



# EAA 196

# NEWSLETTER

## June 2023

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6 Month Calendars

### Coming Events

- Spurwink Farm Fly-In: July 9, 2023
- Airventure: July 24-30, 2023
- Myricks Fly-In: September 17, 2023

### News

- Nancy's Air Field Café is under new ownership. They will open as "Fourth and Field," sometime this summer. More in this issue.



### Licenses, Ratings, Instructing

- **Ashley Yarnell:** "I'm teaching an accelerated multi engine course in a Seneca (also MEI, time building, and non-accelerated)."



- **Peter Alberti:** became an Advanced Ground Instructor on February 13th. He is now certified to teach ground school, endorse for written exams, and perform the ground portion of flight reviews for any rating except Instrument. He is planning to do a PPL in-person ground school at Minute Man in the Fall, so if anyone knows someone who's considering that...
- **Greg Alberti:** Soloed on January 17! More in this issue.

## *President's Ponderings*

By Peter Alberti

Please help me extend a sincere “thank-you!” to our Board of Directors. They’ve been instrumental in prioritizing the needs of EAA 196 this year, and by focusing on the important stuff, we’ve accomplished a lot so far.

- We had an extremely successful Open House on May 20<sup>th</sup> despite Mother Nature’s best efforts to rain us out. Over 75 kids attended the Kids’ Zone, the EAA BBQ raised hundreds of dollars to support the NAA scholarship, the vendors felt welcome and well-supported, and everyone seems quite happy overall.
- Membership has grown – I’ve seen a handful of new members in the last few months, and I know a few other folks have attended meetings to see if they’d like to join. So my stated goal of “grow chapter membership” is working sooner than I expected.
- We’ve had some excellent ideas suggested by members to keep our chapter meetings interesting and productive.
- Our participation at the FAA STEM event at Logan was noticed and much appreciated.
- When a few aircraft builders (or prospective builders) inquired about getting connected or getting help, we were right there introducing ourselves and jumping in for them.
- And of course, Young Eagles rallies are as popular as ever, and are run smoothly by our expert corps of ground volunteers (and, of course, our generous pilots).

When I first started my term as president a few months ago I said my main goal was to continue the momentum Mike created during his tenure. Through the outstanding efforts and participation of our entire chapter, and especially of our Board who keeps things focused, my objectives are falling in line nicely! I’m looking forward to a fun summer with you all and, hopefully, a ton of flying adventures.

Pete

## ***Young Eagles Flights***

Thank you to all the pilots. And of course thank you to the ground crew volunteers! We can't do this without all of you!

On April 20th, EAA 196 hosted 10 autistic adults from Toward Independent Living and Learning (TILL) based in Billerica. While non-verbal, the participants were very excited to be able to sit in an airplane and see the variety of aircraft on the field. Several of them even got a taxi ride down the runway! TILL made a generous donation to EAA 196 in exchange for the visit, and the participants were very happy after their tour. See the photos in the Finish Photo section.

Young Eagles Totals to Date:

	<u>8-Apr</u>	<u>13-May</u>	<u>10-Jun</u>	<u>TOTAL</u>
<b>TOTAL</b>	<b>36</b>	<b>28</b>	<b>19</b>	<b>83</b>
Fred Moses	2	9	6	<b>17</b>
Jim Ellis	5	8	0	<b>13</b>
Mike Smith	4	4	4	<b>12</b>
Sue Benua	4	5	0	<b>9</b>
Andy Baker	4	0	2	<b>6</b>
Hector Constantzos	3	0	3	<b>6</b>
Andy Goldstein	0	0	4	<b>4</b>
Dave Wiederspahn	4	0	0	<b>4</b>
Chris Brandon	4	0	0	<b>4</b>
Lee Coopriider	4	0	0	<b>4</b>
Geoff Lull	2	0	0	<b>2</b>
Bill Greenberg	0	2	0	<b>2</b>

## ***FAA/Massport STEM Expo***

On May 9th, over 45 GA aircraft were ushered in to the Class B, landed at Logan, and taxied into the Delta hangar for the FAA/Massport STEM Expo. EAA196 teamed up with EAA106 to collectively provide slightly more than 1/3 of the GA aircraft. The pilots had the rare opportunity to fly into BOS with no landing fee. 1,000+ youth lined up to sit in the GA planes and talk with pilots, along with visiting vendor tables lining the perimeter of the hangar. The EAA196 crew met with many of the youth and perceive that at least 10 were materially influenced to seek out a flying journey. Several teachers were excited to promote the Young Eagles program. One youth specifically said: "When I came here I had no thoughts about flying, but now I can't see how I can't try it!"

