

AS THE PROP TURNS

EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 315 NORTH JERSEY SHORE

WORLD WIDE WEB: [WWW.EAA315.ORG](http://www.eaa315.org)

NEWSLETTER EDITOR: PAUL BILODEAU

PHONE: 732-761-1515

EMAIL: PMBS@OPTONLINE.NET

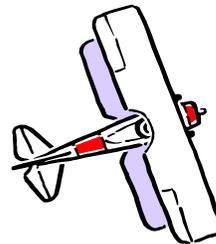
Minutes of February 2nd, 2003 Meeting

The February meeting of EAA Chapter 315 was held in the meeting room of Innovative Power Solutions just off Industrial Way in Eatontown, NJ. President **Glenn Stott** called the meeting to order at 7:45 PM with 11 members present. A motion was made by **Dan Ludwig**, seconded by **Howard Levy** and approved by the members present to accept the minutes as published in the last newsletter.

The Treasurer's report was presented by **Tom Goedel**. The Chapter has \$1486.22 in the treasury (less the last month's newsletter expenses). He also mentioned that there were 36 members that paid their 2003 dues either in 2002 or in 2003. A motion was made to accept the treasurer's report as presented, seconded and accepted by the members present.



OLD BUSINESS



NEW MEMBERS - **Glenn Stott** mentioned that we indeed have 5 new members - **Claudio Tonnini** (has completed an RV-4 and is building an RV-8), **Steve Siegel** (built a Glassair I RG), **Phil Pezella** (has a Long-EZ), **Mario Escovar** (bought a Mosquito Helicopter Kit at Oshkosh and reports it to be about 30% complete) and **Dave Telofsky**. Welcome to our newest Chapter members !!!!

CHAPTER SHIRTS / HATS - More members provided information about other options for shirt sources. **Frank Fine** says RKE Athletic provides a 4 color set-up with a minimum of a 50 short order. An

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alternative is a \$125.00 Embroidery set-up fee with a \$24.75 per shirt price.....no minimum number of shirts to buy. **Marc Pierce** has a friend who will be providing pricing next month.....and it was promised that this pricing will beat anyone else's.....stay tuned as the shirt saga unfolds (pun intended).

MISSION STATEMENT - Lew Levison volunteered to come up with an initial statement that will be presented at Monday's meeting for discussion and a method of approving/accepting it.

EAA CHAPTER 315 WEB SITE - Dick Augusty reported on some additional information regarding the new Chapter 315 web site that he's been working on. It turns out that the actual registration will cost \$35.00 instead of \$25.00 and there were problems with the old provider. They neglected to say that there would be a banner at the bottom of the page.....which he tried to get removed, but to no avail. Therefore a switch to a new provider was necessary.

Please visit the site at www.eaa315.org and check out the progress on it. **Dick Augusty** has asked for contributions 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 eea315@comcast.net to discuss your contribution(s).

FUTURE DIRECTIONS - Lew Levison, in follow-up comments, said that he has a meeting scheduled 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.

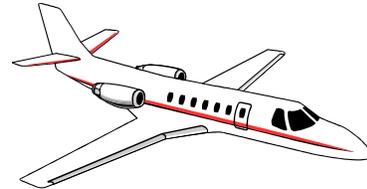
Results of the meeting will be discussed at the next meeting on Monday, March 1st.

AWARDS BANQUET - This year's Awards Banquet is scheduled for March 26th at 7:30 pm. **George Cowling** has secured us a meeting room at **The Grand China Buffet**. Cost will be \$20.00 for each member/guest attending. Tickets will be sold at the door. The restaurant is located on Rt 36 (south side) in the Pathmark Shopping Center which is just east of the junctions of Rt 35 & 36 in Eatontown. Plan to arrive hungry as they have plenty and varied kinds of food available. The program for the evening has not been finalized (with the exception of our annual aircraft completion award) so please attend Monday's meeting to help decide the evening's "fun stuff".





NEW BUSINESS



UPCOMING BUS TRIP - **Lew Levison** has a contact at Academy Bus Service and will be getting a quote for a bus trip to Washington, DC to visit the Air & Space Museum's new annex.....should be a fun trip. More details at the March meeting.

OSHKOSH AIRFARE DISCOUNT - 4 airlines are offering a 10% discount to people flying to Oshkosh this summer for this year's **AIRVENTURE**. They are American, Delta, Midwest and Northwest.....and you must mention that you are flying specifically to attend **AIRVENTURE** in order to receive the discount.

