

AS THE PROP TURNS

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



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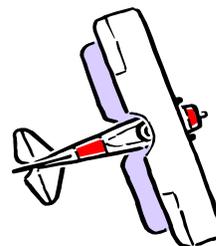
Minutes of September 13th, 2004 Meeting

The September meeting of EAA Chapter 315 was held at Old Bridge Airport, Hangar E-10. President **Glenn Stott** called the meeting to order at 7:35 pm with 17 members present. A motion was made, seconded and voted on by the members present to accept the August minutes as published in the September newsletter.

Tom Goeddel gave the Treasurer's Report. There was \$1829.65 in the treasury prior to newsletter expenses for the month. A motion was made to accept the treasurer's report as presented, seconded and accepted by the members present.



OLD BUSINESS



LAKWOOD AIRPORT - Frank Fine reported on the last meeting of the "Friends of Lakewood Airport". A committee was formed to create ideas for improvement / betterment of the airport. From these ideas, grant money requests will be written to procure the funding for these ideas. The next meeting was to be held on September 14th and there should be more feedback at our next club meeting as to how things progressed.

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 doesn't seem to be a big rush to get the remaining items. **Frank DiGennaro** offered the use of his truck. **Lew Levison** will work with **Frank** to move the remaining items with the exception of the building materials from Lakewood to Old Bridge. Perhaps we'll have a report at the upcoming meeting that some / all of these items have been retrieved.

BUS TRIP TO THE NASM - STEVEN F. UDVAR-HAZY CENTER - Lew Levison reported that he will be able to obtain a 47 - 49 passenger bus for our trip to Washington, DC from the company for which he has been working. **The NEW DATE for the trip is Saturday, November 13th.** We'll be leaving around 6:30 am, visit the Udvar-Hazy center for several hours, go for dinner at Baltimore's Inner Harbor area (most likely) and then sleep all the way home on the ride back to New Jersey. About 10 of the members present at the meeting indicated their immediate interest. The cost of the trip will be \$20.00 per person and if we fill the bus, there are rumors that we'll have coffee and doughnuts on the way down. **Glenn Stott** said he will contact Chapter 898 to publicize seat availability. **Dick Augusty** will speak to the Jersey Aero Club and the Monmouth Area Flying Club as well as put the event on our web site. The point of contact and coordinator for this event is **Lew Levison**. He can be reached by telephone at 732-617-9521 or by email at GoldenBizzard1@worldnet.att.net and as always will accept names and money for the trip at the next two EAA meetings (as long as seats are available).

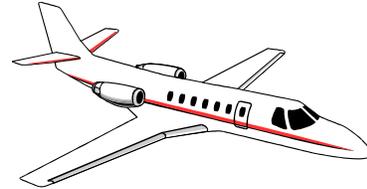
YOUNG EAGLES DAY - The next Young Eagles Day will be held in October - scheduled date is Saturday October 16th with a rain date of Sunday, October 17th. **Bob Hartmaier** has volunteered to be the "man on the ground" as **Frank Fine** will be away. **Glenn Stott** will send the event checklist to **Bob Hartmaier** to aid in getting all the bases covered. Final discussion will be taking place at this month's meeting. Based on previous meeting discussions we have planes and pilots volunteered - **Dick Webb**, **Billy Gibson**, **Frank DiGenaro** and **Jack Kurtz**. **Lew Levison** will be in charge of getting the food - hot dogs. Permission will be obtained from Old Bridge airport management, **Paul Cerniglia**. There was a question about enough tables and chairs. Publicity will be handled by **Bob Hartmaier**, **Lew Levison**, and **Frank Fine**. Flyers will be updated and sent out for the next event by **Tom Goeddel** and if my notes are correct, **June Fine** will be updating our press release for the local papers. Come help us finalize the details for the event !!!

EAA CHAPTER 315 CLUBHOUSE - As a follow-up to a previous conversation at an earlier meeting, **Dick Augusty** said that the Jersey Aero Club was interested in taking over our clubhouse at Lakewood Airport. A motion was made, seconded and accepted by those members present to transfer ownership to the Jersey Aero Club with a quit claim deed assuming that they are agreeable to our asking price for the clubhouse. For more details on how / if the transaction was completed, plan to come to the next meeting.

SUNSET PATROL - Lew Levison reported that there still has been no progress regarding information about the "Sunset Patrol" program from Sheriff Oxley's office. **Lew** has a relative that will be furnishing him with some possible similar program information from the Coast Guard Auxiliary and he'll be presenting this information at our next meeting. This should allow us to get prepared and be ready to do some hard planning and organizing so we can get into a program should we be interested by next year's flying season.



