

# AS THE PROP TURNS

**EXPERIMENTAL AIRCRAFT ASSOCIATION  
CHAPTER 315 NORTH JERSEY SHORE**



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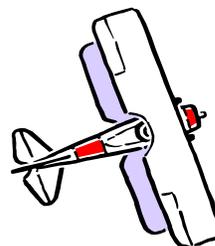
## Minutes of the October 4th, 2004 Meeting

The October meeting of EAA Chapter 315 was held at Old Bridge Airport, Hangar E-10. President **Glenn Stott** called the meeting to order at 7:40 pm with 19 members present. A motion was made, seconded and voted on by the members present to accept the September minutes as published\* in the October newsletter (\*see wording discussion later in this newsletter).

**Tom Goeddel** gave the Treasurer's Report. There was \$1669.03 in the treasury. A motion was made to accept the treasurer's report as presented, seconded and accepted by the members present. He said that he will also be ordering 2005 EAA Calendars soon.



**OLD BUSINESS**



**BUS TRIP TO THE NASM - STEVEN F. UDVAR-HAZY CENTER** - **Lew Levison** reported that the bus will be leaving from Old Bridge Airport at 6:30 am November 13th. We will be able to accommodate about 40

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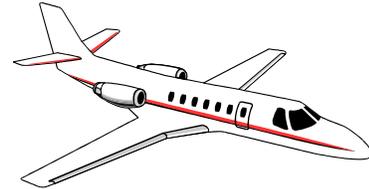
passengers for the trip to the museum in Washington, DC. Since the bus has no rest room there will be a planned stop on the way down. On the return trip we'll stop for dinner at Baltimore's Inner Harbor area and then sleep the rest of the way home to New Jersey. The cost of the trip will be \$25.00 per person and if we fill the bus, rumor has it that we'll have coffee and doughnuts on the trip down. **Glenn Stott** was to contact Chapter 898 to publicize seat availability. **Dick Augusty** was to speak to the Jersey Aero Club and the Monmouth Area Flying Club as well as put the event on our web site. **Lew Levison** has asked those going to mail him a check for \$25.00 made out to EAA Chapter 315. Send your check to **Lew Levison**, 461 Bayberry Court, Englishtown, NJ 07726. As of the October meeting we had 16 signed up - the bus capacity is 40. He can also be reached by telephone at 732-617-9521 or by email at [GoldenBuzzard1@worldnet.att.net](mailto:GoldenBuzzard1@worldnet.att.net) and will accept names and money for the trip at the next EAA meetings (as long as seats are available).

**YOUNG EAGLES DAY** - The next Young Eagles Day was to be held on Saturday, October 16th . **Bob Hartmaier** volunteered to be the "man on the ground" as **Frank Fine** will be away. **Glenn Stott** will send the event checklist to **Bob Hartmaier** to aid in getting all the bases covered and has volunteered his canopy for the event. Final discussion and readiness review took place at the October meeting. **Lew Levison** will be in charge of getting the food - hot dogs, rolls, condiments, soda and water. Permission will be obtained from Old Bridge airport management, **Paul Cerniglia**. There was a question about enough sign-up forms for the kids. We should have details about the event and perhaps pictures for the next newsletter. See **Bob Hartmaier's** report about the day later in this newsletter!!

**EAA CHAPTER 315 CLUBHOUSE** - As a follow-up to a previous conversation at an earlier meeting, the wording for the proposed sale was changed to say, "suggested donation" instead of a sale amount. **Art Oberle** attended the meeting representing the Jersey Aero Club and voiced concerns about the land on which our clubhouse sits along with the CAP and Monmouth Area Flying Club buildings. The JAC had tabled any decision on the clubhouse transfer until their October 7th meeting. There is also some discussion that the town of Lakewood wants to put up buildings and charge rent to tenants thereof. The only fly in the ointment is that Lakewood currently has no development money with which to build new buildings.....work on that aspect is continuing. There was also information that the current Lakewood FBO may wish to leave the airport. Stay tuned for more information.



