

AS THE PROP TURNS



EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 315 NORTH JERSEY SHORE

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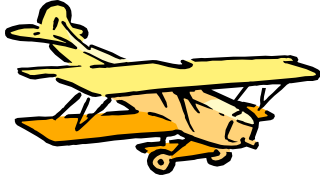
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Minutes of May 3rd, 2004 Meeting

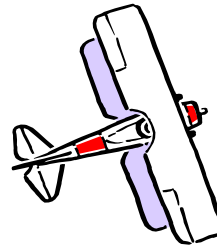
The May meeting of EAA Chapter 315 was held at Old Bridge Airport, Hangar E-10. President **Glenn Stott** called the meeting to order at 7:44 pm with 17 members present. A motion was made to accept the April minutes as published in the latest newsletter.

The Treasurer's Report was read by **Tom Goeddel** - there is \$1831.66 in the treasury. There was approximately \$60 added to the treasury from the proceeds of the Awards Banquet. A motion was made to accept the treasurer's report as presented, seconded and accepted by the members present. It was also noted that our annual check to the State of NJ had not been cashed yet.

There was a new member present, **George Larys**, who will be completing his membership information forms hopefully, by the end of tonight's meeting. He has a Mooney which is based at Old Bridge Airport and is working on a Midget Mustang for about 7 years now and figures he has about 4 years to go!!



OLD BUSINESS



BUS TRIP TO WASHINGTON, D.C. - Due to our inability to fill a bus, the trip had to be rescheduled. The current plans are to visit the new aviation museum on October 9th (mark your calendars). Tentatively we're looking at \$40 - \$50 per person for the day trip. Look for a sign-up form and chapter contact person towards the end of the summer in the newsletter.

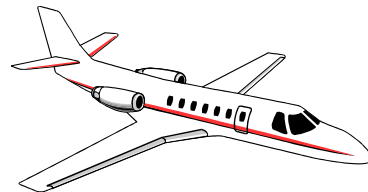
CHAPTER AWARDS DINNER - A good time was had by all.....members discussed and reminisced about the evening. A special thanks to **George Cowling** for arranging the restaurant.

CHAPTER SHIRTS / HATS - **Marc Pierce** reported that all previously ordered shirts have been distributed to chapter members. He reminded those present, and those who are receiving this newsletter that shirts can still be ordered - \$28 or \$32 depending on the quality/weight of the material of the shirt.....and our digitized emblem can be put on most pieces of clothing or hats. See him or call to discuss the details. **Marc Pierce**, pierlee@aol.com, 732-946-8366.

SUNSET PATROL - **Lew Levison**, in follow-up to follow-up to follow-up comments, said that he has not yet met with Sheriff James Oxley to discuss implementing a "Sunset Patrol" similar to the one that Chapter 898 carried out last year from May to September. A pilot and observer is required for the flights and gas and oil expenses are covered by the appropriate county sheriff's office. Planes are dispatched to check road traffic as well as boat traffic and pollution. Last year several "missing" automobiles were discovered by the pilots and observers. He said that there is still an interest in the project and that the Monmouth County Sheriff's Office had contacted the Ocean County Sheriff's office about the program. Another aspect is also being researched, e.g. that of getting equipment for tracking Alzheimer's patients who may have wandered away from home, but have a locator transmitter on their person. Any further information will be discussed at our next meeting on June 7th.



NEW BUSINESS



EAA CHAPTER 315 WEB SITE - An update from our webmeister, **Dick Augusty**the EAA Chapter 315 web site is now up, active and available to anyone able to surf the world wide web. A new modified URL is being used due to registration issues with the previous web hosting site. www.eaachapter315.org is the new URL/address. **Dick Augusty** has asked for articles and ideas for the site, so if you have pictures from past Chapter events, your homebuilt project or related articles and events, send him an email at ea315@comcast.net to discuss their submission. Your newsletter editor saw a "For Sale / Wanted" section at two other EAA Chapter web sites and suggested that we also do the same. Our webmeister has promised to implement this new section on Chapter 315's web site !!!

GUEST SPEAKER - We were to have heard from *Bert Albert*, the Lakewood Airport Administrator on the topic of our clubhouse and residency at Lakewood Airport. Because of the weather, he could not attend and the members present suggested that our president, **Glenn Stott**, negotiate an agreement as to our continuing our relationship with the Lakewood Airport and community. He will report on his

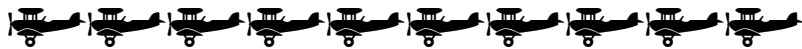
progress at our next meeting.