From EAA196 were the following pilots and helpers:

Pilots:

Peter Alberti

Kevin Gilpin

Steve Wightman

Helpers for the above pilots:

Greg Alberti

Craig Eaton

Owen Gilpin

Ben Samra

Working at the table (talk about YEs w/ teachers & youth)

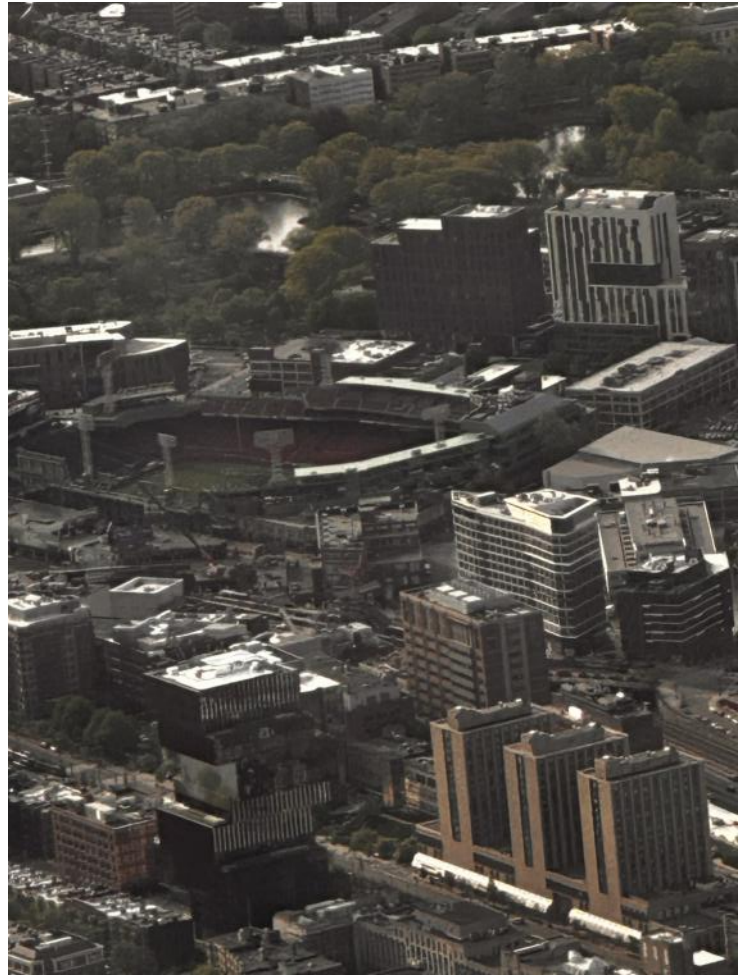
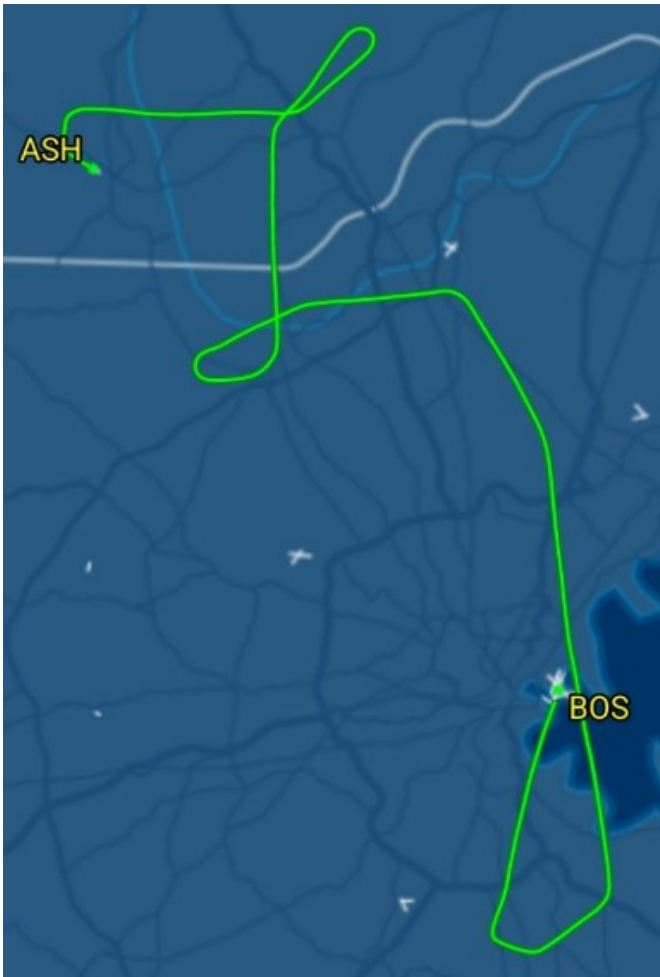
Sue Benua

Penny Bowman



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## *FAA/Massport STEM Expo*



THANKS TO ALL THESE FOLKS  
FOR PROVIDING THE DESCRIP-  
TIONS AND PHOTOS:

Peter Alberti  
Penny Bowman  
Emilio Arce  
Kevin Gilpin



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# FAA/Massport STEM Expo



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# FAA/Massport STEM Expo



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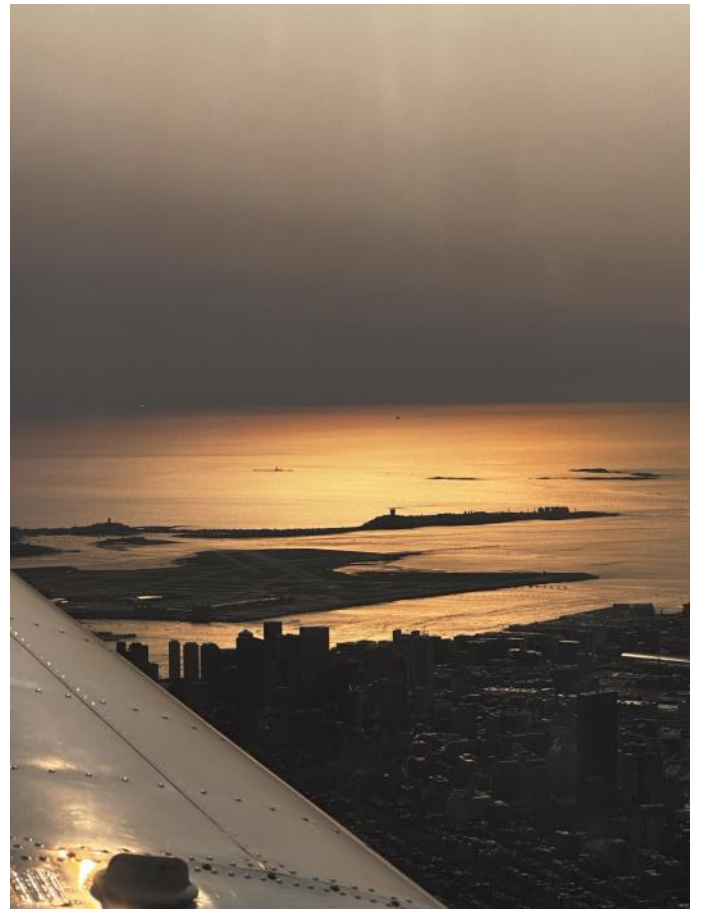
# FAA/Massport STEM Expo





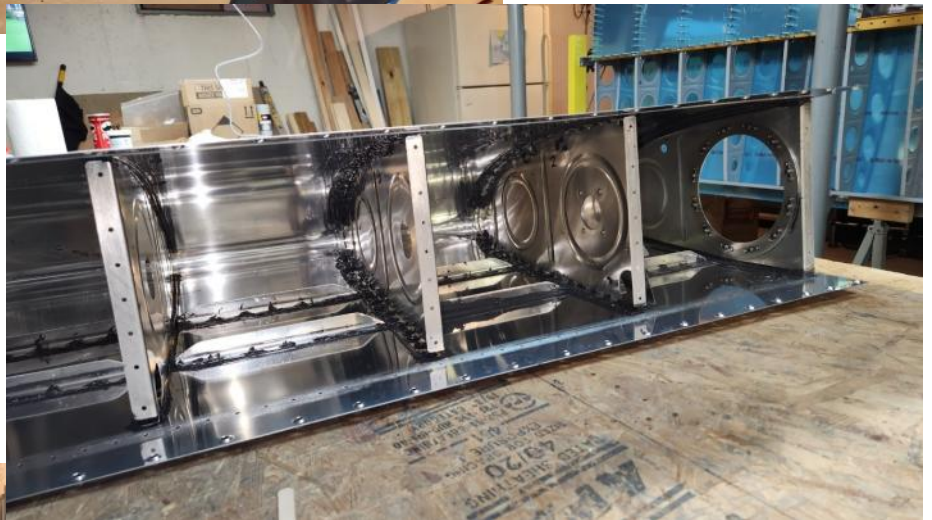
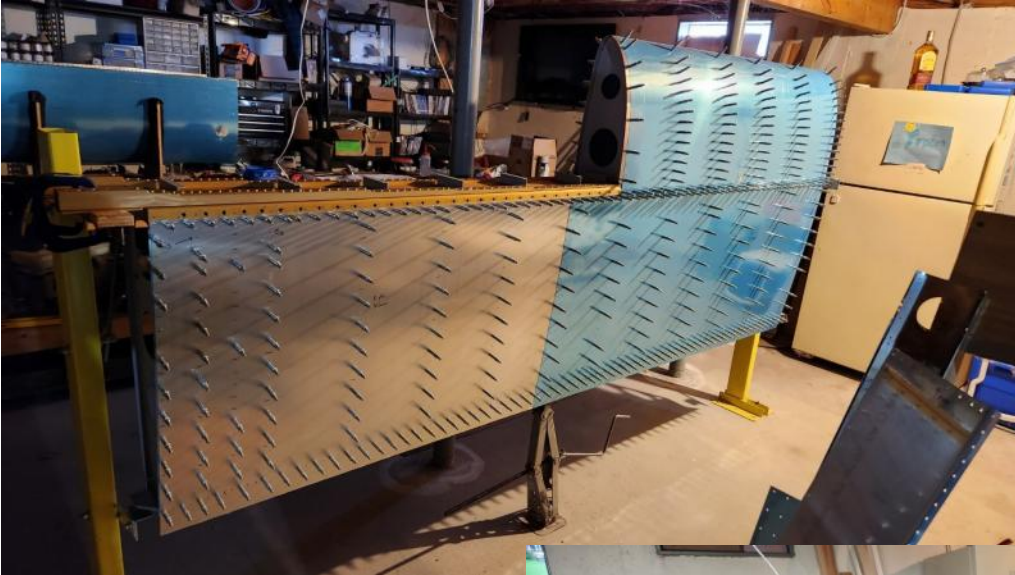
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***FAA/Massport STEM Expo***



