

AS THE PROP TURNS

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



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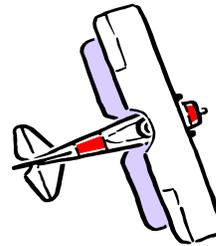
January 3rd , 2005 Meeting Minutes

The January meeting of EAA Chapter 315 was held at the rotorcraft factory of **Mario Escovar** in Wayside, NJ. President **Glenn Stott** called the meeting to order at 7:45 pm after some pre-meeting project inspection and membership discussion with 17 members and 1 guest present. Our guest, Ken Dietz told the members present that he has an Archer based at Lakewood Airport. He had taken 12 years away from flying and started up again about 1 1/2 years ago. A motion to accept the meeting notes as published in last month's newsletter was made by **George Honsch**, seconded by **George Cowling** and accepted by the members present.

Tom Goeddel reported that our chapter has \$1638.50 + approximately \$190.00 from the last Young Eagle's concession sales before this month's newsletter expenses were presented to him for reimbursement. The annual "State of the Chapter" report was handed out to those attending. If you'd like a copy you may obtain one from **Tom Goeddel** by sending him an email request at the address listed above. **Glenn Stott** gave the original chapter insurance certificate to **Tom** for safe-keeping. **Tom** also reminded members present that dues were now payable for 2005 and are remaining at the same level as last year, e.g. \$20.00. For those not able to attend a meeting, they may send their dues to him at his address shown above. A motion was also made to accept the treasurer's report as presented, seconded and accepted by the members present.



OLD BUSINESS



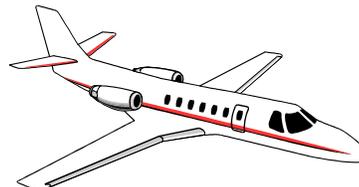
2005 EAA CALENDARS - **Tom Goeddel** was able to sell some of our remaining calendars at the last Monmouth Area Flying Club meeting.....Sooooooooooooooooo you need to jump on your last opportunity to get one of these most excellent calendars - there are fewer than 10 remaining for sale.

LAKWOOD CLUBHOUSE CLEAN OUT UPDATE - **Dick Webb, Dan Ludwig** and **George Cowling** reviewed the status of our clubhouse clean out at Lakewood Airport. Remaining is a set of speakers for our entertainment system which will be picked up on the next trip to Lakewood. **Dick Augusty** is going to offer the use of our clubhouse to the Jersey Aero Club for storage as we won't be using it for the winter season. There was additional discussion about the missing "Lindberg Wall Hanging" that had been donated to the chapter.....it was determined that the picture was missing prior to September, 2004 when the wall hanging was noticed missing from inventory pictures taken of the clubhouse. Again, if anyone has this picture for "safe-keeping", please arrange for it's return to the chapter.....thanks.

NEWSLETTER EMAIL LIST - An email update list was circulated at the meeting allowing folks to sign up to receive their newsletter by email.....we welcome the newly converted folks as this will help the Chapter save on postage as well as cutting down on the time your newsletter editor spends copying, stapling, affixing postage, affixing mailing labels and mailing each month's newsletter. You'll probably enjoy the email version of the newsletter much more because it will be in color and the artwork and pictures will be much more detailed than in the Xeroxed version you receive via U. S. mail. If you would like your EAA Newsletter delivered to you monthly via email, please let your Secretary, **Tom Goeddel** know by calling him or sending him an email (**Tom's** telephone number and email address can be found on page 1 of the newsletter in the "Officer's Section").