YOUNG EAGLES DAY - This year's Young Eagles Day is scheduled for the second Saturday of June, the 12th with a rain date of June 13th so as to be in sync with the National Young Eagles Day. Registration will start at 10 am and end at 3pm with flights starting around 11 am and continuing until 3pm. NJ Cable TV wanted to be notified so they can cover the event as they did last year.

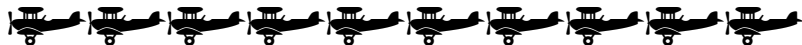
Discussion of the various issues and volunteers to take care of them followed: **Glenn Stott** will bring his canopy and his wife has volunteered to cook. Coolers are needed - **Lew Levison, Bob Hartmaier** and **Dan Ludwig**. Members present decided that our concession would be limited to hot dogs, soda and water to keep things simple. The registration table will be administered by **June Fine, Jane Finton** and **Frank Fine**. Several pilots volunteered - **Lew Levison, Billy Gibson, Bob Hartmaier, Dick Webb, Jack Kurtz, Roger Elowitz** and **Frank DiGennaro**. There may be more or fewer pilots depending on their personal schedules.....the list should be firmed up at this month's meeting. **Frank Fine**, our Young Eagle's Coordinator will ensure that we have the latest Young Eagle's Packages for this year's event. **Glenn Stott** will verify insurance coverage with National. Advertising and publicity will be done by **Bob Hartmaier** who volunteered to cover Middlesex County, **Tom Goeddel** who is making up and has distributed this year's version of a flyer (suitable for publication) to email members of Chapter 315, **Lew Levison** will contact the News Transcript and **Frank Fine** who will contact the local cable TV folks so they can cover the event.

The only open issue not covered yet is ground traffic control - keeping the youngsters out of harms way and safely to and from the aircraft giving the Young Eagle's rides.....this will be taken care of at this month's meeting.

MONMOUTH COUNTY 9-11 MONUMENT - **Bob Hartmaier** mentioned that Monmouth County is planning a monument in memorial of it's residents who perished in the 9/11 disaster. Donations were being solicited. **Bob** will present more information at the June Meeting.



MISCELLANEOUS



- **Harrison Ford** is the new National Young Eagle's Chairman taking over the spot from General Chuck Yeager.
- Your newsletter editor had copies of news letters from other NJ Chapters and an updated copy of EAA Chapter 315 membership lists for those desiring one.
- From the AOPA Air Safety Foundation - there is a new course [Single-Pilot IFR](#) available online at no charge. See the AOPA web site.
- This month's 50/50 drawing proceeds were \$13.00 and was won by George Cowling.
- Thanks to the Hangar E-10 owner's group for hosting our May Chapter meeting !!

- A motion to adjourn was made and seconded by all at 9:02pm.



EVENTS - - EVENTS - - EVENTS



AOPA FLY-IN & OPEN HOUSE: June 5th, Frederick (FDK), MD. AOPA Headquarters. For more information see www.aopa.org

EAA CHAPTER 315 YOUNG EAGLE'S DAY: June 12th, 10 am to 3 pm at Old Bridge Airport, Old Bridge, NJ. Held in conjunction with National Young Eagle's Day. Rain date is June 13th. More information in next newsletter or call Chapter 315 Young Eagle's Coordinator, **Frank Fine** at 732-681-5286.

EAA CHAPTER 1070 OLD AIRPLANE FLY-IN AND BREAKFAST: June 19th, 7:30 to 11:00 AM at the NEW Cooperstown/Westville Airport (K23), Route 166, Cooperstown, New York. All you can eat pancake breakfast, eggs cooked to order, real maple syrup, French toast, sausage, beverages and surprises! Adults \$4.99 Children under 12 \$3.50 Drive-in public Welcome! Come see the Old Planes!

EAA AIRVENTURE 2004: July 27th - August 2nd, Wittman Regional Airport (OSH), Oshkosh, WI. Information at the AOPA web site: www.eaa.org or call 888-EAA-INFO (888-322-4636).

EAA CHAPTER 1070 OLD AIRPLANE FLY-IN AND BREAKFAST: July 17th, 7:30 to 11:00 AM at the NEW Cooperstown/Westville Airport (K23), Route 166, Cooperstown, New York. All you can eat pancake breakfast, eggs cooked to order, real maple syrup, French toast, sausage, beverages and surprises! Adults \$4.99 Children under 12 \$3.50 Drive-in public Welcome! Come see the Old Planes!

EAA CHAPTER 1070 OLD AIRPLANE FLY-IN AND BREAKFAST: August 21st, 7:30 to 11:00 AM at the NEW Cooperstown/Westville Airport (K23), Route 166, Cooperstown, New York. All you can eat pancake breakfast, eggs cooked to order, real maple syrup, French toast, sausage, beverages and surprises! Adults \$4.99 Children under 12 \$3.50 Drive-in public Welcome! Come see the Old Planes!