NEW BUSINESS



WINTER MEETING SPACE - **Jack Kurtz** confirmed with the airport manager that we do have winter meeting quarters - the lounge at Old Bridge Airport. We'll also need to move our VCR and TV into that lounge so we have ready access to them for winter programs. Also it's time to renew the Chapter's Honorary EAA Membership for *Paul Cerniglia*, our host at Old Bridge Airport.

SPORT PILOT RULES - November 15th is the first day to submit new Sport Pilot applications under the new regulations just out. 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.

NEW PROPOSED BILL NOT IN BEST INTEREST OF GA - EAA National urges opposition to a bill by Representative Anthony Weiner (D-NY). The bill will restrict General Aviation operations by screening all passengers and property on each flight of passenger aircraft in the U.S. and prohibit flying within 1500 feet of any structure. **Dick Augusty** sent a letter template to all members having email so that we could voice our opinions about this bill. Make your voice count.....

DISCUSSION POINT OF THE EVENING - **Glenn Stott** posed a challenging question to the members present during the meeting.....what is the size requirement for registration numbers on experimental aircraft?? Registration numbers for aircraft flying at up to 180 knots must be 3" high. For aircraft flying in an ADIZ numbers must be larger to aid in identification if needed.



MISCELLANEOUS



- It was mentioned that Burt Rutan is working with a "Pulse Generation Engine" that would be able to create a Mach 4 experience for the pilot. Unfortunately these engines don't lend themselves to Experimental use as they can become a costly grenade if not properly constructed !!
- 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. Please send articles/pictures to our webmaster Dick Augusty. at 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.
- Your newsletter editor had copies of newsletters from other NJ Chapters and updated copies of EAA Chapter 315 membership lists for those desiring one.
- There was discussion about the media attack on Lakewood Airport where the two-lock rule for general aviation was to be tested by local media. The focus was purportedly to

be the banner tow planes.

- This month's 50/50 was won by **Lew Levison** who took home \$12.00 for his first bit of luck (with the 50/50 drawing) in years.
- Thanks to the Hangar E-10 owner's group for hosting our September Chapter meeting !!
- A motion to adjourn was made by **George Honsch** and seconded by **George Cowling** and the meeting was adjourned at 8:23 pm. As usual, **Lew Levison** headed up the effort to move the meeting after to the Manalapan Diner for an after meeting meeting, e.g. beverage and a dessert or snack.



EVENTS - - EVENTS - - EVENTS



EAA CHAPTER 1376 PANCAKE BREAKFAST: October 16, 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 315 BUS TRIP TO UDVAR-HAZY MUSEUM: New date of November 13th (mark your calendars) - we've plans to visit the new branch of the Smithsonian Air and Science Museum. The cost of the bus trip will be \$20.00 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. Plan on attending the October or November meeting or contact **Lew Levison** by phone at 732-617-9521 or by email at GoldenBuzzard1@worldnet.att.net for more information and to pay for your seats.

EAA CHAPTER 315 YOUNG EAGLE'S DAY: October 16th (rain date - October 17th) at Old Bridge Airport, Old Bridge, NJ. Sign-ups are from 10 am - 1 pm with flights starting at 11 am and continuing until 3 pm unless our supply of kids runs out earlier.

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.

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NEXT CHAPTER MEETING: 7:30 PM - October 4th at Hangar E-10,
Old Bridge Airport, Old Bridge, NJ.



TWENTY YEARS AGO IN SPORT AVIATION

The Grand Champion Homebuilt from the 1984 Oshkosh Fly-In convention graced the cover of the October, 1984 issue of Sport Aviation. George Pereira's GP-4 won the Outstanding New Design award as well. The two-place GP-4 was of entirely wood construction, but the plywood outer skins were covered with a layer of fiberglass and resin and then sanded smooth. This resulted in a super smooth finish that most observers assumed to be composite. Testing was still in progress, but George reported that he was getting a cruise speed of about 200 knots at 75% power on the few cross country flights that had been made.

Jack Cox also contributed an article about the Grand Champion Kit Built winner, a Christen Eagle built and owned by Larry and Janie Denning of Kansas City, MO. Larry's Eagle was the culmination of all the added features and otherwise neat items that he had thought of over the years of building and owning airplanes. The list of safety and comfort additions and modifications used up two columns in the magazine, so I'll just say that they were numerous and impressive. Of course, an Imron show finish topped off the complete effect.

Jack also discussed the Fly-In convention at length and supplied lots of photos of new and unusual designs. One of the highlights was the arrival of Dick Rutan and Jeana Yeager in the Rutan Voyager.

