

AS THE PROP TURNS

EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 315 NORTH JERSEY SHORE

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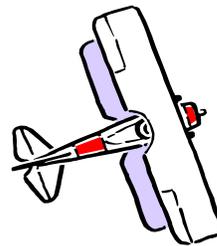
Minutes of December 1st, 2003 Meeting

The December meeting of EAA Chapter 315 was held at the home of **Eli Liebermann** in Ocean Township, NJ. Our President elect, **Glenn Stott**, sitting in for our current President, **Dan Ludwig**, called the meeting to order at 7:39 PM with 12 members present. A motion was made by **George Honsch**, seconded by **Dick Augusty** and approved by the members present to accept the minutes as published in the last newsletter.

The Treasurer's report was given by **Tom Goedel**. The Chapter has \$1420.70 in the treasury. He also noted that the Chapter has paid it's annual \$25.00 NJ State Incorporation fee. Dues are also payable for 2004 and remain at \$20.00 again this year.....a great bargain!! Calendars are in - get 'em while they're hot!!



OLD BUSINESS



FIRST FLIGHT NEWS - **Bob Hartmaier** circulated a post card confirming that indeed, our Chapter had purchased a brick near the Information Center approximately 5 miles north of Kill Devil Hill at the 100th Anniversary of First Flight Site.

CHAPTER SHIRTS / HATS - **Glenn Stott** reported that our president passed along information regarding his company's shirt provider. There is a \$150.00 set-up fee for a tape that we keep and that

shirts will be about \$25.00 each when ordered.

Lew Levison suggested we purchase shirts and use the sew-on patches that we already have.

Your newsletter editor told the membership that he had contacted “CK Stitches”, the company that did shirts and caps for another Chapter up north. They asked for an email with a “sample” of what we needed. I sent them our EAA Emblem and had hoped to get a reply back about the cost of the infamous set-up charges. They estimated \$100.00 or so depending on whether it was made larger or smaller. They also provided us the option of our providing the shirts or buying shirts from them, noting that they don't have a really large mark-up on the shirts they provide for embroidering.

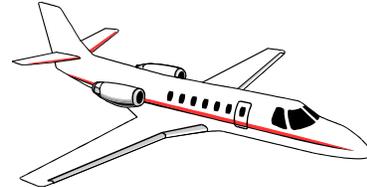
Eli Liebermann brought out an example of the shirts his company bought for it's employees. He noted that they paid a \$100.00 set-up fee and each shirt was \$20.00 for the shirt plus \$5.00 for the embroidery on each shirt. The shirt was passed around for members to see and examine for quality.

On conducting an informal query, it was determined that about 10 members would like shirts, enough to warrant pursuing. It was also mentioned that we may look at handing out / selling shirts at EAA events held later in subsequent years. **Glenn Stott** suggested that the Chapter may absorb the set-up fees so that members can “afford” to purchase a shirt/jacket/hat, etc. when produced.

MINI-YOUNG EAGLE'S DAY - **Lew Levison** reported the November 9th Young Eagle's Day he set up was subject to inclement weather and he had just taken up 2 of the kids that were to have come last week.



NEW BUSINESS



YOUNG EAGLE'S GOAL REACHED - As many of you already know, the goal of flying 1 million youngsters was reached on November 13th, 2003. One of the many articles about the accomplishment was passed around to the membership present. Some statistics: 12,420 Young Eagles were flown in New Jersey; Total Pilots in the United States - 31,202; Number of Pilots in New Jersey - 576.

BUILDER NEWS & PROGRESS - We all got to see the progress that **Eli Liebermann** has made on his RV-6A. His aircraft is on it gear, with the instrument panel mostly done, the engine mounted -final work still needs to be completed firewall forward. His progress is encouraging to those members who have been working on their RV's for a veeeeerrrrryyyy long time. We're looking forward to next April, the advertised date of flight!! See pictures later in this news letter.