**NEW BUSINESS**



**LAKWOOD AIRPORT CLUBHOUSE CLEANOUT** - As far as items remaining at Lakewood, there are some chairs, a kerosene heater, some tarps, a gas grill, a soda machine and the building materials purchased a couple of years ago to rehabilitate the deck/steps. There was no mention in the minutes as to whether we've actually retrieved any of the items yet.....more discussion and results to be talked about at this meeting.

**SPORT PILOT RULES** - The new Sport Pilot License process has been held up due to bureaucracy and with patience will eventually be ready new applicants. Some of the limitations of the new Sport Pilot applicant are that they must fly aircraft weighing less than 1321 lbs., fly at no more than 120 knots, IFR flight is not allowed as is no night flight under these rules.

**EAA, AOPA AND ASTM** - These aviation groups are teaming up to put together a manual creating/showing new standards for General Aviation Aircraft wiring spanning all types of aircraft from vintage aircraft to those with the latest "glass cockpits".

**EAA'S AIRVENTURE / OSHKOSH** - Next year's event will run Monday through Sunday to allow more

folks to attend the most popular events held during the week.

**REGISTRATION NUMBER CHANGE - Glenn Stott** recently changed his aircraft registration due to a buyer “who had a deal he couldn’t refuse” .....his new registration number is N435GS. His old number went to a Bell 212 helicopter registered in New Hampshire.

**NEXT NEXT MEETING** - The EAA Chapter 315 December meeting will be held at **Dan Ludwig’s** shop so that we can see his progress on his Thunder Mustang project. Directions in next month’s newsletter.



## MISCELLANEOUS



- *Aviation Consumer* magazine has a photo of a Piper Dakota's panel on page 28. It just happens to belong to **Roger Elowitz** of this chapter.
- Hurricane Jeanne did severe damage to Velocity Aircraft’s hangar in Sebastian, FL - a picture was passed around for all to see. Additionally there was some damage at the Sun ‘N Fun site.....hopefully to be repaired in time for this year’s show.
- **Low Levison** reported that the “Cub Partnership” has been dissolved as the Cub has been sold.
- A reminder about our EAA Chapter 315 web site - it’s up, active and available to anyone able to surf the world wide web at [www.eaachapter315.org](http://www.eaachapter315.org). Please send articles/pictures to our webmaster Dick Augusty. at [ea315@comcast.net](mailto:ea315@comcast.net). Got something you wish to sell?? A new section, “For Sale / Wanted” is available for our use.....send Dick any items with pictures (in good taste) that you wish to list at the site.
- There were 3 guests at last month’s meeting - **Art Oberle** who is interested in building a SeaWind, **Tim Cresson** from NE Aviation at Old Bridge airport and a member of EAA 240 of Wilmington, DE, and **Ken Ubagus** (sp) who may be interested in building an RV.
- This month’s 50/50 was won by **Jane Finton** who took home \$15.00 after picking her own ticket (shades of Doris Perez) !!!!
- Thanks to the Hangar E-10 owner’s group for hosting our October Chapter meeting !!
- A motion to adjourn was made, seconded and the meeting was adjourned at 8:52 pm.



## EVENTS - - EVENTS - - EVENTS



**EAA CHAPTER 315 BUS TRIP TO UDVAR-HAZY MUSEUM:** Saturday, November 13th - we've plans to visit the new branch of the Smithsonian Air and Science Museum. The cost of the bus trip will be \$25.00 per person and we'll most likely stop at Baltimore's Inner Harbor for dinner after spending a good part of the day at the Museum. For the latest information and status of available seats contact **Low Levison** by phone at 732-617-9521 or by email at [GoldenBuzzard1@worldnet.att.net](mailto:GoldenBuzzard1@worldnet.att.net).

**EAA CHAPTER 1376 PANCAKE BREAKFAST:** November 20th, Hammonton Airport (N81), Hammonton NJ. Breakfast will also be held every third Saturday of the month from 8 - 11 AM (December 18th, January 15th, February 19th, March 19th and April 16th). For more information call 609-567-2086.

**EAA CHAPTER 1376 PANCAKE BREAKFAST:** December 18th, Hammonton Airport (N81), Hammonton NJ. Breakfast will also be held every third Saturday of the month from 8 - 11 AM (January 15th, February 19th, March 19th and April 16th). For more information call 609-567-2086.