**NEXT CHAPTER MEETING: 7:30 PM - June 7th at Hangar E-10,
Old Bridge Airport, Old Bridge, NJ. Come early for an early summer
evening airplane ride assuming we have flyable weather.**



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the May 1984 issue of Sport Aviation featured Gary LaGare's Sea Hawk amphibian. The Sea Hawk was an all-composite biplane amphib with the 150hp Lycoming mounted on top of the top wing in a pusher configuration. Gary claimed a 150mph cruise speed, and a landing speed of about 60 mph. He reported that both ground and water handling characteristics were very docile, with no surprises or abnormal habits.

Jack Cox reported on the tri-cycle gear Diamant that Ross Ferguson of Ontario, Canada had brought to Sun 'N Fun in 1984. In case you require a refresher, the Diamant was a 4-place version of the popular Emeraude designed by Claude Piel. A machinist by trade, Ross followed the general idea of the original plans for the retractable main gear, but tweaked things just a bit so that everything would retract flush with the bottom of the wing. He even designed and built his own narrower wheels, mounting boat trailer tires and scratch built brakes. Using a 150hp Lycoming 0-320 driving a constant speed prop, he reported a cruise of 170mph at 8000 feet and 22 inches manifold pressure.

Joe Laven contributed a report on the Continental C-145 powered version of his LACO original design bi-plane. The prototype LACO got by quite well on 125hp, but when setting out to build a proof-of-plans airframe, he acquired the 145hp engine early on in the project. It was decided to use that engine and redesign things so that builders could have a choice of engines with out any modifications to the basic airframe. The redesign saved 11 pounds of weight, so that the 145 powered ship weighed the same as the original 125 hp prototype.

In "Modernized Old Timer" Merle Neyman reported on his Pietenpol that he modified in order to give a more up to date appearance while retaining the simplicity and good handling qualities of the original. He added a full cowling around the 65hp engine, wheel pants, and formers to the sides and belly to round out the fuselage. With a contemporary red and white paint scheme, the plane did indeed look much more pleasing to the eye!

In still another article about the completion of a relatively new design D.H. Lowry of Belleville, Ontario discussed his Christavia MK I. Designed by Ron Mason, D.H.'s was the third completed, and all three were based at the Belleville, Ontario airport. The Christavia was traditional tube and fabric fuselage, wood wing two-place tandem that was meant to be

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simple and easy to build and economical to operate. D.H. reported a stall speed of 40 mph and a cruise speed of 100mph with a 65hp Continental engine.

Bill Turner contributed an account of the landing accident at Half Moon Bay that damaged his Gee Bee Model Z #4 replica. He decided to submit a report of his own after hearing so many obviously error filled versions. The wildest one was that the plane had exploded in flight while leading the unlimited race at Mojave! Bill said that he had used expander tube brakes from a PT-19 so that everything would fit inside the wheel pants and give an original appearance to the ship. He realized from the start that this was a marginal solution, and was taking the plane to Half Moon Bay to have modern disc brakes installed. What he didn't realize was that the master cylinder contained cups that were only compatible with red mineral based fluid, and the tubes required the amber vegetable based type. He originally used the red fluid, but the tubes expanded too much and locked up the brakes. So he flushed out the system and refilled each with the amber type. That caused the master cylinder cups to deteriorate to the point that when he landed at Half Moon Bay airport, the brakes failed, and #4 went off the runway and over on it's back. Afraid of a fire, Bill managed to break the side of the canopy enough to squeeze out, and walked away with a few minor scratches and a sore body. After being rebuilt, the Model Z replica was on loan to the National Air and Space Museum for a few years, but I believe it is now in the museum at Santa Monica airport.

In the "Cockpit classroom" Harold Holmes talked about flying normal traffic patterns. Pat Goodman of the Goodman Engine Co. discussed some considerations when converting the aluminum Buick V-8 engine for aircraft use. John Harris of Brigham Young University talked about the concentration and distribution of loads in aircraft design. Jack Cox brought us up to date on the progress being made on the rebuilding of the EAA's Ford Tri-Motor that had been damaged during a windstorm at the EAA fly-in at Burlington, WI. The fuselage was completed and back on the gear, and the engines had been installed on the nose and the wing center section. The tail group was complete, and the next major job was to be the rebuilding of the wings.

In Part 2 of "is A Horizontal Tail Necessary?" George Collinge continued his discussion of pitch stability. J.C. Treager brought us up to date on the offerings by the folks at Limbach in Germany. They had 65 and 74 hp versions based on the four-cylinder VW case, and were developing a two-cylinder model that was to be rated at 50 hp. In "The Sportplane Builder" Tony offered some ideas on instrument panel planning preparation.