## *Who's Building?*

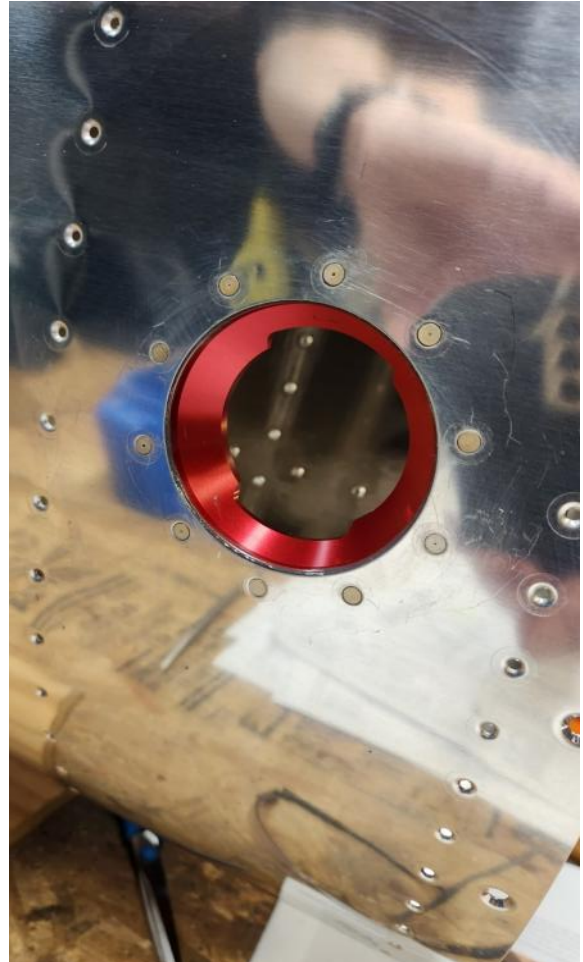
**Mike Smith** began building his Vans RV-7 in May 2022. He's now 13 months into the project, and the empennage (horizontal stabilizer, elevators, vertical stabilizer, rudder) are complete. Both leading-edge wet fuel tanks are constructed, and the right wing skins are just getting riveted to the spar and ribs. The fuselage kit should arrive in Sept/Oct, so lots to do to finish the wings.



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# Who's Building?

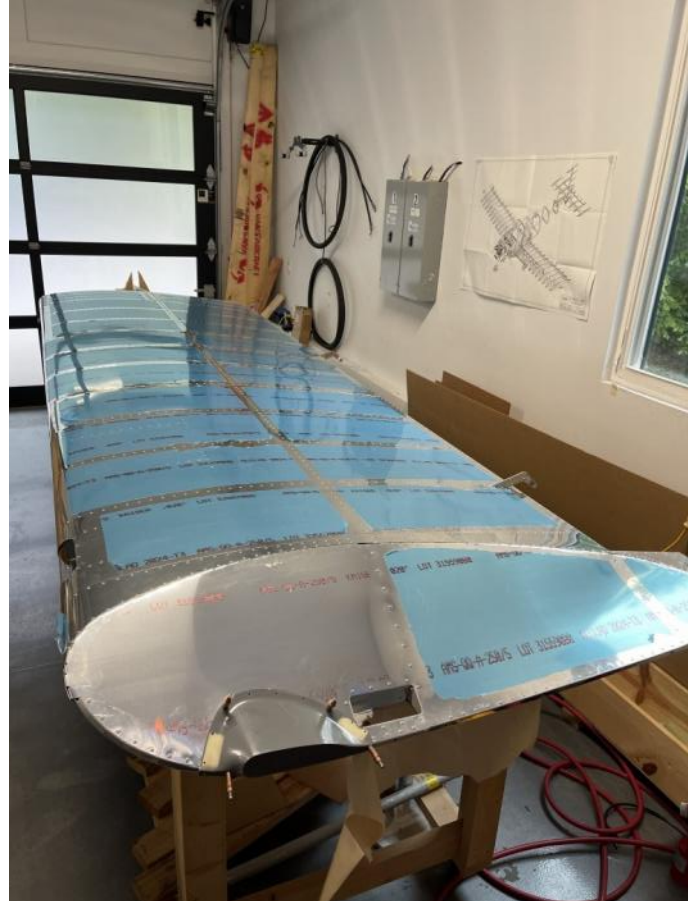
Mike Smith



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## Who's Building?

**Kevin Gilpin** is about to finish the second wing on his RV 12. Here he's just putting the wingtip light on, and then will be moving it to his hangar and starting the fuselage.