**NEXT CHAPTER MEETING:** 7:30 PM - November 1st at the Old Bridge Airport Terminal Building, Old Bridge, NJ. Please bring folding chairs as there may not be adequate seating.



## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the November 1984 issue featured the Antique Grand Champion from the 1984 Oshkosh Convention, a 1934 Stinson SR-5E "Reliant" owned and restored by retired Northrop engineer Tom Laurie. Tom was an experienced modeler who found the remains of the "Reliant" in the back of a hangar at Southern California's FlaBob airport, and decided that it would be a good retirement project. It was first flown by Bill Turner in April 1984, won the top trophy at that year's Merced antique fly-in, and then the Grand Champion award at Oshkosh.

Norm Petersen contributed an article describing Rick and Kathie Paige's 1947 Cessna 140 that took home the Grand Champion Classic Trophy. The highly polished 140 was never actually restored but has been an on-going project since Rick had first purchased it when he was in college in the early 1970's. He persisted despite the usual challenges of a such an endeavor. For instance, the lower cowl became so thin due the years of polishing that it fell apart! He managed to find a Cessna dealer that had a brand new one on the parts shelf. And just when he was at his wit's end trying to find a set of original wheel pants, the Cessna 170 club commissioned the factory to manufacture several sets from the original forms. Of course they weren't cheap but they were as close to original as you can get!

Continuing the theme from the 1984 convention Jack Cox supplied an article about Ron Waid's Grand Champion rotorcraft, a highly modified Bensen Gyrocopter. Ron bought the Bensen used and

had just a few hours of flying experience in it when the engine seized while he was just a short distance off shore over a lake. Ron survived the water impact without injury, but the Bensen was to need lots of work. Since Ron was an experienced car and motorcycle customizer, he went to work on the gyrocopter and incorporated some ideas that he had already been turning over in his head. For increased reliability, his first task was to water-cool the 72 hp McCulloch engine. He also added a nose fairing from an Eipper ultralight, as well as a parking brake. Of course, all the aluminum parts are polished to a mirror finish.

The every busy Jack Cox also described the highly modified "Swift" owned by Jack Nagel. Jack completely disassembled the airframe and rebuilt it while incorporating many modifications that were available for the "Swift". He also developed and installed a bubble canopy which gave an increase in cruise speed as well as a quieter cockpit. Also included in the list of mods were stick control instead of yokes, a 220 hp Franklin engine, and airframe beef ups to the wings and fuselage. STC's were being applied for, but for the time being, Jack was operating under an experimental license.

In the "Cockpit Classroom" column Harold Holmes discussed the Aerodynamics of stalls. In "The Sportplane Builder" Tony talked about some considerations to satisfy the FAA if you choose to buy a partially completed project and wish to be considered the "builder". In the "Craftsman's Corner" Chuck Larsen described a simple way to install a "reserve" system in the fuel tank by adding another finger strainer and on/off valve.

Lawyer Timothy McSwain discussed legal liability to owners of private grass airports and presented several cases as examples. He concluded that one may enjoy the benefits of a private airport without fear as long as few normal precautions are taken. George Collinge finished up his series titled "Is The Horizontal Tail Necessary" with some thoughts on the tandem wing configuration. He also provided the answer to the title's question with the statement that "there is no free lunch". Other "unconventional" configurations may have certain advantages, but they also have disadvantages as well, so a replacement for the horizontal tail should not just be different but actually superior.



Bob Hartmaier  
EAA 78889



## EAA Chapter 315's Young Eagle Day !!

EAA Chapter 315's Fall Young Eagles Day was held on October 16th. While rather windy, and some felt, a little chilly, the wind was down the runway, and the sky was clear with only some puffy fair weather clouds in the afternoon. There was a very good turn out, as 50 young persons were accommodated with a flight between about 10 AM and 2 PM. Whatever we are doing to publicize the event is working very well. Pilots **Frank DiGennaro**, **Billy Gibson**, **Dick Webb**, **Jack Kurtz**, **Richie Bielak**, and **Lew Levison** were constantly busy giving rides, and we really appreciated their efforts.

