

AS THE PROP TURNS

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



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November 7th, 2005 Meeting Minutes

The November meeting of EAA Chapter 315 was held at the garage / RV Construction Facility of Rich Jahns in Point Pleasant Beach, NJ. President **Glenn Stott** called the meeting to order at 7:43 pm with approximately 14 members present. A motion to accept the meeting notes as published in the previous newsletter was made by **George Honsch**, seconded by **Tom Goeddel** and carried by show of hands of all present.

Our treasurer's report was given by **Tom Goeddel**. There is \$2081.93 in our treasury and we netted approximately \$160.00 from our recent bus trip to the Cradle Of Aviation. A reminder went out to all that **2006 Dues Are Payable** and can be paid at the next meeting or mailed to our Treasurer, **Tom Goeddel** at the address shown above.

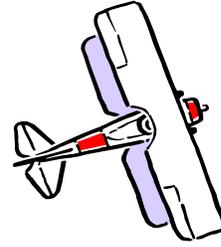
A few of the members present paid their 2006 dues later during the meeting.....thanks for your dues payments early.

A new member, **Craig Harris** was introduced to the members in attendance as was **Dick Sheridan**, a guest of **Eli Liebermann**. **Glenn Stott** gave a short overview of our charter, organization, activities and membership to acquaint our new member with our goings-on.

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OLD BUSINESS



TRIP TO “CRADLE OF AVIATION” REVIEWED - Members who attended the trip to “The Cradle Of Aviation Museum” said that the trip was very enjoyable. President **Glenn Stott** read a letter of thanks that is to be sent to Ms. Pattie Brodowski, Laidlaw Transit, Inc. in appreciation of their providing a bus for the trip. We’ll also be sending a copy of the letter to the driver, Joe Santos.

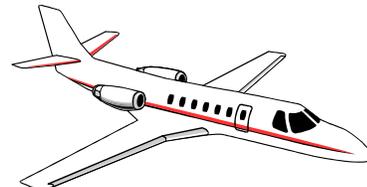
ELECTIONS - At the last meeting the Election Committee consisting of **George Cowling** and **Dick Webb** were supposed to have presented a list of members for inclusion on a ballot and we were to have elections this month. As it turned out **George Cowling** was the only member from the committee present and he had not yet contacted all proposed members as to their intentions of running for their respective offices.

George was on his way to this meeting and when he arrived made his report. **Dick Webb** did not attend the meeting. Once **George** arrived he stated that the only person not talked to was **Jane Finton** and it was agreed that she should be contacted about her wishes in relation to running again as our secretary. The members present agreed that the list of officers should continue as is for the year 2006 and were voted into office by general acclamation (with the exception of **Jane Finton**, our last year’s secretary). She will need to be contacted and agree to “be elected”.

Our list of officers can be reviewed on page 1 of this newsletter.....and will serve for 1 year with the election process beginning again in October 2006 with the selection of an Election Committee.



NEW BUSINESS



NOTE: An additional change to your chapter staff was requested by your friendly newsletter editor. **Paul Bilodeau** is looking to pass along his duties to one of the other members of the chapter. Those attending the meeting were not interested in picking up these duties and two candidates were identified for canvassing. **Bob Hartmaier** and **Richie Bielak** were contacted by your newsletter editor via email and the only response as we go to press has been from **Richie Bielak** who expressed an interest in doing our newsletter.....thanks!!!

LAKWOOD AIRPORT STATUS - **Frank Fine** was not present at this meeting and as a result, there was no news about Lakewood Airport. One of the members present mentioned that he just got home from the hospital. No one knew whether he was in the hospital or he had been visiting someone and got home too late to attend the meeting. We’ll undoubtedly hear about Frank at this upcoming meeting.

UPDATE ON BILLY GIBSON - **Billy Gibson** is home and would love to have visitors.....please give him a courtesy call before going over to visit.

TAILWHEEL INSTRUCTION - Our host, **Rich Jahns**, told the membership of his experiences during his search for this type of instruction - he’s getting ready to fly his RV-7. He noted that there was tail wheel

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instruction available at Solberg Airport in an RV8 with Armand Turriello, a CFI, at \$160.00 per hour for the plane and instructor. One of the members present mentioned that he should check with Matt Applegate to see if he would give tail wheel instruction or knows of someone who would.

