

# AS THE PROP TURNS

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



**EAA CHAPTER 315 ON THE WEB: [www.eaachapter315.org](http://www.eaachapter315.org)**

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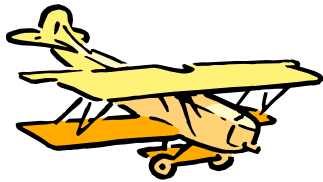
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## March 7th, 2005 Meeting Minutes

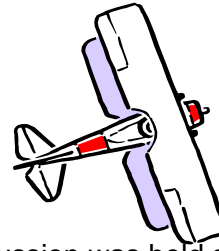
The February meeting of EAA Chapter 315 was held at Innovative Power Solutions conference room courtesy of **Eli Liebermann**. President **Glenn Stott** called the meeting to order around 7:30 pm with approximately 10 members present (numbers are approximate due to my not being able to attend this meeting. A motion to accept the meeting notes as published in last month's newsletter was made, seconded and accepted by the members present.

Our treasurer, **Tom Goeddel** reported that our chapter has \$2287.26 in the treasury. A motion was made to accept the treasurer's report as presented, seconded and accepted by the members present.

Dues are payable for 2005 and remain at the ridiculously inexpensive amount of \$20.00. For those not able to attend a meeting, they may send their dues payment to **Tom Goeddel** at his mail address above. If you have a change in the method by which you wish to receive your newsletter you may include that request with your dues payment or in a note or email to **Tom** with your change request. PS - There may even be a couple of 2005 EAA Calendars available.....maybe at a discount price.....another great reason to attend this month's meeting !!!



OLD BUSINESS



**FLIGHT NIGHT AT THE MONMOUTH COUNTY FAIR** - More discussion was held about our Chapter's participation again this year and what kind of a display we'll have. There was some hesitation in that Flight Night will be occurring during the week that Oshkosh/AirVenture is scheduled.....don't know how many of our members will be available to participate on that night. Previously **Eli Liebermann** had said that he may be able to help out that night. More discussion will be held at the April meeting.

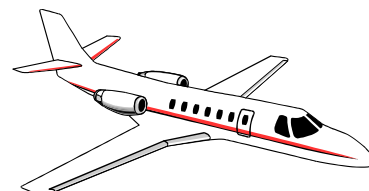
**AWARDS DINNER** - Because it was discovered that several members would not be able to attend the Annual Awards Dinner (including **George Cowling**, our restaurant coordinator extraordinaire) as originally scheduled.....**THE 2005 ANNUAL AWARDS DINNER WILL BE RESCHEDULED**.....details to be formulated at the April Meeting. Please attend and lend your opinion to make this year's event even better than previous dinners. There was some discussion about holding the event at the restaurant at Monmouth Executive Airport as we'll have a room in the restaurant to ourselves for the evening.

**UPDATE ON BILLY GIBSON** - The members attending were told that **Billy Gibson** is still at Care One in Wall Township, an extended care facility. Care One is located at the intersection of Highway 138 and New Bedford Road. Visitors are always welcome.....drop by and pay him a visit. As of the date of this information, he's in room 111.

**LAKWOOD AIRPORT COMMITTEE MEETING** - **Frank Fine** reported on the February 21st meeting of the Lakewood Airport Committee - At the Airport Authority meeting of Feb. 21, 2005 there was a discussion about rumors as to the possible sale of the airport for uses other than an airport, which are up after the township had a public auction of 10 parcels of land which were estimated to go for \$1.4 million and went for \$2.7 million. The airport property has become very valuable. The FAA has requested that the township state its intent with regard to the property if it would like it to be sold for use other than an airport. This would include the property that the township currently owns, Lot 220. The FAA would then have its legal staff review such a request. Arlene Feldman, the Regional Director of the FAA, would then review such a request. The township wants to meet with Ms. Feldman--this request has come from the township directly to the FAA Regional Director. It was emphasized that the actions are taking place directly between the township and the FAA; the Airport Authority renders no opinion on this. A factor that may be discussed is the taking of grants from the FAA for the airport.



