on the path of the crash, it appears the aircraft crashed in a more or less level attitude, and the family believes he may have suffered a heart attack or other medical event. He was just 52 years old.



At the public-side entrance to the South Hangar, you can see a plaque dedicated to Paul McPherson.



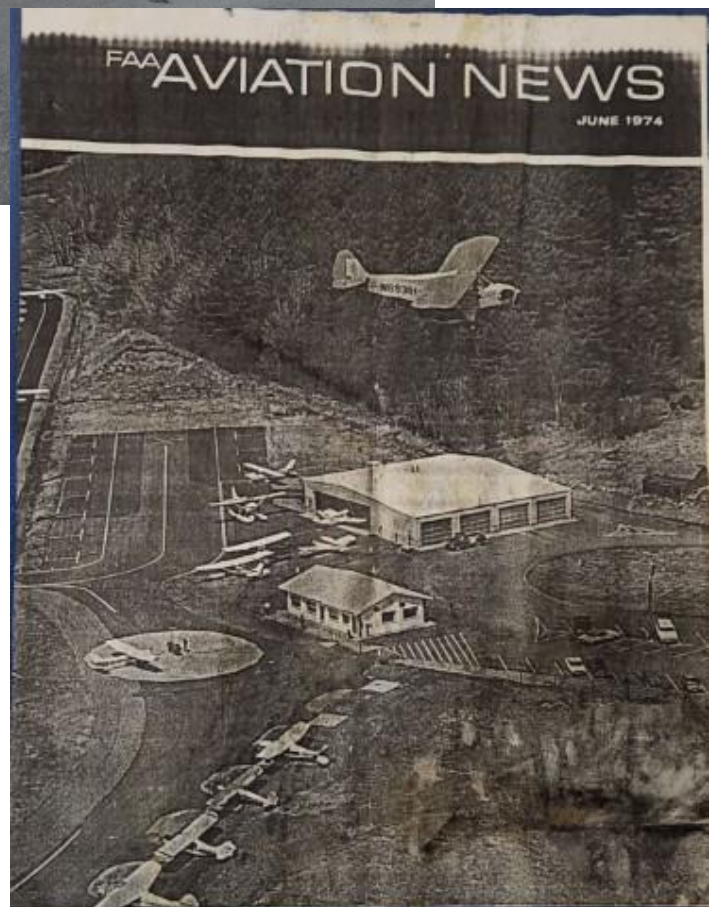
A History of 6B6, Minute Main Air Field

More Improvements

In 1976 the South Hangar was built specifically for the Digital Equipment Corporation (DEC), to house their flight operations, including a Britten-Norman BN-2 Islander. At this time there were 23 aircraft on the flight line, and the airport was busy. In 1973 Don started a flight school and a maintenance facility as part of the airport business, running those businesses himself, rather than having them run by third parties. During these years Don was both a Grumman and a Piper dealer, as well.



South Hangar



On the cover, in 1974.

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A History of 6B6, Minute Main Air Field



A History of 6B6, Minute Main Air Field

Don and Nancy

1976 was also when Don McPherson and Nancy Roberts first met, and began dating. Don knew his future father-in-law, Geoff Roberts, who kept inviting Don to meet his 3 daughters, further inviting him to land his Piper Cub in the field next to his house in the neighboring town of Acton. In the winter of 1976, with his Cub on skis, Don decided to give the snowy field in Acton a try. But it only had about 600' of useable landing distance. So Don did a lot of practicing at the Minute Man Air Field runway, making sure he could make a descent and landing into such a small space, every time.

Don finally did successfully land the Cub in Geoff's field! Only one of Geoff's daughters was home that day, and he happened to comment that Nancy was the feisty one! At this time Nancy was an accomplished equestrian rider, with her own thoroughbred. She was also a college student, and had her arms full of books when Don met her. Don looked at this young girl and asked, "what grade are you in?" As Don tells it, Nancy was not amused and left in a huff. Somewhere in all this Don noted that Nancy's horse was munching on the wing tip of Don's Cub! Don thinks the horse must have sensed some kinship with the glue in the wing!

When Don decided to leave, he noticed a maple tree right on the centerline of the departure end of the field, and even though it was only about 15' tall, Don thought there was a chance of him running into it. Like any conscientious pilot, he asked Geoff if they could cut it down.