**Bob Hartmaier** and **Jane Finton** fought the rush at the registration desk, and **Lew** lead a band of volunteers at the grill, serving up hot dogs to the guests and participants. **Glen Stott** gave tours of hangars that contained interesting custom built aircraft, and also wandered about giving interviews and answering questions. Many other Chapter members also helped with the set up and clean up as well as during the event, so if your name isn't mentioned, be assured that we appreciated all the efforts that

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everyone put in to help make everything a success.

Two photographers showed up, one from the Newark Star Ledger, and the other from the Greater Media group that publishes the Sentinel and Suburban papers. A reporter from the Star Ledger also arrived as the event was winding down, and interviewed some of the participants for a story. A photo with a caption was published in the Sentinel, and a nice article with photos appeared in the October 28th Middlesex County edition of the Star Ledger. I felt it was a little unfortunate that the photo in the Sentinel was labeled "TOP GUN", but at least we got some publicity. Our Chapter is famous! To my amazement, my name, usually butchered, was spelled correctly in the Star Ledger article, however, Jack Kurtz's was spelled with a "C". Oh well, someone has to sacrifice for the good of the whole!

yr hmb1 srvnt,  
Bob Hartmaier



### FREE ASF COURSE KEEPS MORE PILOTS OUT OF TROUBLE

More than 10,000 pilots are now less likely to cause a national security alert, thanks to the AOPA Air Safety Foundation's "Know Before You Go" online course that covers temporary flight restrictions (TFRs) and other touchy airspace.

The 10,000th pilot to successfully complete ASF's half-hour, interactive online course received his graduation certificate in late July, about a year after the course was introduced.

The free course also provides an optional review of the entire U.S. airspace system. Course graduates are awarded credit for the required ground instruction part of the FAA's Wings safety program. See [http://www.aopa.org/asf/know\\_before](http://www.aopa.org/asf/know_before)



### Humor in the Air

All too rarely, airline attendants make an effort to make the in-flight "safety lecture" and their other announcements a bit more entertaining. Here are some real examples that have been heard or reported.

1. On a Continental Flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."
2. On landing, the stewardess said, "Please be sure to take all of your belongings. If you're going to leave anything, please make sure it's something we'd like to have."
3. There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane.
4. "Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."
5. As the plane landed and was coming to a stop at Ronald Reagan, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"
6. After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced, "Please take care when opening the overhead compartments because, after a landing like that, it's sure as hell everything has shifted."
7. From a Southwest Airlines employee: "Welcome aboard Southwest Flight 245 to Tampa. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt;

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and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised.

8. In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child, pick your favorite.

9. Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."

10. "Your seat cushions can be used for flotation; and, in the event of an emergency water landing, please paddle to shore and take them with our compliments."

11. "Should the cabin lose pressure, oxygen masks are in the overhead area. Please place the bag over your own mouth and nose before assisting children ... or other adults acting like children."

12. "As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

13. And from the pilot during his welcome message: "Delta airlines is pleased to have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"

14. Heard on Southwest Airlines just after a very hard landing in Salt Lake City: The flight attendant came on the intercom and said, "That was quite a bump, and I know what y'all are thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault ... it was the asphalt."

15. Overheard on an American Airlines flight into Amarillo, Texas, on a particularly windy and bumpy day: During the final approach, the Captain was really having to fight it. After an extremely hard landing, the Flight Attendant said, "Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate!"

16. Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

17. An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the Passengers exited, smile, and give them a "Thanks for flying our airline." He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady walking with a cane. She said, "Sir, do you mind if I ask you a question?"

"Why, no, Ma'am," said the pilot. "What is it?"

The little old lady said, "Did we land, or were we shot down?"