NEW BUSINESS



**OSHKOSH / AIRVENTURE ATTENDANCE** - There are specials offered to 2005's AirVenture. Check with your favorite airline to see if they are offering a discount. In a previous meeting **Mario Escovar** and **Bill Fennelly** mentioned that they would be attending AirVenture this year and were looking for riders/partners to the event. They said that rooms at the University of Wisconsin nearby were \$200 for a room

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with 2 bunk beds in it for the week. Perhaps there are others who will be attending also. **Dick Augusty** has placed a link on our Chapter's web site to help you list your desires for a travel companion or accommodations.....check it out @ [www.eaa315.org](http://www.eaa315.org) and perhaps you'll find just what you're looking for!!

**SUN 'N FUN INVITATION** - EAA National sent a letter to our chapter inviting members to a dinner being held at the end of this year's Sun 'N Fun. Seems that this year's dinner will be presented by National and at the same time they will announce that there will be no future connection between with Sun 'N Fun and the EAA.



**MISCELLANEOUS**



- There was a mention that the sale of Monmouth Executive Airport is no closer to fruition than it was 5 - 10 years ago.....
- A reminder about our EAA Chapter 315 web site - we've updated it's address formerly, [www.eaachapter315.org](http://www.eaachapter315.org) and now we can be found at [www.eaa315.org](http://www.eaa315.org). Please send articles/pictures to our webmaster Dick Augusty. at [aaa315@comcast.net](mailto:aaa315@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.
- This month's 50/50 was won by **George Honsch** (again!!!). He took home an undisclosed amount of cold hard cash !!!!
- A motion to adjourn was made, seconded and the meeting was adjourned at 8:40 pm.
- Thanks to **Eli Liebermann** for hosting our March meeting at his company headquarters and for sharing the progress of his company and products. See pictures at end of the newsletter.



**EVENTS - - EVENTS - - EVENTS - - EVENTS**



**EAA CHAPTER 287/ JERSEY DEVILS ULTRALIGHT CLUB FLYMART:** April 2nd at the Naval Air Station Wildwood Museum. Cape May Airport, Rio Grande, NJ 08242. (609) 886-8787. Used aircraft and equipment. Buy or sell anything to do with aviation, from ultralights to spare parts for a DC3. Open 0800-1700 – Friday setup can be arranged. Bring all your aircraft related treasures with you and set up a table or share with a friend. Table donation is \$10.00 with the only stipulation is that you take home anything not sold during the day. The Chapter Hot Dog Crew will be there to keep you from starving during the day. Contact Fred Boyle (EAA 287) at [harleyplane@yahoo.com](mailto:harleyplane@yahoo.com) or Fred Boyle (609)889-9373.

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**EAA SUN 'N FUN FLY-IN:** April 12 - 18 at Lakeland Linder Regional (LAL). For more information call 863-644-2431 or visit the Sun 'N Fun web site: [www.sun-n-fun.org](http://www.sun-n-fun.org)

**EAA CHAPTER 1376 PANCAKE BREAKFAST:** April 19th, Hammonton Airport (N81), Hammonton NJ. For more information call 609-567-2086.

**2005 NEW JERSEY AVIATION CONFERENCE "Revitalizing New Jersey Aviation":** Monday, May 9th at Newark Liberty International Airport, Building #1. Sponsored by the Mid-Atlantic Aviation Coalition. Fee is \$45 per person. Registration starts at 7:30 am with the program beginning at 8:30 am and ending at 1:30 pm. For program details, fly-in requirements and a registration form, visit [www.njaviation.com](http://www.njaviation.com). For general information call the conference hotline at 732-968-6908, email [njaviation@aol.com](mailto:njaviation@aol.com) or write to: MAAC, PO Box 155, Pluckemin, NJ 07978.

**EAA CHAPTER 240 PANCAKE BREAKFAST FLY-IN/DRIVE-IN & YOUNG EAGLES RALLY:** May 14th, 8 AM to 12 PM (Young Eagles Rally - 9 AM to 12:30 PM) at New Garden Airport (N57), Toughkenamon, PA. Paved runway with parallel grass strip and beautiful hangar-clubhouse on a hill with a 270 degree view of the airport and Chester County countryside. For more information please visit [www.eaa240.org](http://www.eaa240.org) or contact Chapter 240 President, John Leslie at 302-368-5710.