There's something about Don and tall trees at the end of a runway...

It turns out it was just on the other side of a stone wall, and that happened to be the neighbor's property. Geoff insisted the neighbor would never miss it, and they cut it down (the neighbor never did complain). Don went up and down the field in the Cub, using the skis to pack down the snow and make it more suitable as a runway. When Don took off, he swears he would have been only 10' up that 15' maple! Don and Nancy must have each made an impression on one another, and that year they started dating. They were married in 1977!

A History of 6B6, Minute Main Air Field



Interestingly, they made a prenuptial agreement, that Nancy would learn to fly, and Don would learn to ride horses. Nancy soon kept her end of the bargain by learning to fly, soloing and making several long cross countries, though she did not choose to pursue a pilot certificate. And what about Don and the



horses? Well, that took a little more time. Like 10 year's time! Don did finally get a certificate from a dude ranch, indicating he finally had learned to ride horses. Better late than never?

A History of 6B6, Minute Main Air Field

The End of the “Early Era” of the Air Field, Ending in the Late 80’s

In 1987 Don saw the opportunity to receive Federal funding for the airport. But he had heard that the FAA did not take kindly to real or perceived monopolies, so Don decided to divest himself of the flight school and maintenance facility. To get the funding, the airport was designated as a “reliever airport” for Boston. This was perhaps the first time that neighbors began to express concerns about the airport. Why? Because they were certain this meant that jets would be coming to the 2,700’ runway at Minute Man Air Field! **Sound familiar?!**

Another era ended recently, when Don sold his Cherokee Six, N3339W, that he has owned since the 1980’s.

Thank you, Don, for sharing all of this so all the people and places will be remembered!

In the December newsletter I plan to give Nancy McPherson her opportunity to tell us a little more about herself, and the history of the restaurant that we all knew as “Nancy’s Air Field Café.



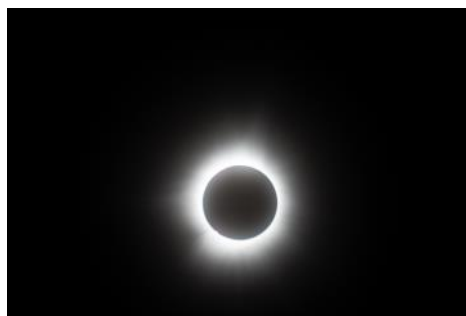
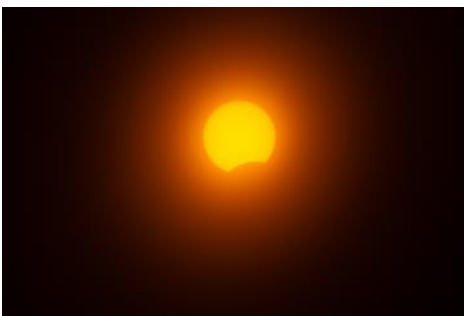
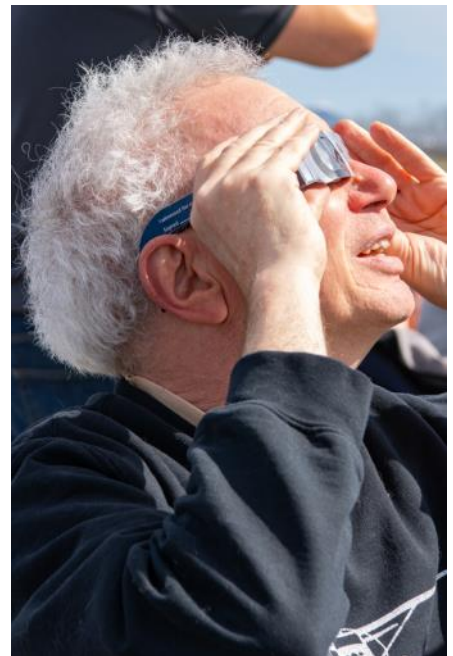
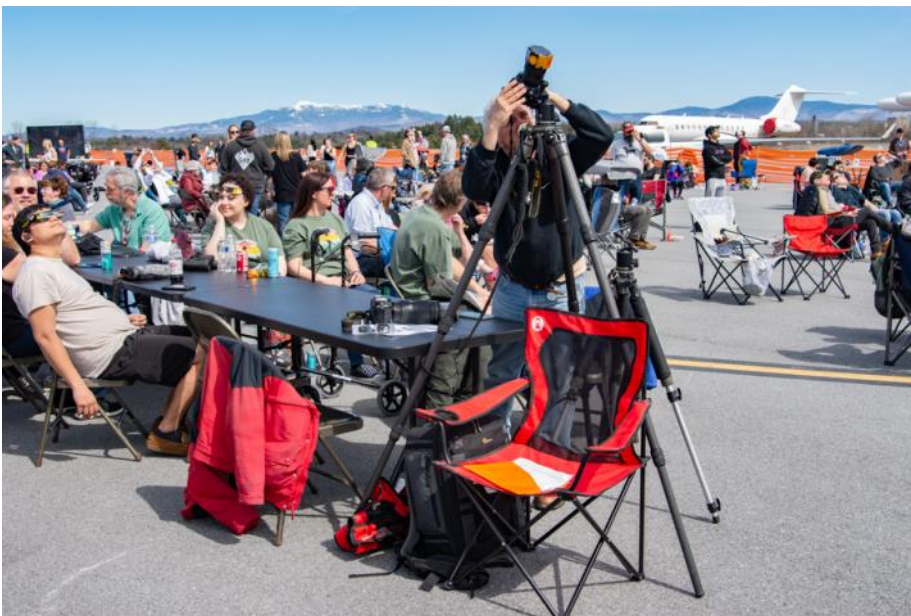
Eclipse 2024