Last month we talked about the CAFÉ 400 efficiency contest that was held in California in June 1984. A similar contest, called the Lowers-Baker-Falck Competition was held at Fond Du Lac in conjunction with the 1984 Fly-In Convention. All three competitions were won by A.J. Smith in his AJ-2 composite design. Powered by a 200 hp Lycoming O-360, the AJ-2 ran the 500 mile event at a speed of 233.77 mph using 116.5 pounds of fuel to win the speed, speed/efficiency, and fastest single lap portions of the race. I might add that this was the fourth year in a row that A.J. has won all three of the competitions.

New Jersey resident and aviation author Frank Kingston Smith contributed an article describing his trip to Oshkosh with a McGuire based Air Force pilot in a Cessna 140. They were joined by four other 140's and one C-150 for the journey, which entailed a rendezvous in Iowa with a group of West Coast Cessna 120/140 club members for the final leg to the Fly-In.

Tony Bingelis discussed some ideas for installing taxi and landing lights. And in the "Craftsman's Corner" we found out how to make a strap hole duplicator from a broken hacksaw blade, and how to make a device for flattening the ends of round tubing.



Bob Hartmaier
EAA 78889

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More On Rutan's SpaceShipOne....

(CBS/AP) The first private manned rocket to reach space soared toward the edge of the atmosphere again in an unexpectedly bumpy ride Wednesday in the first half of a bid to earn a \$10 million prize.



SpaceShipOne, with astronaut Michael Melvill at the controls, dropped away from its mother ship above Mojave Airport, fired its rocket and pulled into a vertical climb. The ship appeared to roll severely for a time but then steadied as it apparently reached its intended altitude. It then began a gliding descent and landed at 8:33 a.m., about an hour and a half after it left.

"Officials say it reached around 330,000 feet," reports **CBS News Correspondent Steve Futterman**.

It was a wild ride, however, reports **CBS News Correspondent Manuel Gallegus**. The craft made about two dozen rolls during its ascent, corkscrewing upward – something that wasn't supposed to happen.

"I was worried about that because that's not the way it was supposed to be," Dick Rutan, whose brother Burt Rutan helped design the ship, said.

"I wasn't worried about it," said Melvill. "It went up straight as dime."

Official confirmation on whether it reached the desired altitude was expected later in the day.

SpaceShipOne is trying for the \$10 million X Prize, offered to whomever makes two flights 100 kilometers high, an altitude generally accepted as being in space, in two weeks or less.

The ship already reached that height during the SpaceShipOne's first flight in June, when history was on the line. Now it's about the money. Melvill also was the pilot in June, but doesn't think he'll be the pilot on the next flight.

"I'm too old to be doing this," he said after Wednesday's flight.

The specially designed jet with the spaceship under its belly had taken off at 7:12 a.m. from the airport in the desert north of Los Angeles and began its climb.

A crowd of VIPs watched from below the airport control tower, while journalists watched from bleachers along the runway. Spectators, some wrapped in blankets to ward off the early morning chills, erupted in cheers as the spacecraft and its chase planes taxied down the runway.

Among those watching Wednesday's launch was Adam Smith, 14, of Vienna, Virginia, who said he's had an interest in space "as far back as I can remember." He earned \$1,000 this summer toward a down payment to a company called Space Adventures, which is taking reservations for future space travel.

"It was just one of those things – I want to do this," the 9th-grader said.

The X Prize rules require that the two flights happen within 14 days. Before Wednesday's takeoff, SpaceShipOne's creators had ambitiously set the second flight for next Monday – well before the 14-day deadline.

SpaceShipOne was required to fly with a pilot and the equivalent weight of two passengers aboard, in accordance with rules requiring X Prize contenders to be capable of carrying three people.

AS THE PROP TURNS

Burt Rutan, the maverick aerospace designer, secretly developed SpaceShipOne with more than \$20 million from Microsoft billionaire Paul Allen and is well ahead of two dozen teams building other X Prize contenders around the world.

The [Ansari X Prize](#) was modeled after the \$25,000 prize that Charles Lindbergh won in his Spirit of St. Louis for the first solo New York-to-Paris flight across the Atlantic in 1927.

The St. Louis-based X Prize Foundation, noting the rapid development of air travel after Lindbergh's feat, hopes to inspire an era of space tourism in which spaceflight is not just the domain of government agencies such as NASA.

Even before Wednesday's flight, Richard Branson, the airline mogul and adventurer, announced in London on Monday that his [Virgin Group plans to offer passenger flight into space aboard rockets](#) based on SpaceShipOne by 2007.