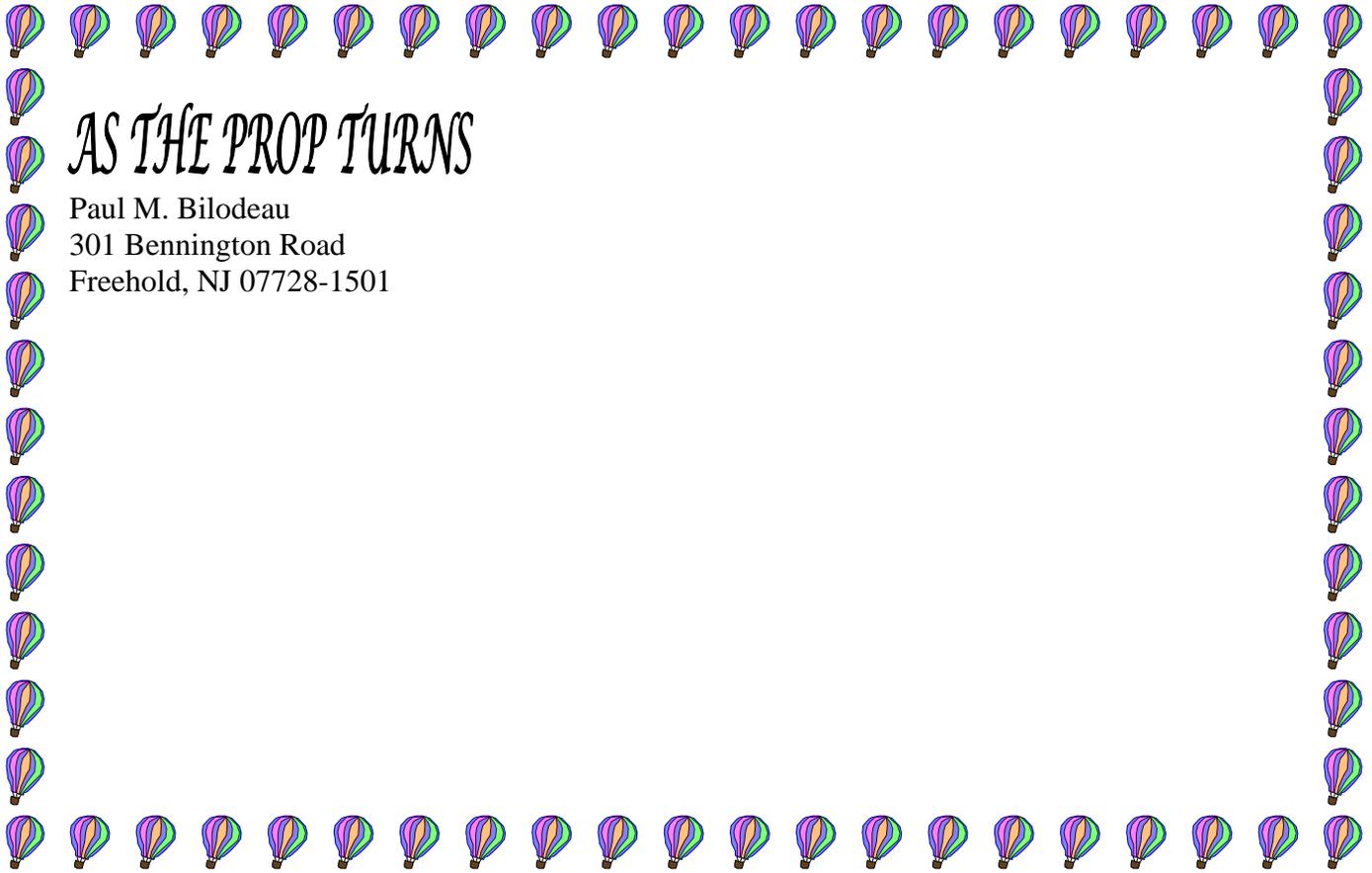
18. After a real crusher of a landing in Phoenix, the Flight Attendant came on with, "Ladies and Gentlemen, please remain in your seats until Capt. Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal."

19. Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of US Airways."

20. A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from New York to Los Angeles. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax ... OH, MY GOD!"

Silence followed, and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier. While I was talking to you, the flight attendant brought me a cup of coffee and spilled the hot coffee in my lap. You should see the front of my pants!"

**Until Next Month • Fly Safely**



# *AS THE PROP TURNS*

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## E.A.A CHAPTER 315 “As The Prop Turns”

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

**Next Meeting: November 1st @ 7:30 PM  
Old Bridge Airport Office Meeting Room,  
Old Bridge, NJ**