This year a large swath of the United States, including New England, was treated to a total solar eclipse. Several of our members traveled via aircraft to view it, and some others drove. Here are some of their stories and photos.

This magnificent montage was photographed and compiled by Charlotte Richardson and Paul



Young. “We drove to KBTU, since we had to be sure we could get home Monday night (which was a slog, for sure).”



Eclipse 2024

**Flying to Plattsburgh
or
Andy's Excellent Eclipse Adventure**
by Andy Goldstein

It was maybe February that I started paying attention to the hoopla about the upcoming solar eclipse, and I started thinking “Is there any way to get to see it without some major transportation disaster?” I started rummaging the web and found Burlington VT was going to run a big eclipse party at the airport, with bands, food trucks, and more. Problem is, they wanted \$100 per head, in advance. We know how that plays with New England weather and Murphy’s Law.

Then I came across a map of the eclipse’s path through the Northeast, and noticed that the centerline went right through Plattsburgh, NY. Plattsburgh??? Yup. It’s a small city on the western shore of Lake Champlain, right across from Burlington, VT. Most important for this story, Plattsburgh has an airport, and it’s freaking huge. It used to be a US Air Force base where they flew B-52s. The runway is nearly 12,000 feet long and it has acres and acres of concrete ramp. And there’s practically nothing going on – a few airline flights a day out of a new terminal on the north end, and a small GA terminal in the south. Perfect for a bunch of GA pilots who just want to park for a few hours and watch the sun act weird.

I gave the FBO a phone call in early March and asked them “Do you have any plans or arrangements for the April 8 eclipse?” “Well, not a whole lot, but we’ll take your tail number and get back to you.” I didn’t think about it a whole lot more until they called me back on Saturday, April 6. “You called us about flying in on April 8 for the eclipse. Are you still interested in coming?” By this time I had a plausible weather forecast, and it looked promising, so my response was “You bet I am!” Turns out they were limiting parking to 50 arrivals, and I’d called early enough to make the cut. They gave me a parking reservation code and I started checking the sectional chart for the mountains between here and Plattsburgh.