FLY SAFELY AND STAY ON THE GROUND WHEN UNDER THE INFLUENCE - These words may seem simplistic, however there were two of these types of "Incidents" discussed at last month's meeting. The first, presumably because of pilot ignorance was an incursion into a TFR near Philadelphia.....check those notams before flying or better yet, sign up for notification of short-term/changes in TFR's. Information about how to do this as well as more information than you need can be found at: <http://www.aopa.org/whatsnew/notams.html#4/1459>. The second incident was well publicized as TV footage appeared on almost every TV news channel in the area. The footage depicted a pilot in a Cherokee flying into and out of various controlled airspace in the Atlantic City/New York/NJ area. The pilot created a hazard to himself as well as commercial airline traffic and those who were trying to get him to land. Eventually the pilot landed with his plane's fuel tanks almost empty. It was found that he was intoxicated and had also been taking Valium.....a poor combination for walking, let alone flying. Mark this one up under "Stupid Pilot Tricks" with the hopes that people like this will use baseball bat on themselves the next time they even think of going flying in this condition.

NEW COURSE OFFERED - There is a new course being offered at the FAA Academy in OKC. Here's a chance for those folks wishing to become an Airworthiness DAR to get their credentials. More information at <http://www.faa.gov>.

THIS MONTH'S PROGRAM - **Frank Fine's** niece rescued some old aviation tapes from the garbage can at her work location. As a result we all were treated to "Reaching For The Stars" a review of aviation from the early days of pre-Wright Brothers to the then current state of aviation at the time the video was created. Thanks **Frank**.....



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 \$11.00 was won by **Dick Augusty**..
- ♠ Thanks to **Eli Liebermann** for hosting our February meeting at Innovative Power Solutions.

♠ A motion to adjourn was made and seconded with a vote to do so by all at 8:50 PM.



EVENTS - - EVENTS - - EVENTS



EAA CHAPTER 315 ANNUAL AWARDS DINNER: Friday, March 26 at 7:30 PM. Dinner will be held at **The Grand China Buffet**, 50 State Route 36, Eatontown, NJ. All Chapter 315 members and guests are cordially invited to attend, meet other members of the chapter, talk flying and enjoy an excellent meal. The evening's program is TBD. Cost: \$20.00 each member/guest at the door. For last minute directions please call the restaurant at 732-460-1234.

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 or call 888-EAA-INFO (888-322-4636).



NEXT CHAPTER MEETING: 7:30 PM - Monday, March 1st
at Eli Liebermann's RV Factory, 11 Malke Drive, Ocean, NJ.
Directions: Route 35 South to Deal Road. Turn right on Deal Road.
Proceed about a mile to Malke Drive, a left. (Malke Drive is the second
left after crossing over Rt. 18.) After entering Malke Drive,
make a left to #11. For more details: 732-493-4839



TWENTY YEARS AGO IN SPORT AVIATION

Quickie Aircraft's new Q-200 was featured on the cover of the March, 1984 issue of Sport Aviation. Responding to builders who wanted both more performance and the implied better reliability of a certified engine, Quickie Aircraft developed a Continental O-200 powered version of the two-place Q2 model. Although the two aircraft looked similar, the new Q-200 featured a higher max gross weight as well as a new airfoil for the canard. The new engine

gave a top speed of 220 mph, and the 75% cruise was 207 mph.

Terry O'Neill also introduced his new "Magnum" design to us. The "Magnum" was intended to be a bush plane that would match the performance of the tried-and-true DeHavilland "Beaver" using a 350 hp Jacobs engine instead of the 450 hp used in the "Beaver". A novel feature was the use of dual nose wheels that lived at the end of two struts coming out and down approximately at the firewall location. Terry felt that this would make the plane much more docile in terms of ground handling than either a tricycle gear or tail wheel airplane. Also, it could easily be converted to floats if desired. He even suggested that the main gear could be removed and a tail wheel added if some bush pilot just had to have a "conventional gear" ship! Terry said that flight testing was still ongoing, but he expected a cruise speed of about 150 mph, a stall of 60 mph, both at a gross weight that allowed a 2000 pound payload capacity.

Wilson Werhan contributed a very long and detailed account of his experiences while constructing his Continental O-300 powered Wittman W-10 "Tailwind". Wilson covered almost every step of his building experience, and this article would be very helpful for anyone involved in a wood wing, steel tube fuselage, fabric covered plane. And all the major assemblies were constructed in a one-car garage in San Francisco, but final assembly took place in his hangar at Hayward Airport.