**EAA CHAPTER 501 FLY-IN:** May 15th, 10 AM - 4 PM at Warwick, NY Aerodrome (N72). There will be trophies for 9 categories and a food tent. For more information please send email to: [flyin05@eaa501.org](mailto:flyin05@eaa501.org), visit their web site: [www.eaa501.org](http://www.eaa501.org) or call 973-492-9025.

**WHEELS & WINGS AIRSHOW AND CAR SHOW:** May 20 - 22 at Millville Airport (MIV). For more information visit [www.schultzairshows.com](http://www.schultzairshows.com)

**GOLDEN AGE AIR MUSEUM - BARNSTORMER DAY:** May 21 at Grimes Airfield, Bethel, PA. Displays of antique aircraft and automobiles. Aircraft fly-bys. Biplane rides available. Airport open. No fuel available. Lunch and refreshments available. Transients must be off by dusk. Members free. Non-members \$5. Children twelve and under \$3. Under six free. (Rain Date is May 22nd.) Information: Golden Age Air Museum, Grimes Airfield, 371 Airport Road, Bethel, PA 19507. Telephone: 717.933.9566 or on the web at [www.GoldenAgeAir.org](http://www.GoldenAgeAir.org) or by email at [goldage@voicenet.com](mailto:goldage@voicenet.com)

**EAA CHAPTER 240 PANCAKE BREAKFAST FLY-IN/DRIVE-IN:** June 12th, 8 AM to 12 PM at New Garden Airport (N57), Toughkenamon, PA. Paved runway with parallel grass strip and beautiful hangar-clubhouse on a hill with a 270 degree view of the airport and Chester County countryside. For more information please visit [www.eaa240.org](http://www.eaa240.org) or contact Chapter 240 President, John Leslie at 302-368-5710.

**GOLDEN AGE AIR MUSEUM - BIG BAND CONCERT & FLIGHT DEMONSTRATIONS:** June 18th at Grimes Airfield, Bethel, PA. Big Band Era favorites featuring the "Big Lebanon Swing Band". Antique aircraft flights. Biplane rides available. Gates open at 4 pm. Fly-Bys start at 5 pm. Concert begins at 7 pm. Field open. No fuel available. Transients must be off by dusk. Members \$7. Non-members \$8. Children 15 and under \$5. Information: Golden Age Air Museum, Grimes Airfield, 371 Airport Road, Bethel, PA 19507. Telephone: 717.933.9566 or on the web at [www.GoldenAgeAir.org](http://www.GoldenAgeAir.org) or by email at [goldage@voicenet.com](mailto:goldage@voicenet.com)

**GOLDEN AGE AIR MUSEUM - SUMMER FLY-IN:** July 9 & 10 at Grimes Airfield, Bethel, PA. Airport open. Biplane rides available. Breakfast, lunch and refreshments available. Overnight camping/showers available to members and participants who fly in. Saturday night dinner for campers. Overnight aircraft must be tied down – bring your own tie-downs. No fuel available. All flying ends at dusk. Members free. Non-members \$5. Children 15 and under free.

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Information: Golden Age Air Museum, Grimes Airfield, 371 Airport Road, Bethel, PA 19507. Telephone: 717.933.9566 or on the web at [www.GoldenAgeAir.org](http://www.GoldenAgeAir.org) or by email at [goldage@voicenet.com](mailto:goldage@voicenet.com)

**EAA AIRVENTURE:** July 25 - 31 (Monday through Sunday) at Wittman Regional Airport (OSH). For more information please contact Dick Knapinski at 920-427-4800, or you may send email to: [webmaster@eaa.org](mailto:webmaster@eaa.org) or visit the EAA AirVenture web site: [www.airventure.org](http://www.airventure.org)

**EAA CHAPTER 240 PANCAKE BREAKFAST FLY-IN/DRIVE-IN:** July 23rd, 8 AM to 12 PM at New Garden Airport (N57), Toughkenamon, PA. Paved runway with parallel grass strip and beautiful hangar-clubhouse on a hill with a 270 degree view of the airport and Chester County countryside. For more information please visit [www.eaa240.org](http://www.eaa240.org) or contact Chapter 240 President, John Leslie at 302-368-5710.