NEXT MEETING - The next meeting will be **November 3rd** at **Innovative Power Solutions**. Plan to come and participate. **Howard Levy** will be showing slides of his trip to Aurora, OR where he photographed Van's RV-9 and the new RV-10 !! Location and directions later in the newsletter.

AVIATION IN THE NEWS - One of our members mentioned an Asbury Park Press article that talked about small airports disappearing from the New Jersey countryside. And in the Courier News, Jack Elliott had similar sentiment in his article.

CLASS PROJECT - **Glenn Stott** showed the members his class' project that involved taking a picture of his plane and turning it into a 3-D model.....very interesting discussion.

CHAPTER MISSION STATEMENT - **Lew Levison** suggested that our Chapter create a purpose or mission statement including a regular Young Eagles-like program and perhaps some sort of community

function/service/event that would expose the public to the EAA and our Chapter specifically. More discussion to be held in a future meeting.



MISCELLANEOUS



- ♠ Your newsletter editor provided copies of news letters from other NJ Chapters and membership lists for those desiring one.
- ♠ This month's 50/50 drawing of \$10.00 was won by **George Honsch**.
- ♠ Thanks to **Eli Liebermann** for hosting our December meeting !!
- ♠ A motion to adjourn was made and seconded with a vote to do so by all at 8:10 pm.....coffee, soda and donuts being provided by our host before adjourning downstairs to check out progress on **Eli's** RV-6A.



EVENTS - - EVENTS - - EVENTS



SUN n' FUN EAA ANNUAL FLY-IN: April 13 to 19, 2004 at Linder Regional Airport (LAL), Lakeland, FL. For those who like to plan ahead: April 12 - 18, 2005, April 4 -10, 2006, April 17 - 23, 2007 and April 14 - 18, 2007.

EAA AIRVENTURE 2004: July 27th - August 2nd, Wittman Regional Airport (OSH), Oshkosh, WI. Information at the AOPA web site: www.eaa.org



NEXT CHAPTER MEETING: 7:30 PM - Monday, January 5th at Innovative Power Systems, 22 Meridian Way, Eatontown, NJ. Directions: Route 35 South to Industrial Way West, 2nd street on the right. (Please bring a folding chair as there is a limited supply of chairs.....thanks.)



TWENTY YEARS AGO IN SPORT AVIATION

The January 1984 issue contained lots of coverage of the U. S. National Aerobatic

competition. Unlimited winner Kermit Weeks was featured on the cover in his "Weeks Solution". Kermit started his aerobatic career in a Pitts S1S but soon built a highly modified version featuring a 200 hp engine and a constant speed propeller that he called the "Weeks Special". He soon began to work on a new plane that incorporated some more ideas that he had, and would of course have more power. The "Weeks Solution" was 18'2" long, had a 17'4" wing span, weighed 925 pounds and was powered by a Lycoming IO-540 swinging a 79" diameter three-bladed composite prop. Dave Gustafson said this about Kermit's unlimited routine: "The Solution dances like a hyped Tinkerbelle, treating gravity as though it didn't exist".

The next four finishers and automatic qualifiers for the US Aerobatic team were Henry Haigh, Harold Chappell, Alan Bush, and Gene Beggs. Jim Roberts, formerly of Lake Hopatcong and familiar to many of us for because of his performances at the Sussex Air show, finished in seventh place. Leo Loudenslager, a past World Champion and the defending National Champion, was disqualified for a "Hot Box" violation during his Free Program and failed to make the team. On the women's side Julie Pfile finished in 10th place overall and won the Women's Championship. She was joined on the U.S. Team by Linda Meyers, Debby Rihn, and Brigitte De Saint Phalle. It should be noted that Brigitte also had a "Hot Box" violation, and scored zero on her Known routine. Head judge Mike Heuer felt that he was partially at fault since the competition area was clear, but he had forgotten to change the indicator panels that signaled a clear box. However the arbitration jury declared that "rules is rules" and disqualified her. If Brigitte's points for her known performance had counted, she would have bumped Jim Roberts out of 7th place overall and won the woman's title.