“This is a fun photo of my son Owen with me 170 and also the kit car that my wife built - it's called a Rally Fighter.”



## *Who's Building?*

**Ted Ross** is also building an RV-7. He has completed the tail assemblies and the wings, and is working on the fuselage.

**Nate Jackson** also continues to build his taildragger RV-7, with a slide back canopy. Like Ted, the empennage and wings are complete, and the fuselage is quite far along. The finishing kit will be arriving shortly. The delivery of the Lycoming Thunderbolt engine has been pushed a few time, but is expected at the beginning of 2024. Lycoming's lead times are now out to 2026!!

**Matt Overholt** is just starting the build of an RV-10. He constructed an 18' x 24' workshop for it!

PICTURES FOR THE NEXT NEWSLETTER, PLEASE!!

## *Cross Country in a new RV-12iS*

**By Brian Burke**

My wife Renee and I picked up our new RV12iS SLSA, built by Van's in Aurora, OR in early May. After taking ownership, my wife flew back to Boston on a commercial flight, while I flew our aircraft home myself. As a software developer / leader, I'm currently not working as a result of my former company's downsizing, which provided me the 'unlimited' free time for this trip. While in Oregon visiting Van's, I was also fortunate to fly a demo flight in the factory RV10. I hope and plan to start building an RV10 soon (after finding a new job). Our RV12 is currently based in a shared hangar in Lawrence while awaiting hangar space at Minuteman. It will be around Minuteman in the coming months, hopefully flying Young Eagles as well as just visiting.

Up until now, in my 25+ years of aviation, I've always been a local area, same day out and back rental flyer. Despite the number of years since earning my certificate, my total hours remains relatively low. As a result, this purchase and trip brought about many 'firsts' in my aviation 'career'.

Firsts:

- Aircraft ownership, a 2023 Van's RV12iS SLSA
- 'Overnight' with an aircraft. Until now I've been a day renter
- Planning fuel stops, overnight locations
- Flight through area of higher mountains, in this case Oregon / Washington, Idaho, and Wyoming.
- True cross-country, coast to coast
- Hangar and Maintenance bills paid

Thoughts and observations:

It's a different feeling cancelling a day flight vs. a no-go on a long overnight cross country. For a day flight, it's usually just, "Okay, can't go this week, we'll try again next week" and life goes on. On this trip it was, "If I can't go that means I need a place to stay, need to eat, find something interesting to do (which adds costs among other things). Oh, and I might not be able to fly the next leg for 5 days?!"

In most of my flying before this trip I rarely used the autopilot, even when available. For this trip I had autopilot on roughly 95% of the time. It is a great feature to be able to send flight plan from ForeFlight into the Garmin panel.

The ForeFlight profile view, available with the Pro Plus (\$240/year) subscription was incredibly useful to plan the flights through the mountains. I was able to keep max altitude to 11.5k, good margin to avoid hypoxia. Even better, it was enhanced with their new release (during my trip) to show the

## ***Cross Country in a new RV-12iS (cont.)***

location and heights of the peaks along the flight corridor. This really improved situational awareness.

In addition to my existing personal minimums, I added some recommended by the Colorado Pilots Association: Ceiling at least 2000 ft. over all ridges and terrain along route, and winds aloft at 9k and 12k no greater than 25 kts. Applying these served me well.

Studying weather and getting weather briefings covering 1000 miles+ is much more interesting than weather in a small area like New England. Weather en route can vary quite a bit from the departure and destination. You can't count on always having tailwinds going west to east. I encountered headwinds on the majority of my trip in May.

FBO fees vary widely (well known issue). The places with more cost friendly (and overall friendly) FBOs tend to be smaller cities. However, ground transportation can be challenging in these cities. Ames, IA for example no longer has any taxi services, and not enough Uber and Lyft drivers to be able to schedule earlier morning airport trips.

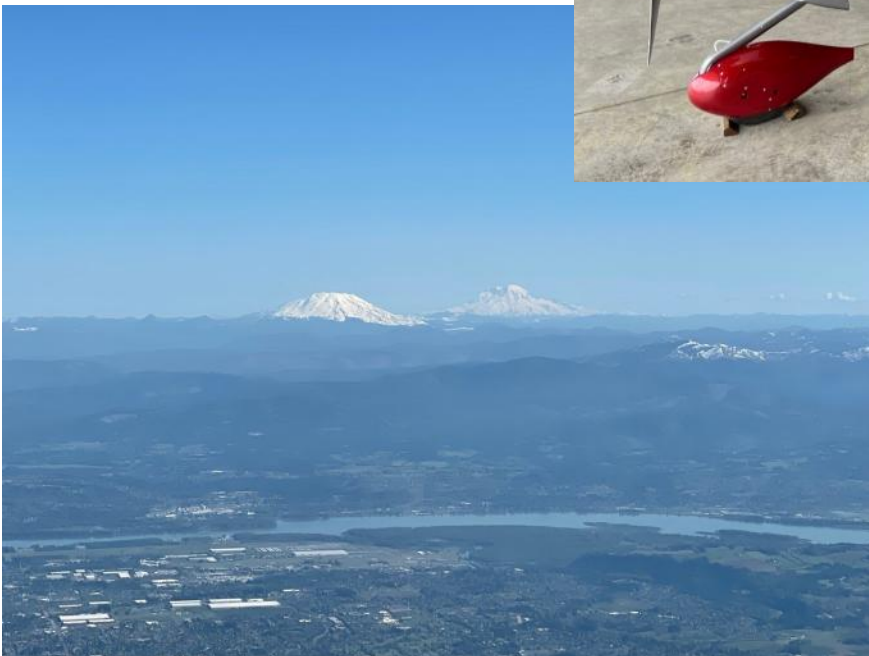
There are some great views flying in our area for example along the coast, and some mountains like Mt. Washington. The views in the west are even more incredible, for example along the Columbia River, Mt. Hood, Mt. St. Helens, Mt. Rainier, all through Idaho and Wyoming, etc. It obviously gets a bit less interesting over the plains and into the east.