**2ND ANNUAL BATTLESHIP NEW JERSEY AVIATION DAY:** August 6th on the waterfront at Camden, NJ. Battleship admission includes an airshow. For more information visit [www.schultzairshows.com](http://www.schultzairshows.com).

**GOLDEN AGE AIR MUSEUM - GOLDEN AGE FLYING CIRCUS AIR SHOW:** August 20th (rain date is August 21st) at Grimes Airfield, Bethel, PA. Airport closed. Fly-in traffic PPR only due to limited space. Call museum for a reservation if you would like to fly in (helps to fly in with an antique/classic aircraft!). Arrive by noon with a pre-1935 vehicle and get free admission. Barnstorming air show begins at 2 pm. Lunch and refreshments available. No fuel available. Members \$3. Non-members \$6. Children \$3. Information: Golden Age Air Museum, Grimes Airfield, 371 Airport Road, Bethel, PA 19507. Telephone: 717.933.9566 or on the web at [www.GoldenAgeAir.org](http://www.GoldenAgeAir.org) or by email at [goldage@voicenet.com](mailto:goldage@voicenet.com)

**EAA CHAPTER 240 PANCAKE BREAKFAST FLY-IN/DRIVE-IN & YOUNG EAGLES RALLY:** September 10th, 8 AM to 12 PM (Young Eagles Rally - 9 AM to 12:00 PM) at New Garden Airport (N57), Toughkenamon, PA. Paved runway with parallel grass strip and beautiful hangar-clubhouse on a hill with a 270 degree view of the airport and Chester County countryside. For more information please visit [www.eaa240.org](http://www.eaa240.org) or contact Chapter 240 President, John Leslie at 302-368-5710.



**NEXT CHAPTER MEETING:** 7:30 PM - Monday, April 4th at Old Bridge Airport - either Hangar E-10 or in the Airport Office Meeting Room depending on the temperature.....check the office first.



## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the April 1985 issue of Sport Aviation featured the prototype Lancer 200 designed and built by Lance Neibauer of Gardena, California. The "200" in the name came from the Continental O-200 engine that the ship was designed around. Lance reported a cruise speed of about 190mph at 2500 rpm and 24.5 inches of manifold pressure. Maximum speed was 213 mph at 2800 rpm. Not bad for 100 hp! Stall speed was 55 mph at a gross weight of 1275 pounds. The entire airframe was constructed of premolded composite parts, and the basic kit, including the retractable landing gear, sold for \$13,500.

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An article by Jack Cox described Harry Thompson's Dormoy Bathtub. Loosely based on plans for a VW powered modern version, Harry chose to use a two-cylinder Franklin 2A-120 engine that produced 60 hp. He beefed up the structure and added a leading edge "D" section of foam and glass in the wing in order to gain acceptable rigidity. He reported a top speed of about 80mph, but the range was limited to about one hour due to the 5 and ½ gallon fuel tank.

John Dormer of San Diego also provided a description of his Mong Sport that he finished in the markings of a Curtiss P6-E of the 17<sup>th</sup> Pursuit Squadron. That's the one with the black and white nose and the hawk talons on the wheel pants. John reported that the little ship flew quite well with the 90 hp Continental engine and handled like a dream in the air. However, ground handling qualities were "abominable", and it was only after much tinkering with toe in/out, tail wheel springs and chains, tire pressures, and lots of practice, that he managed to get to the point that his landings did not cause cardiac arrest.