Branson believes he will fly some 3,000 people into space in the first five years that Virgin Galactic spaceline is operating.

And what's it like in space?

"You can see planets but not stars immediately, 'cause your eyes are very contracted from the bright light," said Melvill. But once the engine shut down Wednesday, the flight was "real smooth, real quiet and a beautiful, beautiful view."

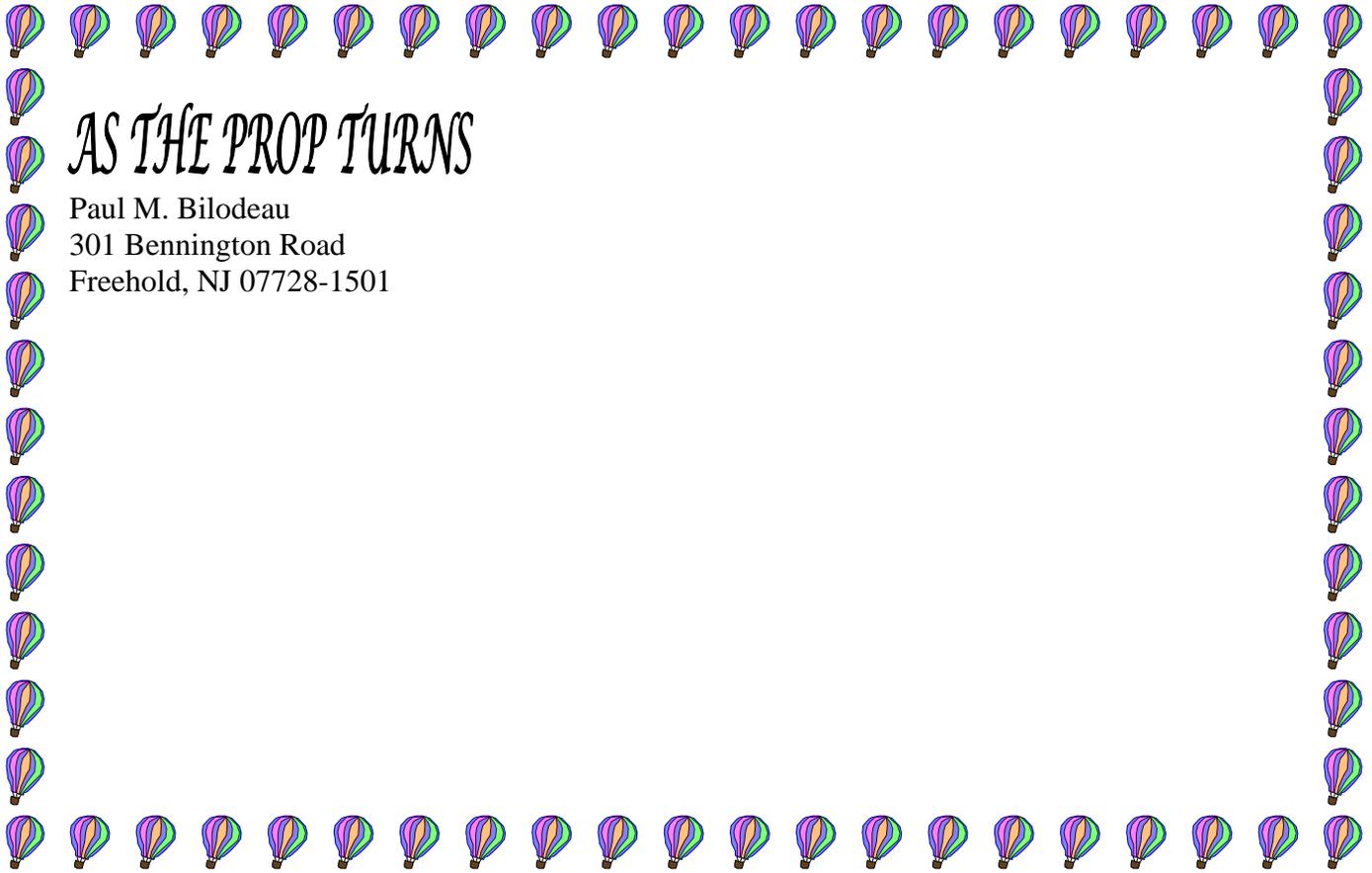


This guy is about to earn his pay!

This aircraft appears to be on a TO roll. Suddenly the crew is worth every dollar they get paid.....



Until Next Month • Fly Safely



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E.A.A CHAPTER 315 “As The Prop Turns”

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**Next Meeting: October 4th @ 7:30 PM
at Hangar E-10, Old Bridge Airport,
Old Bridge, NJ**