MCGUIRE RAPCON AND TOWER TOURS - Your newsletter editor discussed his past visit to McGuire Air Force Base to tour their Radar Approach Control facilities, Control Tower and tour of a KC-10. The tour is available to individuals and small groups by contacting **Jonathan W. Spare, Lt Col, USAFR - 514 AMW Flight Safety Officer** via email at Jonathan.Spare@mcguire.af.mil or by telephone at 609-754-3721. He can let you know of upcoming tour dates.

I can vouch for the quality of the tour. They are using analog radar currently (see picture of current radar transmitter/receiver) and will be changing over to digital radar in the near future. You'll see RAPCON in operation and may see training going on as well as watch handling of real traffic. There will most likely be a question and answer period after your initial arrival at the RAPCON building and before going in for viewing the actual positions.

After finishing up at RAPCON, you'll go to the Control Tower and depending on whether there's much traffic, be treated to a complete description of all the positions in the tower cab.



You'll also get a great view of the countryside from your 7 story perch. The picture below and left looks westward and shows the McGuire VORTAC on the ground. The picture below and on the right shows a view towards the east and includes one of the main aprons at the field with it's many tankers parked there. One can also see Great Adventure in the distance given good weather.



After the tower tour if there's an available KC-10, you'll have a chance



to visit up close and personal.....see picture below. You'll get to visit the refueling position in the tail if the

aircraft is powered and at the least, visit the cargo and cockpit areas. These aircraft are huge with carrying capacities of over 600,000 pounds and an empty weight of approximately 300,000 pounds depending on their configuration - they can be converted



back and for operation as a refueler or a cargo aircraft or a combination of both.

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One boards the KC-10 the old fashion way, via “Jet Blue-type” shaky stairs.

Once inside the group is split into two sections - one visiting the cockpit while the other visits the refueling station and reconfigurable cargo area.

The cockpit pictures show the view from the pilot’s seat (about 25 feet up from the pavement), the overhead controls and the flight engineer’s console.



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Left is a view looking towards the tail from just behind the temporary seating positioned just inside the entrance door of the aircraft.

Carrying around all that fuel takes some serious brakes and tires.....sorry I didn't get a person next to these for comparison, but they are 30 ply rating with a 650,000+ pound maximum load. The left picture is from the rear of the aircraft and shows the boom and the "basket" (just to the right of the boom). It allows the KC-10 to



fuel the two types of aircraft systems without changing the hardware in mid-air as the older version KC-135's had to do. Since this aircraft wasn't powered, we didn't get to see much of the refueling station in the tail inside the aircraft at the far end of the boom.....perhaps your

tour will have a powered aircraft. I highly recommend this tour to become familiar with operations at RAPCON, services provided to area aircraft by McGuire personnel and for general information about the KC-10 and its general operational characteristics and mission capabilities. PS - It's not certified for 0-0 landings with autoland. - Respectfully Submitted - **Paul Bilodeau**

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MISCELLANEOUS



- The Anti-ADIZ commentary period has been extended for another 90 days.....get your comments in on this issue!!
- A reminder about our EAA Chapter 315 web site - it now resides at www.eaa315.org. Please send articles/pictures to our webmaster **Dick Augusty** at eea315@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 was a collision between a Zodiac and a 172 in Warren County.....details discussed.....keep a sharp lookout up there.
- **Mike Pilla** has relocated to New Mexico.....a surprise to your newsletter editor as he seemed to be very settled in Ogunquit when I last visited him. More details if I am able to find any.
- This month's 50/50 was won by **Paul Bilodeau** (for the second month in a row - shades of Doris Perez), who took home \$8.00 for participating in the drawing.
- The continued visiting and viewing of the excellent RV-7 being built by **Rich Jahns** continued until after 9 pm when members began their departures in small groups.



EVENTS - - EVENTS - - EVENTS - - EVENTS



EAA 1376 FLY-IN / DRIVE-IN BREAKFAST: December 17th from 8:00 am to 12:00 Noon at Hammonton Municipal Airport (N81). Donation of \$5.00 for the meal. Need more information? Contact John Fortis at 609-567-0623 or visit their web site www.eaa1376.org for more details.