Doug Evans contributed an article about a Jodel F-11 built by Bob Stephenson of Ft. Meyers, Florida. The Jodel cruised at about 110 to 115 mph on the 65 hp Continental engine and stalled 45 mph. There was still another aircraft report about a Klob ultralight built by Gordon Slattery. He used a water cooled 25hp Mercury outboard engine power head and added a forward pod with windscreen for some protection from the slipstream.

Jack Cox contributed a very interesting and inspiring article about Lt. Col. Donald "Rode" Rodewald who flew his Comanche 260 around the world solo. The inspiring part is that Rode was paralyzed from the waist down in a T-33 crash in 1954. In the spring of 1941 he volunteered to join the A.V.G an armament specialist for a year. He then returned home from China to join the Army Air Corps, and go to flight training. After completing flight training he ended up in flight test work and he flew just about everything in the Air Force inventory, including the F-86 in Korea. After the T-33 accident he left the military and worked for Lockheed in customer relations. In 1969 he discovered a hand control device invented by a paralyzed ex-Navy pilot that allowed him to operate the rudders and nosewheel steering of Pipers, and was able to get into the air again. At first his idea was to fly to Europe, but an old friend from Lockheed was living in Saudi Arabia, so he thought that perhaps he would go that far. Then he learned that the 1984 Flying Tiger reunion was going to be in Taipei, Taiwan, and he would never want to miss that, so he would fly the Comanche to Taiwan! He then realized that if he was going to fly 3/4<sup>th</sup> of the way around the world, he might as well go east over the Pacific and complete the circumnavigation!

There was a report on the EAA East Coast Fly-In that was at Frederick, MD, in 1984, and the Southwest Fly-In that was held as usual at Kerrville, Texas.

In the "Sportplane Builder" Tony finished up his series on interiors with some ideas on carpeting, paneling and upholstery. Photographer Dick Matt gave us four pages of suggestions for taking good pictures in general, and aircraft photos in particular. A timely "Craftsman's Corner" provided a post-winter inspection checklist. And Glynn Harris contributed an idea for using mini light bulbs in a Plexiglas overlay to provide instrument lighting just like the big airliners have. In "Cockpit Classroom" CFI Harold Holmes discussed how to properly practice simulated forced landings.



Bob Hartmaier  
EAA 78889



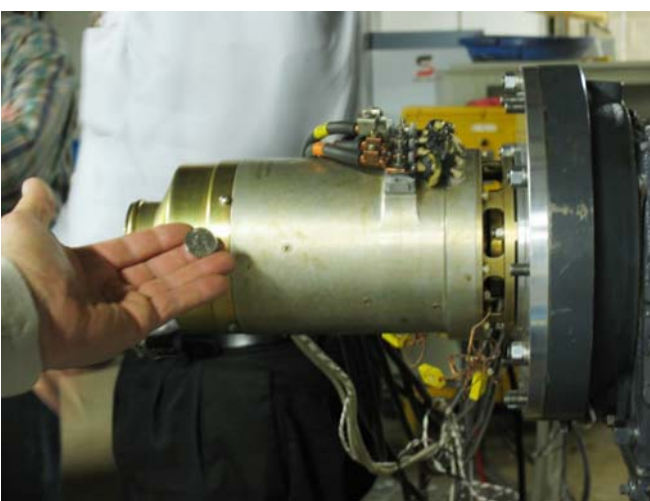
## Pictures From Innovative Power Systems !!



Members view a new generator for the Global Hawk (a larger version of the Predator).



The top picture is of the "R&D" area at IPS and features their new brushless generator for aircraft applications. Very large capacity generators have never been feasible due to problems with accelerated brush wear from high currents required and the need to have the units survive to a reasonable TBO.