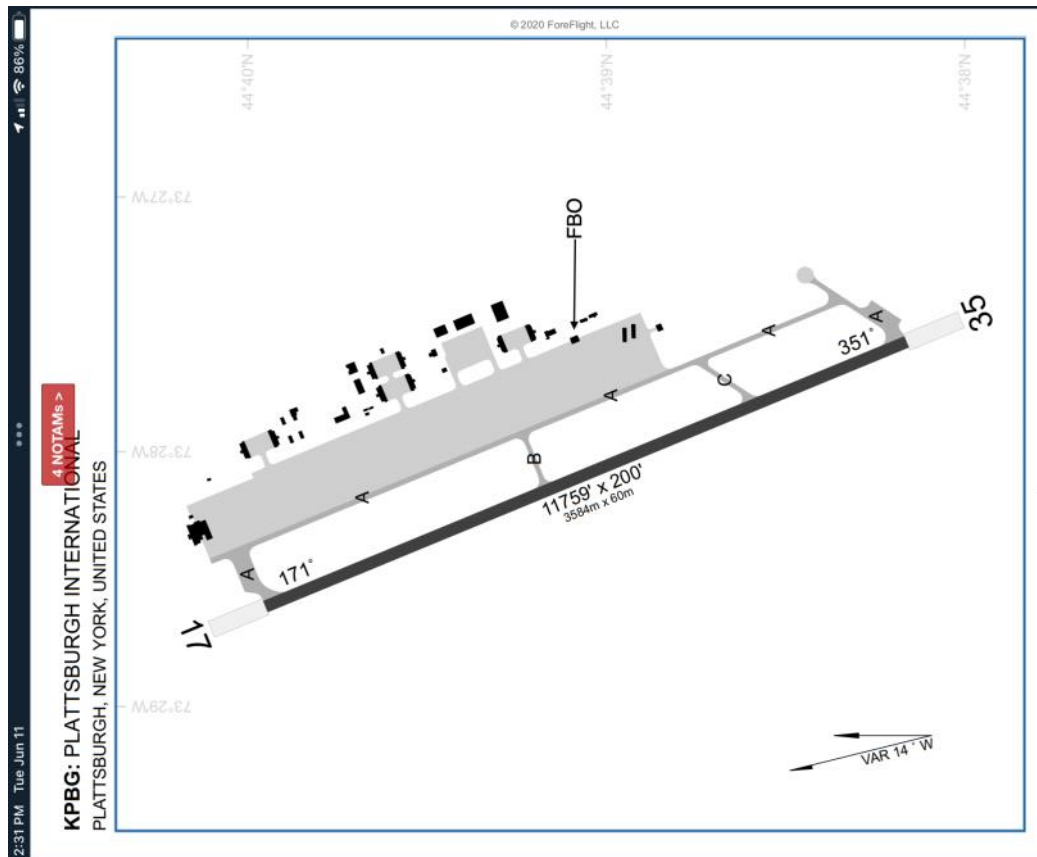
Ashley was looking for a ride, so about noonish on Monday, April 8, she, my wife, and I headed north from Minute Man in 40J. I plotted a shallow dogleg over Rutland to avoid the tallest of the Green Mountains. The wind was out of the north and I wanted to fly at 4500 to avoid the stronger headwinds aloft. It was an easy, uncomplicated flight, nearly clear skies and not very bumpy. I didn’t even ask ATC for flight following – we’d been warned to expect ATC to be real busy that day.

Eclipse 2024



Enroute - somewhere in northern Vermont

This is Plattsburgh Airport. I aimed to land half-way down the runway to taxiway B, and it was still a long hike on the ground.



Eclipse 2024

I'd been concerned about flying into a furball at Plattsburgh, but with arrivals limited to 50 airplanes this didn't happen. There were just a couple other radio calls, enough to tell us that planes were landing on 17. One other aircraft called final as we passed the southern threshold (putting him 2 miles in front of us!) We debarked and headed for the lawn outside the FBO with our lunches, folding chairs, and eclipse glasses. While waiting for the main event, I got the airplane fueled and settled up the tab.

Just a couple photos to give you an idea of the scale of this place:



On the ramp near the FBO, looking north. You can see the commercial airline terminal at the left edge of the picture. Mind you, that's a 2 story commercial building. It's just a mile and a half away!

Same place, looking south. That's the other folks who flew in.



June 2024

Eclipse 2024



All set up to watch the eclipse, outside the FBO.



More people with the same idea. It was *not* crowded.

Eclipse 2024

My one pathetic attempt at photographing the eclipse. The automatic setting on a digital camera does not handle this well. I could have gotten a better picture with the camera's manual settings, but this was not the time to try and figure this out. We had 4 minutes of totality, and I decided they were better spent watching the eclipse rather than futzing with the camera.