Jack Cox also tidied up some unfinished business from the 1983 Oshkosh Fly-In. Don Taylor had decided to donate his world circling Thorp T-18 to the EAA Air Education Museum. But he wanted to go out with a bang, so to speak, and decided to fly to the North Pole and return during the Oshkosh Fly-In. Jack described Don's efforts to get "Victoria" ready, including "borrowing" an \$85,000 Sperry IONS for navigation and collecting all the winter and survival gear he required. Don completed the flight successfully but due to several days lost waiting for acceptable weather, only arrived at the Fly-In at noon on the last day.

Frank Luft contributed an article describing his 90% Davis D-1 project. He said that he stayed true to the original look of the Davis but used his own design for the fabric covered fuselage and wings. It cruised at 90 mph behind a 70 hp LeBlond five-cylinder radial engine, and climbed out at about 800 fpm. And Mike Kimbrell introduced his new "Butterfly" ultralight design. The craft had a small Aeronca C-2 kind of cockpit structure with the wing mounted on top. The "fuselage" was a long piece of 3" by 17" aluminum irrigation pipe to which the tail was attached. The wings and tail feathers were traditional fabric covered wood construction and it was powered by a 28 hp Rotax 277 engine. He described the flying qualities as very docile, with a high degree of stability. As proof he included a photo of his 13 year old son Matt who had logged 8 hours in the "Butterfly" after 4 hours of dual in a J-3.

Karl White of Seaside, NJ gave an account of his involvement in the design and development of the Curtiss-Wright "Junior". Karl worked for Curtiss-Wright in 1930 when then president Walter Beech gave him the task of designing a two-place light plane that would sell for under \$1500. He came up with a prototype that Beech named the "Skeeter". The sales

side of the house changed the name to "Junior" and it went into production in 1931. Apparently some magazine stories had appeared that indicated that Karl had copied his design from the Snyder "Buzzard" that had also come out in 1930. He claimed that he had had no knowledge of the configuration of the "Buzzard" and had started with a clean sheet of paper. Part of the confusion stemmed from the fact that Curtiss-Wright had purchased the rights to the "Buzzard", apparently to eliminate competition. Karl said that this knowledge had been kept from him as he worked on the design of the "Junior" and that he had not copied! the "Buzzard" or even been influenced at all by it.

Robert Jones and Rick McWilliams of the Ames Research Center described their home computer program that used Joukowski's transformation theory for designing airfoil shapes. And Henry Ogrodzinski discussed EAA's C-172 auto fuel research program. In "Down at 50 Degrees Below" Jim Baugh gave us some pointers about winter survival methods.

In the "Craftsman's Corner" Chuck Larsen discussed some considerations when sharpening drill. And in "The Sportplane Builder" Tony talked about windshield installation.



Happy Holidays and a Happy New Year to all.

Bob Hartmaier
EAA 78889



PICTURES FROM THE RV FACTORY

What's in this box ???



Maybe no one will notice if we
just talk amongst ourselves.....



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Looking Tailward....

An excellent panel layout



Eli answers one of Lew's questions.....