Stats of the trip, which included a stopover in Maryland for the 25 hour Rotax warranty check maintenance;

- Total Time: 29.0 hours
- Total flying distance: ~2,950 NM
- Days with flying: 6
- Days waiting out weather: 8
- Fuel used: 107.2 (>31 mpg, much better than my car)
- New airports for the logbook: 10 - including one 4 nm from DC SFRA, and 1 nm from active Blue Angels TFR at my departure time.

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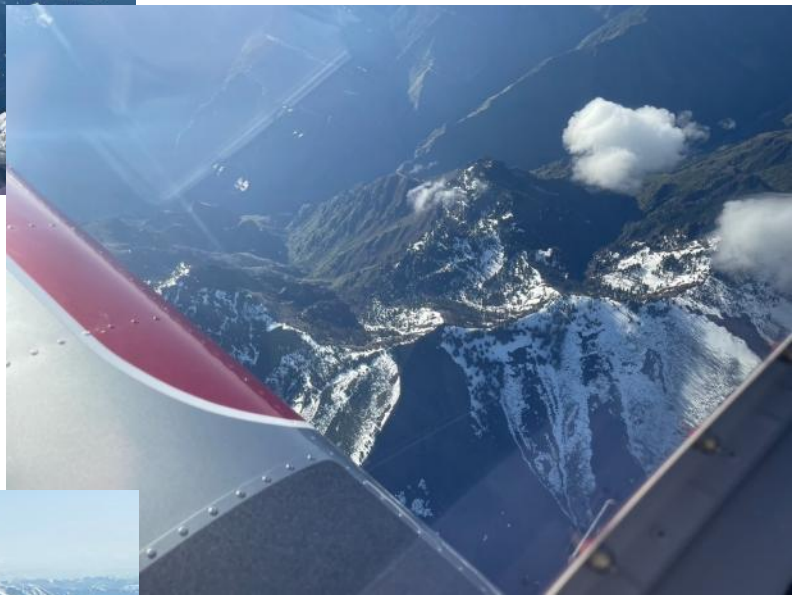
## Cross Country in a new RV-12iS (cont.)





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*Cross Country in a new RV-12iS (cont.)*



## Stow Spring Fest 2023

On June 6 Jeanette Velasquez and her kids, Andy Goldstein, Hector Constantzos, Sue Benua, and Mike Smith represented Chapter 196 at this annual event. They talked to kids and parents about Young Eagles (some showed up to fly the next weekend!), but also talked to some adults about how

they could learn to fly. Videos were showing, and many paper airplanes were constructed and flown. It really is a very good time, so we hope to see more Chapter 196 members next year.



## Greg Alberti

Greg Alberti has made some nice progress with his Ray Aviation Scholarship journey. In January he completed his first solo at Minute Man under the watchful eye of his CFI, Craig Eaton, and the hopeful (if a bit panic-stricken) monitoring of his father. After not having flown for two weeks, taking mid-term exams in the morning and doing 10 practice laps around the pattern, at least one observer was pretty convinced he wouldn't be soloing that day. Apparently he was incorrect about that! From there Greg proceeded to study for his written exam which he took in April. Despite a Covid-like week of sickness ahead of his exam he still managed to eek out a 90%, which he considered to be "adequate".



The Ray Aviation Scholarship gave me a Lightspeed Zulu headset!