GOLDEN AGE AIR MUSEUM - BARNSTORMER DAY: October 22nd (rain date October 23rd). 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. 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 or by email at goldage@voicenet.com



NEXT CHAPTER MEETING: 7:30 PM - Monday, December 5th at the new office of Innovative Power Solutions, 373 South Street (off Wyckoff Road) Eatontown, New Jersey

If you need last minute directions, call 732-544-1075 x216
(This is the Conference room phone)



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the December 1985 issue of Sport Aviation featured an airborne shot of Steve Wolf's replica "Samson". "Samson", designed and built by Curtiss Pitts for air show performer Jess Birstow in 1946, was built around the Pratt & Whitney R-985 and was a rather large plane compared to Curtiss' other designs. This was due to the size of the engine, but also because Jess ordered it with a 120 gallon fuel tank and a baggage area big enough for a steamer trunk! His standard air show contract called for the tank to be filled after his performance, and he wanted it to be as large as possible so he could fly to the next show without having to buy fuel. And the steamer trunk requirement came from the fact that he lived "on the road" for the duration of the air show season, and wanted to be sure to have enough room for all his belongings. Anyway, the ship had a span of 24 feet and weighed in at 1700 pounds empty. The original was destroyed in a mid-air at an air show in 1956. The performance of the recreated "Samson" was spectacular to say the least. At Oshkosh on August 1, 1985 Steve set a new time to climb record for the C.1.b category by going from brake release to 3000 meters (9,840 feet) in three minutes and 59 seconds. He also reported a cruise speed of 190 mph while using 23 gallons per hour.

Gene Chase described the Funk Model B that Gene Bentress of Olathe, Kansas had restored and brought to the 1985 Oshkosh Fly-In. The Model B had been built between 1939 and 1941 and was powered by a converted Ford Model B engine that churned out 63 hp at 2125 rpm. The automobile radiator was cut in half, then rejoined end-to-end and mounted on the firewall. Gene's Funk was an early one that was built in Akron, Ohio before the company moved to Coffeyville, Kansas in 1941. Later versions were powered by a 75 hp geared Lycoming.

Jack Cox contributed an article about Walter Nitz's RotorWay Exec, the Grand Champion Rotorcraft from the 1985 Fly-In. He also supplied photos of some of the other rotorcraft that attended the Fly-In Convention. Bert Brechner also added to the Oshkosh coverage with articles about international visitors and the evening activities at the Theatre in the Woods.

Jack Cox also provided us with the results of the September Reno Air Races, along with four pages of photos taken by Golda Cox.

There was also a nice article with lots of photos about the Annual EAA South Africa Convention held at the small costal town of Margate on the Indian Ocean on Ascension Day weekend of May 16-19, 1985. One of the most impressive aircraft in attendance was a JU 52 restored and operated by South African Airways. Not as big as Oshkosh, but they did have 346 aircraft in attendance.

Frank Kingston Smith related the story of a wrecked Cessna 140 that had been restored by Chuck Warington, a fellow member of EAA Chapter 287. Frank mentioned a grass strip called Fallow Field in South Jersey where only tail wheel airplanes are permitted. Have any of you "senior" members of the Chapter remember this airport, and does it still exist?

Bob Wischer attended the National Model Airplane Championships that were held at Westover AFB just outside of Boston. Bob explained some of the judging rules and treated us to photos of some

interesting models of homebuilt and antique planes.

Molt Taylor, who had developed shaft drives for his designs that featured the propeller at the tail cone, discussed shaft drives and the considerations that must be kept in mind when attempting to use such a configuration. In the "Craftsman's Corner" Ben Owen talked about insuring proper fuel system operation and provided recommended fuel pressures from the Lycoming handbook. In "The Sportplane Builder" Tony talked about limit switches and micro switches used in installations such as a retractable landing gear system.

In "Sport Pilot Medicine" Dr. Stanley Mohler talked about the aging process and commented on the FAA's so called "age 60" rule for commercial airline pilots. His opinion was that any arbitrary age limit was unjustified. It is interesting that some 20 years later this issue is again being discussed in congressional committee, and some groups favor changing the Part 121 "age 60" rule. In "The Cockpit Classroom" Harold Holmes reviewed some considerations for night flight operations, including the certification requirements for a night check out by a CFI.