In "Safety of Slow Flying Aircraft" Robert T. Jones of NASA's Ames Research Center offered some comments and suggestions for gaining more control in slow airspeed situations. His primary concern was with the ultralights that were rapidly gaining in popularity at that time. Some suggestions were the use of "floating" tip controls instead of ailerons for lateral control, and limiting aft elevator control movement to prevent stalls and spins.

Jim Weir offered some thoughts on embedding Loran antennas in the skin and wing surfaces of composite aircraft. Some good suggestions, but since GPS seems to be making Loran obsolete, perhaps no longer pertinent. Jim Ellison contributed an article describing his Ellison Throttle Body Injector. He made it clear that it was different, and of course he believed better, than other similar variable venturi fuel metering systems such as the Lake or Posa systems.

Jack Cox also supplied some photos and a description of the new opposed two-cylinder engine from AeroMotion of Oshkosh. Although similar in size and layout to the one-half VW engine, it was a brand new design that used new castings for the case and cylinders, and a new crankshaft and cam. Other internal parts were off the shelf from VW, GM and Harley Davidson, so costs were kept reasonable. Displacing 100 cubic inches (1650cc), a conservative 50 hp at 2850 rpm was claimed.

In the "Craftsman's Corner" Chuck Larsen supplied tables and techniques for bending sheet metal. Included were minimum bend radius tables and set back tables used when laying out parts on flat sheet. Tony Bingelis offered some details and ideas for installing sliding canopies and building tracks from scratch.

Bob Hartmaier
EAA 78889





NEW JERSEY BUYS AIRPORT - The State of New Jersey this week signed a deal to buy South Jersey Regional Airport (VAY) in Lumberton. It's part of the state's innovative plan to maintain what it calls the core aviation requirements of the state.

The current owners of South Jersey Regional had been trying since the late 1980s to make the airport profitable. South Jersey is the second airport that the state has bought outright. "By purchasing development rights or outright buying airports, Gov. James McGreevey and the state Division of Aeronautics are taking concrete steps to ensure that the state has adequate aviation infrastructure," said AOPA President Phil Boyer.

See AOPA Online (<http://www.aopa.org/whatsnew/newsitems/2004/04-1-105x.html>).



A Decade Later, FAA Moves On Exploding Fuel Tanks

The FAA is hoping to propose a rule this fall that would require airlines to install equipment to lessen the chance of in-flight fuel-tank explosions. FAA Administrator Marion Blakey announced the initiative Tuesday, saying the rule is being considered because new technology, largely developed by the agency itself, is now available to displace some of the oxygen within fuel tanks with inert nitrogen. "We're taking this step because we have found a practical solution," she told a news conference. The new, roughly \$220,000-per-plane rule would be phased in over seven years starting in 2006, 10 years after the NTSB



determined the belly tank of a TWA Boeing 747 (Flight 800) exploded off Long Island, killing 230 people. It was not the first or the last event of its kind. In March 2001, a Thai Airways 737-400 exploded while sitting on a hot ramp at Bangkok's domestic airport. The NTSB released information that the recorded sound of the explosion was found similar to that of a Philippine Airlines 737-300 that suffered a center-wing fuel-tank explosion in May 1990. In November 2002 Emergency Airworthiness Directives were issued for Boeing 737 models. The system takes compressed air from the engines and passes it through a membrane that separates oxygen and nitrogen. The FAA's system dumps oxygen into the atmosphere and pumps nitrogen into the fuel tanks. The extra nitrogen cuts oxygen content by almost half, making combustion of fuel vapors virtually impossible. The systems cost \$140,000 to \$220,000 per plane and need about \$14,000 worth of maintenance every year. They weigh less than 200 pounds. The NTSB, which has been pushing for some sort of action on fuel-tank explosion hazards, applauded the FAA proposal.



This Month's Humor

"SCARING OTHERS"

I was flying between Toronto and Ottawa. It's only a 9 minute flight and so, to save money, I flew with a small airline in a little, twin-engine plane.

About two minutes into the flight the pilot announced that we were going to have to turn back due to some engine trouble.

The nervous passenger I was seated next to turned to me and said, "Oh-h-h m-m-my G-o-d. If we l-l-loose an engine, how f-f-far d-d-do you think the other o-o-one will t-t-take us?"

I told him, "One engine? Oh, I'm sure it'll take us all the way to the scene of the crash.

Hell, we'll probably make good time too. I bet we beat the paramedics there by at least a half hour!"



From Short Final...

Over Philly on a gorgeous CAVU Sunday...

Cessna XXX: Philly approach, Cessna XXX with you at 4,500.