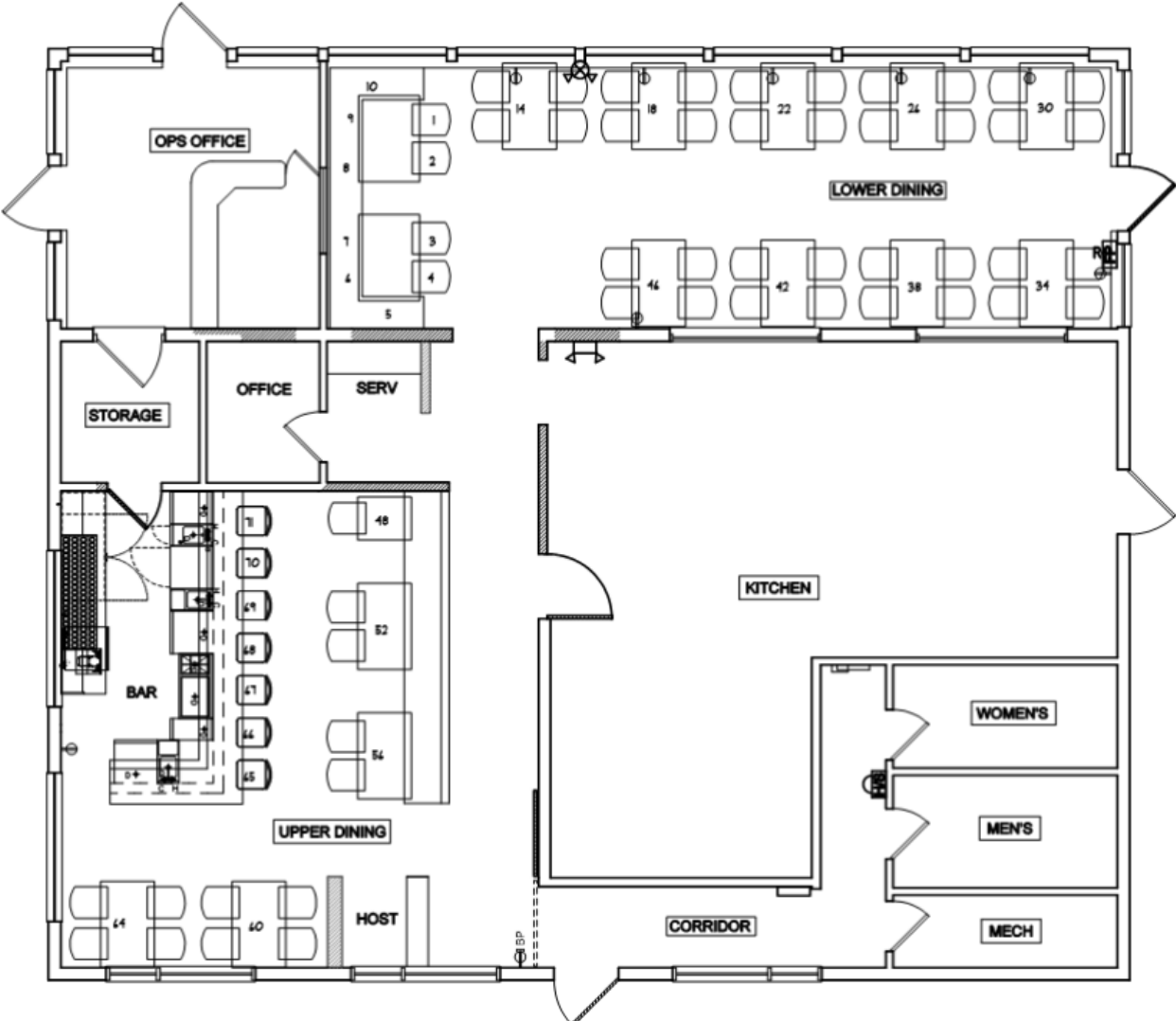
## *Charlotte Richardson*

I have not done much of interest, aviation-wise, for six months, but I did get myself officially floatplane-current again this morning after two years of not flying them, in preparation for Aero Club Como next month (thanks due to Jim Ellis for getting me the info on that operation). This is an amphibious Aeronca Scout out of Loprinze Aviation at KASH, and that is Chris Loprinze himself (a nice guy!) in the rear cockpit. This is a nice airplane, with a 180h engine so it easily gets off of the water without any fancy maneuvering (lifting one float, or taxiing around to rough up the surface first). The only trick is, as usual with large ungainly pilots like me and small cockpits crammed full of obstructions like the stick, the water rudder chain, the flaps handle, and the other cockpit's rudder pedals, is how to pretzel yourself in and out without winding up landing underneath the airplane on your head. Plenty of room once you contort yourself in, though.



# RESTAURANT RENOVATIONS

Taking the place of “Nancy’s Air Field Café” will be a new restaurant under new ownership, called “Fourth and Field.” Renovations are underway and they hope to be open this summer.



## ***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.

### **How Stuff Works / Flight**

<https://science.howstuffworks.com/transport/flight>

### **Aviation Blogs to Follow**

[https://blog.feedspot.com/aviation\\_blogs/](https://blog.feedspot.com/aviation_blogs/)

### **EZ Weather Brief, from Eric Rolfe**

<https://ezwxbrief.com/>

I don't know if it's been covered already, but I've been using EZ Weather Brief over the past year or so. It lets you specify red, yellow, and green thresholds for various weather conditions (e.g. enroute ceiling heights). Using various weather sources, it then shows you an array of colored dots - the rows correspond to the weather conditions, the columns to departure times.

Hard to describe.... but simple to use once it's set up. It's free for 14 days - then about \$70/year - so not worth it if you don't fly longish trips relatively often.