Bob Hartmaier
EAA 78889



Pictures From Rick Jahn's RV Factory



The business meeting is over and members are adjourning to the rest of the garage to have a look at Rick Jahn's RV-7

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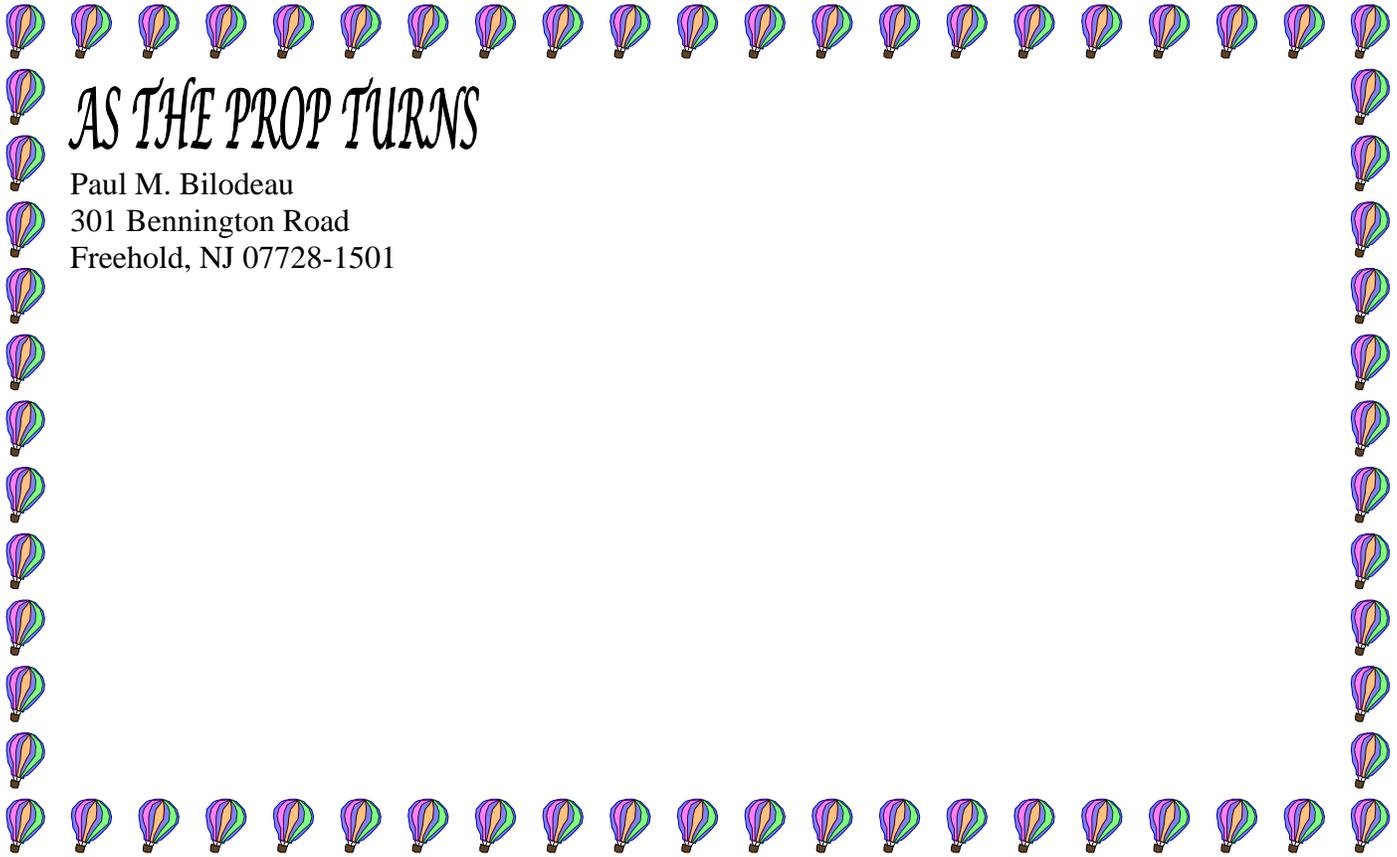


Rick's RV-7 panel lit up....and discussing construction details with Eli Liebermann

The business end of Rick Jahn's RV-7.....



Until Next Month ... Fly Safely



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E.A.A CHAPTER 315 “As The Prop Turns”

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Editor: Paul Bilodeau 732-761-1515

Next Meeting: December 5th @ 7:30 pm
Innovative Power Solutions
373 South Street, Eatontown, NJ