This is what totality looked like. Not total darkness, but like fairly late dusk. We really lucked out with the clouds. There were some very thin cirrus clouds in front of the sun, but not enough to interfere with watching the event. You can see there were denser clouds on the way in. (This photo is looking west.)

Eclipse 2024

There were a few cars parked outside the FBO. One had the radio tuned to a local station. As soon as we hit totality, the station started playing the Beatles' "Here Comes the Sun". Nice touch.

Once it was over, we waited a half hour and then started to head out. Good thing I'd settled the fuel and parking tab beforehand – they were pretty backed up in the office. I now understood why the FBO had limited parking to 50 aircraft. The place has acres and acres of space, but they didn't have the personnel and procedures to handle large crowds. It's probably a rare day they get more than one aircraft at a time.

Departure was as much a breeze as the arrival. I found a spot on the ramp a half mile from everything else (no challenge) to do my runup. At the north end there was a regional jet holding with a couple light planes behind it doing their runup. I called the jet asking if they were the next one out. Nope – they were holding for IFR release. So we were the next ones off – no waiting. The flight home took all of an hour and a half with a light tailwind, with my wife pointing out the traffic jams on the highway below us.

All in all, this was the quickest, easiest way to watch the eclipse, short of already living in the path of totality. A great example of "only with general aviation".

Boston Logan Airport STEM Event

EAA CHAPTER 196 DELIVERS STRONG PRESENCE AT LOGAN STEM EVENT

It was a dark and stormy... forecast. And it was literally a tough go/no-go decision. Should we fly out to the Logan Airport FAA STEM event on May 23rd or not? The forecast was calling for thunderstorms, originally scheduled for later in the day but pushed back to the noon timeframe, smack in the middle of the event.

Well, EAA Chapter 196 members made an awesome “go” decision and showed up with an impressive number of aircraft. Clearly many other folks scrubbed because the Delta hangar had far fewer aircraft than last year. (And we don’t judge – it WAS a very difficult call!) But our hearty crew determined it was OK to wait out the storm after the event ended and head home when it was safe.

The result was the sheer delight of over 2,000 high school students from all over Massachusetts. With the usual assortment of “vendor” tables featuring NAA, the Air & Space Museum, Young Eagles, the FAA, TSA, MassPort and many more, students had an opportunity to learn about the myriad opportunities that exist within the aviation and maritime industries.

It’s safe to say a decent number of youth were inspired to consider aviation when they were offered the chance to climb into our aircraft and talk with the pilots. One group of young ladies spend nearly an hour in one of our planes!

Sincere thanks to all who made it out to the event. Looking forward to another strong showing next year.



June 2024

Boston Logan Airport STEM Event



June 2024

Boston Logan Airport STEM Event



June 2024

Boston Logan Airport STEM Event



Sean Albanese with the Lightspeed headset he received as a Ray Aviation Scholarship recipient.

June 2024

Boston Logan Airport STEM Event



June 2024

Boston Logan Airport STEM Event



Who's Building?

Ted Ross

“My RV-7 build went slowly this past winter, partly due to the fact that I was waiting to learn the outcome of the Vans Aircraft bankruptcy. I've picked up the pace this spring and I'm continuing construction of my fuselage. Attached are some photos of primed center-section parts ready for final assembly and the center-bottom skin on the dimpling table.:



Who's Building?