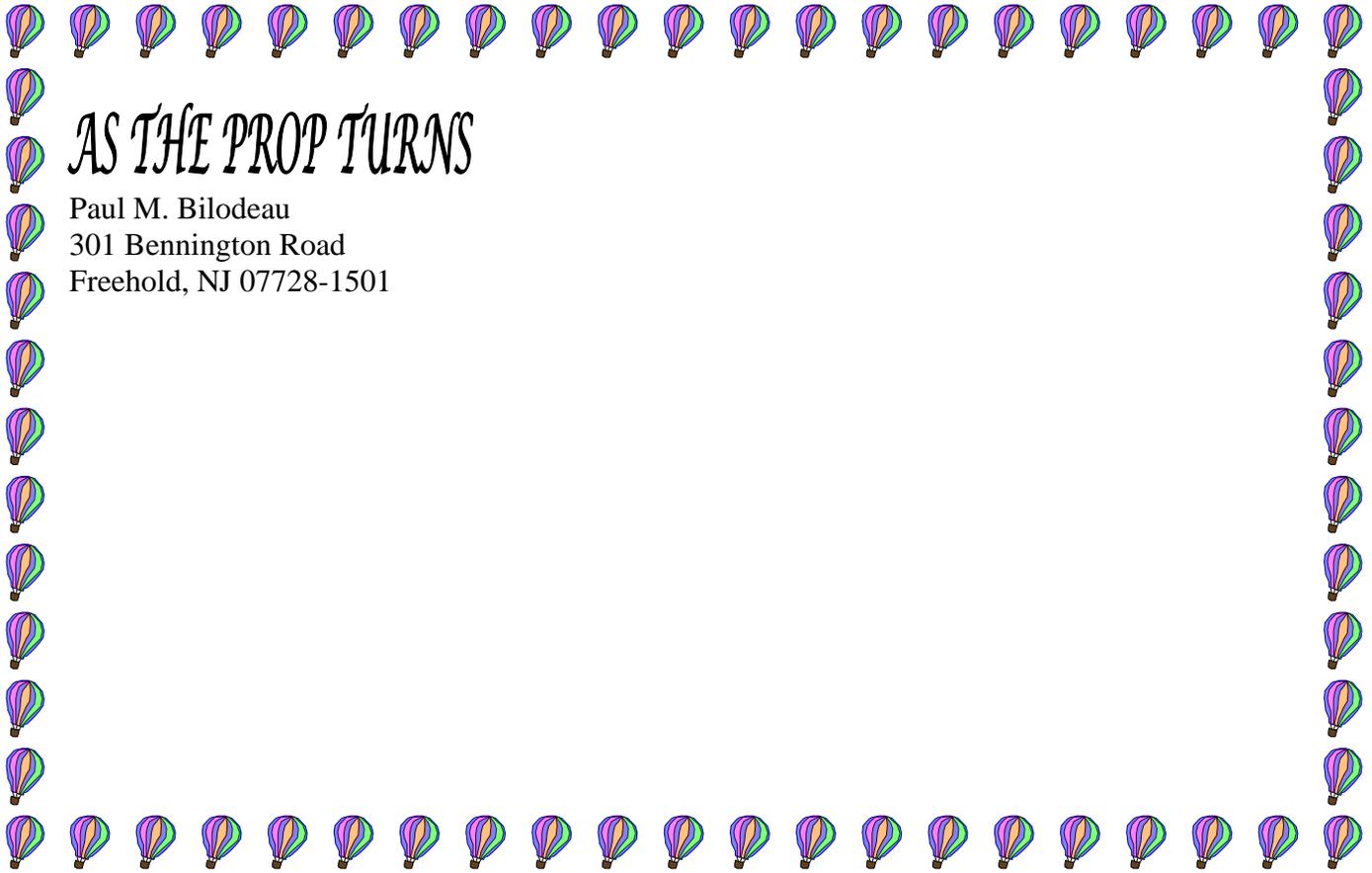
Philly Approach: Cessna XXX, Roger, Altimeter 30.69 and numerous targets in your vicinity.

Cessna XXX: Could you be more specific about the targets?

Philly Approach: OK, 12 o'clock, 1 o'clock, 2 o'clock, 3 o'clock, 4 o'clock, 5 o'clock - would you like me to continue?

Cessna XXX: Negative, we get the picture...

Until Next Month • Fly Safely



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Paul M. Bilodeau
301 Bennington Road
Freehold, NJ 07728-1501

E.A.A CHAPTER 315 “As The Prop Turns”

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**Next Meeting: Monday - March 1st @ 7:30 PM
at the residence of Eli Liebermann,
11 Malke Drive, Ocean, NJ**