AS THE PROP TURNS



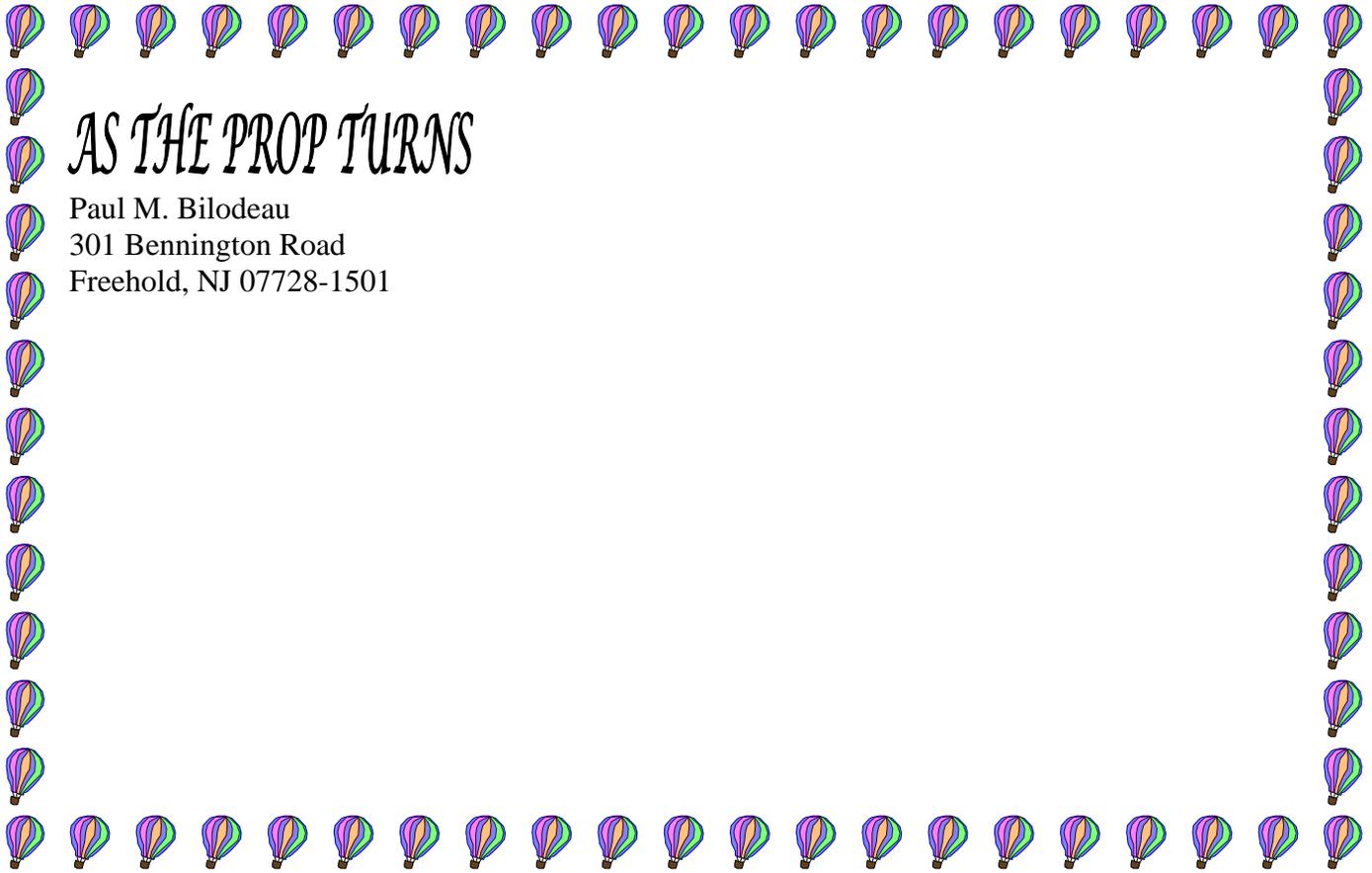
Eli isn't sure about Tom's new idea for making his RV-6A into a planter.....

Tom admires the beginnings of Eli's firewall forward installation.....



**Linus the Holiday Dawg
says - Happy New Year !!**

Until Next Month • Fly Safely



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E.A.A CHAPTER 315 “As The Prop Turns”

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Experimental Aircraft Association - January 2004
Editor: Paul Bilodeau 732-761-1515

Next Meeting: Monday - January 5th @ 7:30 PM
Innovative Power Solutions
22 Meridian Road
(Off Industrial Way just off and west of Rt 35)
(Last set of offices towards the far end of the building)
Eatontown, New Jersey