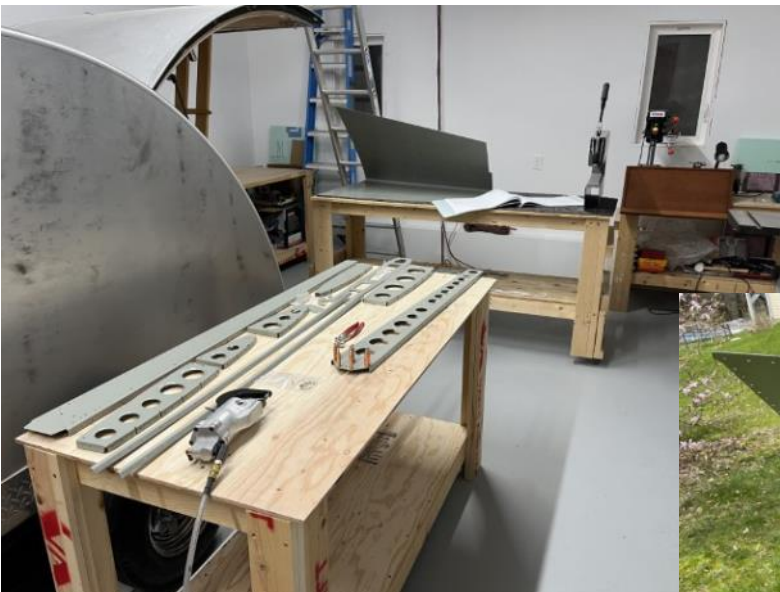
Matt Overholt

Over the past six months I've completed the workshop that I've been working on for building the RV-10 and moved everything from the garage into it. The workshop has a loft, which now contains the empennage and wing parts. I made an additional workbench out of the crates and got rid of them, which was a happy day. Mice had been taking up residence in one of the crates while it was in the garage.

Before building the workshop I had gotten the vertical stabilizer ready to rivet, then stopped. This spring I resumed work and tried out the SEM Solve for prep and SEM EzCOAT rattle can single-step prime and paint for the interior surfaces, and I'm really happy with it. I may not be able to paint all of the interior parts with a rattle can, but I'll cross that bridge when I get to it.

Ted Ross very kindly came over and checked my riveting and initial assembly of the vertical stabilizer. I am now riveting on the skin and starting work on the rudder.

I also ordered my laser cut replacement parts from Van's and received them less than a month later.



June 2024

Who's Building?

Nate Jackson

“Continuing to work on the fuselage, including working on the fuel system plumbing that runs in and around the cockpit area. Still much left to do. Finish kit was delivered, and the Lycoming engine will hopefully be coming soon in October 2024.”



June 2024

Who's Building?