Bob Hartmaier
EAA 78889





DO YA' FEEL LUCKY ??

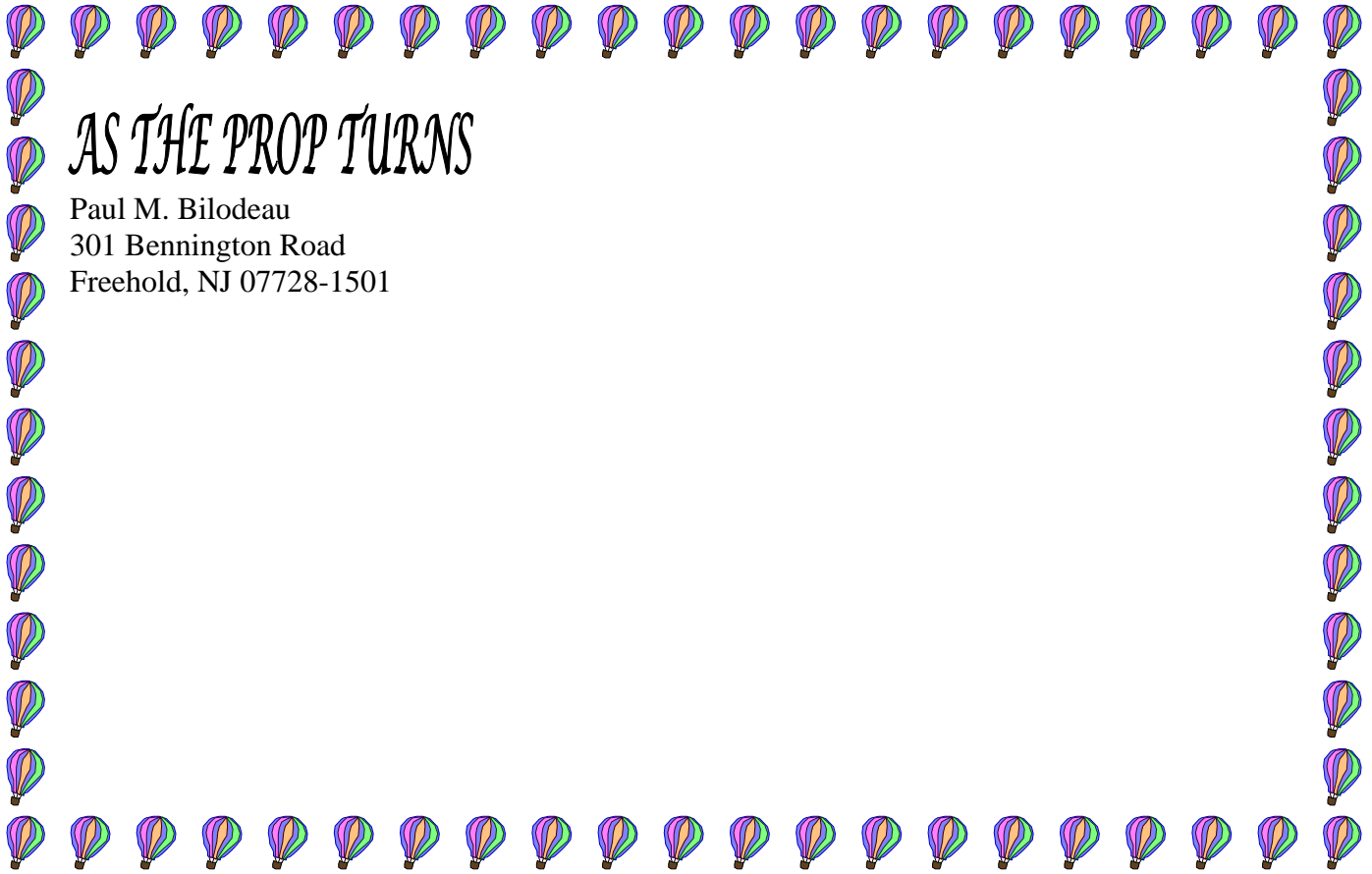
Imagine that you are a South African bush pilot. You fly in some critical medical supplies, enjoy a quick lunch at the hospital. It's a stifling 110 degrees in the shade and you're eager to get back up to the cool, high blue yonder.

When you get back to your plane, you discover that the only bit of shade within a mile has become very popular...

You start calculating the distance to the plane door..... and wonder , "Do I feel lucky today?"



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 - JUNE 2004
Editor: Paul Bilodeau 732-761-1515

**Next Meeting: June 7th @ 7:30 PM
at Hangar E-10, Old Bridge Airport,
Old Bridge, NJ**