Lots more to it - too much to describe in an email - but I've found it to be very good for planning departure times as well as making go/no-go calls.

### **Mike Smith's RV-7 Construction Kitlog Site**

<http://www.mykitlog.com/mikesmith>

### **Mike Smith's Trip to Airventure 2022**

<https://www.youtube.com/watch?v=IETXATI9mv8>

## **Books**

"Fate Is The Hunter" by Ernest K. Gann

"B-17s Over Berlin: Personal Stories from the 95th Bomb Group" by Ian L. Hawkins (Editor)

"Understanding Air France 447" by Bill Palmer

"North Star over My Shoulder: A Flying Life Kindle Edition" by Bob Buck

"The Killing Zone, How and Why Pilots Die" by Paul A. Craig

**PHOTO FINISH**



Everything about a float plane is cool!



Who knew the Concorde was a tail dragger!

**PHOTO FINISH**

TILL/Alzheimer's Group





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## ***PHOTO FINISH***

I flew my wife (Meg) and I to Grand Cayman. A good bit of planning to pull it off and a fun aviation adventure. Here's a photo of our flight over Cuba... and the reward at the end.

James Lipcon



# PHOTO FINISH

## OPEN HOUSE



June 2023

# PHOTO FINISH

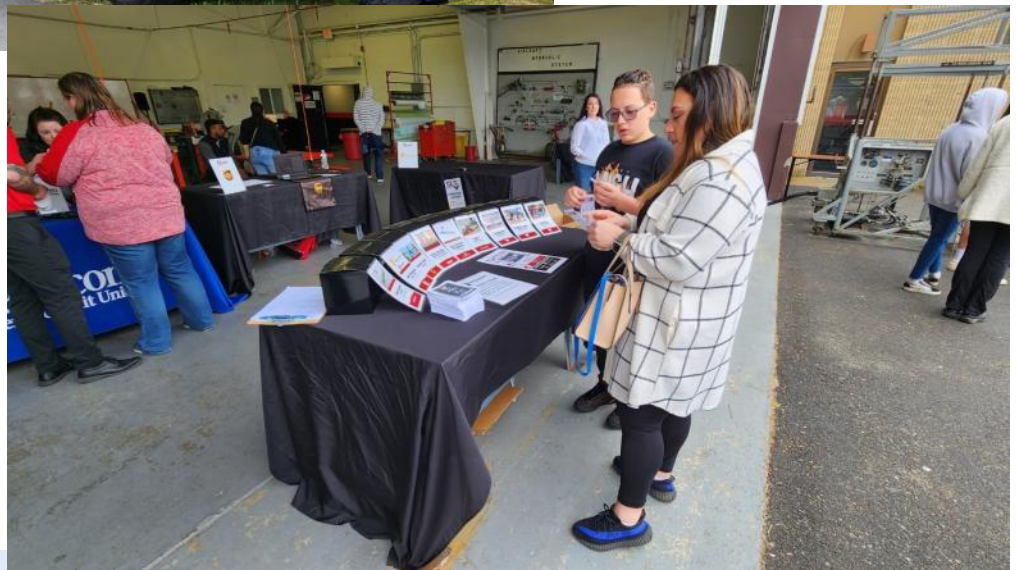
## OPEN HOUSE



June 2023

# PHOTO FINISH

## OPEN HOUSE



# PHOTO FINISH

## YOUNG EAGLES



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# Calendar

## July 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 9:00 Hangar Talk (Wild Hare)
2	3	4 July 4 Holiday	5	6	7	8 9-12: Young Eagles Rally
9 Spurwink Farm Fly-In	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24 AIRVENTURE	25 AIRVENTURE	26 AIRVENTURE	27 AIRVENTURE	28 AIRVENTURE	29 AIRVENTURE
30 AIRVENTURE	26 31 6:00 BBQ 7:00 EAA 196 Mtg					

## August 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 9:00 Hangar Talk (Wild Hare)
6	7	8	9	10	11	12 9-12: Young Eagles Rally
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	26 6:00 BBQ 7:00 EAA 196 Mtg	29	30	31		

# Calendar

## September 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 9:00 Hangar Talk (Wild Hare)
3	4 Labor Day Holiday	5	6	7	8	9 9-12: Young Eagles Rally
10	11	12	13	14	15	16
17 Myricks Fly-In	18	19	20	21	22	23
24	26 6:00 BBQ 7:00 EAA 196 Mtg	26	27	28	29	30

## October 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 9:00 Hangar Talk (Wild Hare)
8	9 Columbus Day Holiday	10	11	12	13	14 9-12: Young Eagles Rally
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30 7:00 EAA 196 Meeting	31				



# Calendar

## November 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 9:00 Hangar Talk (Wild Hare)
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23 Thanksgiving Holiday	24	25
26	27 <b>NO</b> EAA 196 Meeting	28	29	30		

## December 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 9:00 Hangar Talk (Wild Hare)
3	4	5	6	7 Hanukkah First Day	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25 Christmas Holiday	26	27	28	29	30
31						