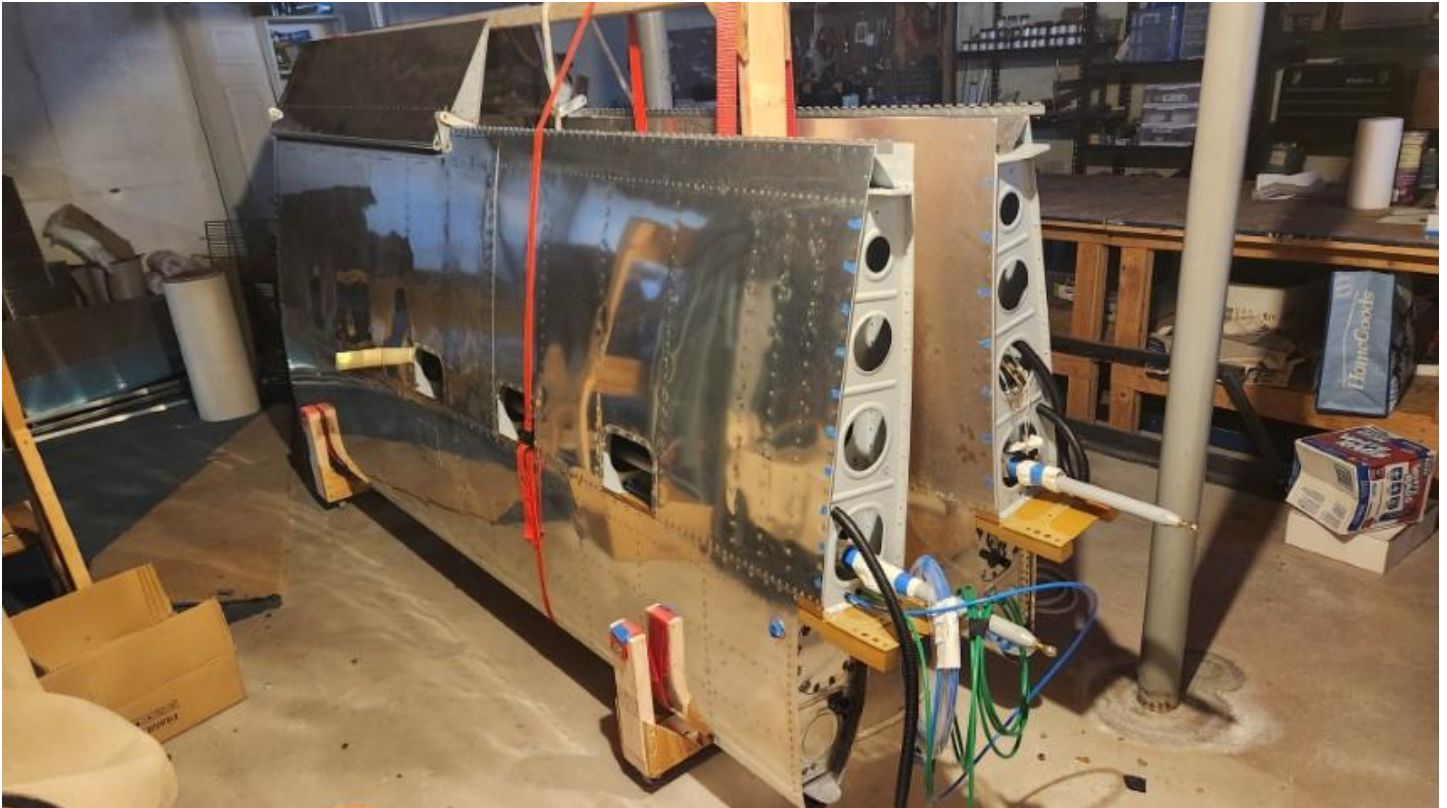
Nate Jackson



Who's Building?

Mike Smith

"I received my wing kit in February of 2023, and finished the wings a year later." If you hadn't heard, Vans Aircraft went into bankruptcy in late 2023, so my fuselage kit was held up until they could get back on their feet. Now that they have, my fuselage kit was finally delivered just last week, and I've already started on the firewall.



June 2024

Who's Building?

Mike Smith

A 350 lb crate with all the fuselage parts inside. Time to unpack!



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.

PilotWorkshops Online Pilot Proficiency

<https://pilotworkshop.com/>

Marcus (omega tau podcast) Flies the F-16!. He doesn't just get to ride in it, he gets to FLY it! You really need to watch this on a big screen in HD!

<https://www.youtube.com/watch?v=1Nc7yfZ14V8&t=810s>

Get FAA Weather via Text. Pete Alberti clued us in to this one at one of the chapter meetings.

<https://www.1800wxbrief.com/Website/home?desktop=true#!/sms-text-message-service>

Sling 4 Around the Cape. From Craig Maiman, "I took my wife, Ellen, up for a sightseeing flight to the Cape and took a video of it using my new Insta360 X4 (which is super cool and great for flying!). I have it mounted on the top of the panel and the battery can last for up to 2 hours.

<https://youtu.be/Mwtc50xxSwg?si=BmfwprjNV8kXKsOh>

Airshow Performance from in the Cockpit. Another one that is best watched on a big screen in HD!

<https://www.youtube.com/watch?v=WdzZZTDey7M>

Flying the A380. Many of you may know Rob Mark from the Airplane Geeks podcast. He used to be an air traffic controller and a corporate pilot. Some time ago, in reporting on the A380, they let Rob fly LEFT SEAT to try it out. No, not in a simulator!

https://www.youtube.com/watch?v=SizZA_xQbpc&t=4s

Books

Pilot Legal Guide: A Pilot Friendly Manual. It's not free, but it's written by a well known aviation attorney and pilot.

<https://pilotworkshop.com/products/pilots-legal-guide-pfm/>

Library at "The Airline Pilot Guy" Podcast Website

<https://airlinepilotguy.com/apglibrary/>

"Unlocking the Sky" by Seth Shulman

Glenn Hammond Curtiss and the race to invent the airplane. Tells the extraordinary tale of the race to design, refine, and manufacture a manned flying machine, a race that took place in the air, on the ground, and in the courtrooms of America. While the Wright brothers threw a veil of secrecy over their flying machine, Glenn Hammond Curtiss -- perhaps the greatest aviator and aeronautical inventor of all time -- freely exchanged information with engineers in America and abroad

"Hellcat: The F6F in World War II" by Barrett Tillman

Largely responsible for crushing Japanese airpower wherever the American fast carrier force sailed, the Grumman F6F Hellcat was considered the most important Allied aircraft in the Pacific during 1943 and 1944. Aviation historian Barrett Tillman presents the full story of the fighter plane--the men who built and tested it, the squadrons that flew it, and the heroes it created.