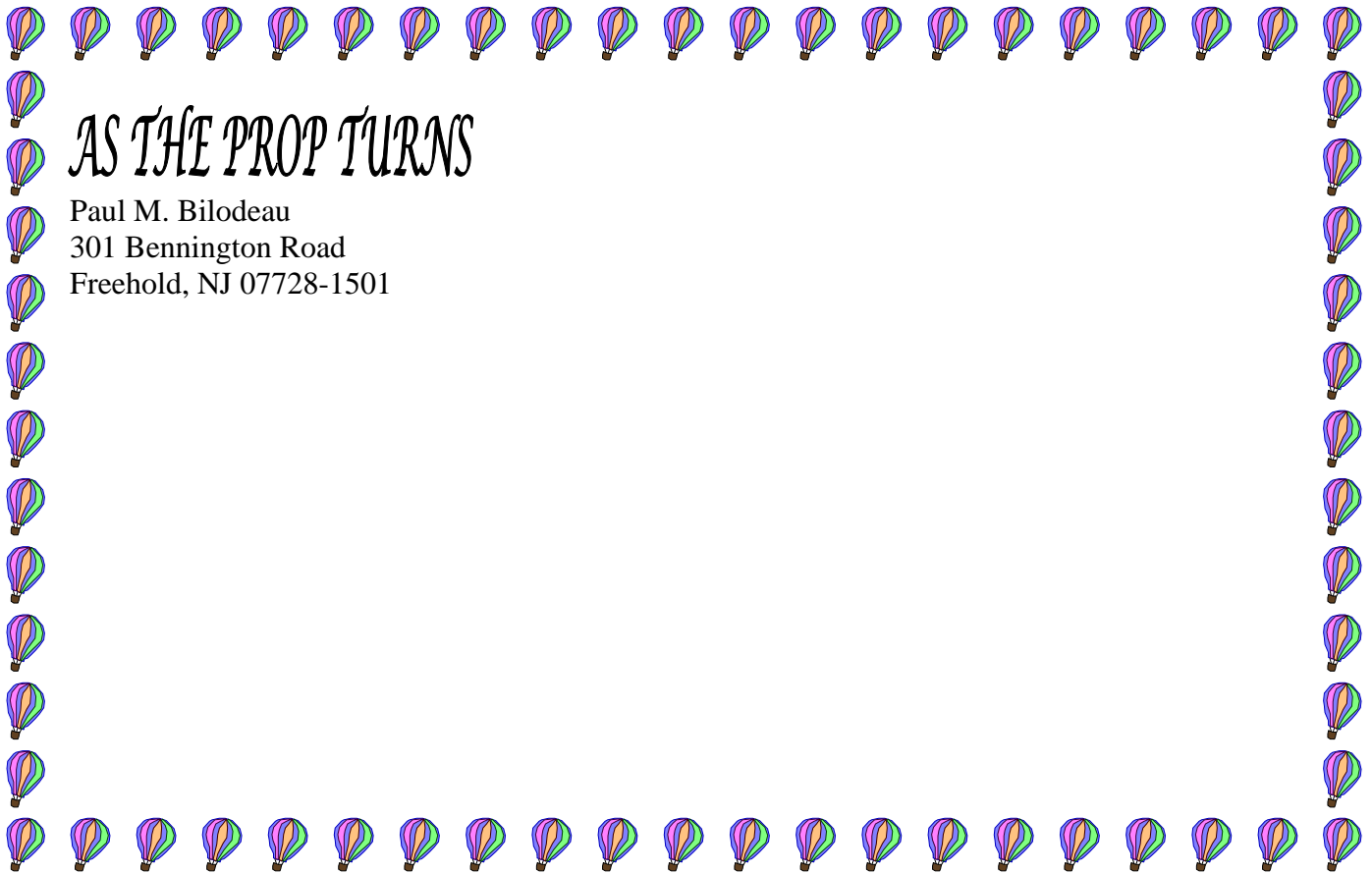


The lower picture is of one of IPS's new generators using a new "brushless technology" and has led to their becoming a world leader in this technology. This new generator is revolutionizing aviation electrical systems and has been adopted by Boeing for their new aircraft.

2 new generators for the Apache Helicopter being readied for shipping.

Until Next Month  
Fly Safely





# AS THE PROP TURNS

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

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the  
Experimental Aircraft Association - APRIL 2005  
Editor: Paul Bilodeau 732-761-1515

**Next Meeting: April 4th - Old Bridge Airport,  
Hangar E-10 or Airport Office Meeting Room  
(depends on the temperature - check Airport FBO Office 1st)**