PHOTO FINISH



PHOTO FINISH



PHOTO FINISH

First Hangar Talk at “Fourth & Field” on April 6. 23 people showed up! Like old times...



Joe Baldwin, took a trip to Schenectady, NY, and took the first photo there, and the second one at the pumps at 6B6.



PHOTO FINISH

Andy Baker, our chapter VP, showing us the Boston area airspace in OLD SCHOOL 3D!!



PHOTO FINISH



Ashley Yarnell received her ERJ type rating!!

June 2024



Sugarbush Soaring
OB7

**SATURDAY
JUNE 29TH
10:30-2:30**



FLY-IN



BBQ proceeds to benefit

Flight Experience For Youth

*Giving youth the opportunity to
learn about and experience the world of flight*

Please see our website at helpyouthsoar.org for
information including arrival procedures at OB7



Sugarbush Soaring, Warren VT

June 2024

FOURTH & FIELD



Wings & Wheels

COME ON BY TO SEE THE VISITING CARS & AIRPLANES
EVERY THURSDAY EVENING! THIS IS A FREE EVENT APART
FROM FOOD/DRINK! *WEATHER PERMITTED*

Every Thursday Beginning June 6th
5:00pm-7:00pm

LIVE MUSIC, BARBECUE,
SPECIALTY COCKTAILS &
MOCKTAILS, DIRIGIBLE
BREWING COMPANY POP
UP & MORE!!!

RSVP YOUR TABLE AT
INFO@FOURTHANDFIELD.COM

302 BOXBORO ROAD, STOW MA

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- mike.smith208@comcast.net

Calendar

June 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 9:00 Hangar Talk (Fourth & Field)
2	3	4	5	6	7	8 9:00 Young Eagles Flights
9	10	11	12	13 5-7: Wings & Wheels at 6B6	14	15
16 Father's Day	17	18	19	20 5-7: Wings & Wheels at 6B6	21	22
23	24 6:00 EAA 196 Chapter BBQ & Meeting	25	26	27 5-7: Wings & Wheels at 6B6	28	29
30						

July 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 Independence Day Holiday	5	6 9:00 Hangar Talk (Fourth & Field)
7	8	9	10	11 5-7: Wings & Wheels at 6B6	12	13 9:00 Young Eagles Flights
14	15	16	17	18 5-7: Wings & Wheels at 6B6	19	20
21	22 Airventure	23 Airventure	24 Airventure	25 5-7: Wings & Wheels at 6B6	26 Airventure	27 Airventure
28 Airventure	29 6:00 EAA 196 Chapter BBQ & Mtg	30	31			

Calendar

August 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2 5-7: Wings & Wheels at 6B6	3 9:00 Hangar Talk (Fourth & Field)
4	5	6	7	8	9 5-7: Wings & Wheels at 6B6	10 9:00 Young Eagles Flights
11	12	13	14	15	16 5-7: Wings & Wheels at 6B6	17
18	19	20	21	22	23 5-7: Wings & Wheels at 6B6	24
25	26 6:00 EAA 196 Chapter BBQ & Meeting	27	28	29	30 5-7: Wings & Wheels at 6B6	31

September 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5 5-7: Wings & Wheels at 6B6 (not confirmed)	6	7 9:00 Hangar Talk (Fourth & Field)
8	9 Labor Day Holiday	10	11	12	13	14 9:00 Young Eagles Flights
15 MYRICKS FLY-IN	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30 6:00 EAA 196 Chapter BBQ & Meeting					

Calendar

October 2024

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 Columbus Day Holiday	15	16	17	18	19
20	21	22	23	24	25	26
27	28 7:00 EAA 196 Chapter Mtg/Elections	29	30	31		

November 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 9:00 Hangar Talk (Fourth & Field)
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21 Thanksgiving Holiday	22	23
24	25 NO CHAPTER MEETING	26	27	28	29	30

Calendar

December 2024

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
15	16	17	18	19	20	21
22	23	24 Christmas & start of Hanukkah	25	26	27	28
29	30 NO CHAPTER MEETING	31				

NOTE: The Chapter holiday party date is TBD. First possible date would likely be December 7.