NEW BUSINESS

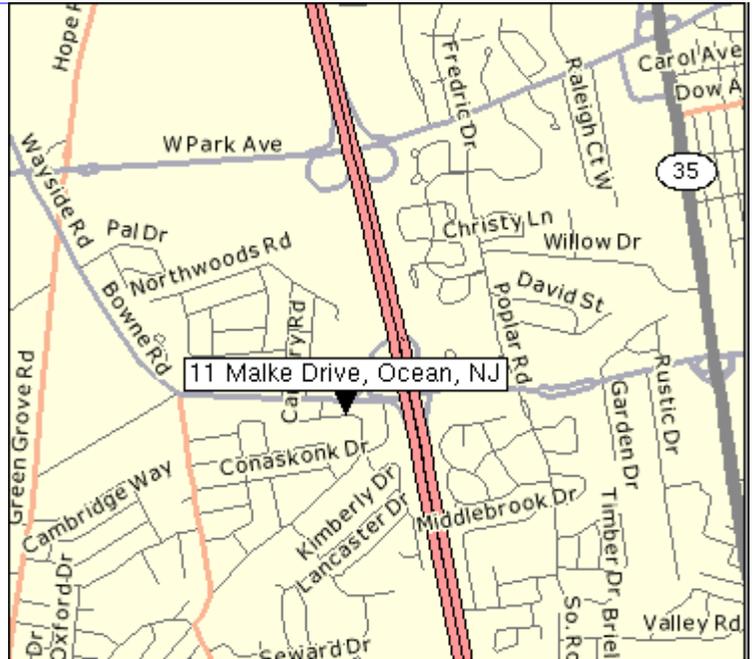


AWARDS DINNER - This year's Annual Awards Dinner will be held in late March. **George Cowling** has offered to do the usual restaurant search even though the general consensus was that most folks enjoyed last year's meeting choice. He'll bring a list of places to this meeting so we can vote on a "place" and we'll finalize the date and speaker/entertainment before the March meeting. If anyone has ideas for a new place at which to hold the event, get in contact with **George**, or come to the meeting to put it "on the table".

PROPOSED BUS TRIPS REMINDER - A next trip to the "Cradle Of Aviation" at Nassau, Long Island was proposed by **Lew Levison** at our December meeting. The trip is tentatively scheduled for a May/June timeframe.....make a note on your calendars. Currently there are 10-12 members interested. A second trip tentatively scheduled for a September/October timeframe was proposed to the National Aeronautics and Space Museum in Washington, D.C. Again, please note in your schedule books.

⇒ AS THE PROP TURNS

FEBRUARY MEETING - The EAA Chapter 315 February meeting will be held at **Eli Liebermann's** RV-6A factory, 11 Malke Drive, Ocean, NJ 07712. Directions to **Eli's** house are as follows: Take Route 35 to Deal Road. From Route 35, go west on Deal Road until you cross over Route 18. Take the 2nd left after crossing over Route 18 onto to Randi Lane and then the next left onto Malke Drive. **Eli Liebermann's** house will be on your left - the one with all the cars parked out in front of it!!! If you take Route 18 from the north, get off at West Park Avenue. Proceed west to Hope Road then turn left to Bowne Road. Make a left onto Bowne Road and continue onto Deal Road looking for Randi Lane on your right. If you have problems finding the house, call 732-493-4869 for directions. For you map lovers.....one obtained from mapsonus.com is shown to the right. See you there !!!



T-34 FLEET GROUNDED - Members discussed the grounding of T-34s.....due to center section problems. It seems that there have been a few failures in aircraft which have been doing "rigorous" training time maneuvers and the FAA is trying to figure out what to do to make the fleet safe for continued operations.

SAD STORY - **Lew Levison** told the members present that he was aware that one of our fellow members and long-time aviators, **Billy Gibson** had been diagnosed with prostate cancer. It seems that he had some problems with yard work and lower back pain. He was brought to the hospital where it was discovered that he had cancer. Most of the tumor was removed by surgery. It had grown around his spine and was difficult to remove it all. He's undergoing drug therapy to shrink the rest of the tumor and has had a bout with kidney failure. His kidney function had returned but the outcome wasn't generally promising. He needs our prayers and thoughts at this critical time of his life. **Lew** will be getting a card to send on the Chapter's behalf.



MISCELLANEOUS



- **Dick Augusty** has a leather couch and chair suitable for a hangar or rustic office. Contact him for more details.....hey, it's free!!!!!!
- 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.

- This month's 50/50 was won by our host, **Mario Escovar**, who took \$16.00 to the bank !!!!
- A motion to adjourn was made, seconded and the meeting was adjourned at 8:10 pm. While enjoying refreshments provided by our host, members were able to get a better and more thorough look at **Mario's** Scorpion Helicopter.
- Thanks to **Mario Escovar** for hosting the January meeting as well as providing refreshments (coffee, cookies, cake and his own music CD) for all to enjoy.....and yes, as always, a few of the regular "after meeting diner folks" adjourned to the nearest diner for an after meeting meeting.....



EVENTS - - EVENTS - - EVENTS



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

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NEXT CHAPTER MEETING: 7:30 PM - February 7th at the home of **Eli Lieberman**, 11 Malke Drive, Ocean, NJ



TWENTY YEARS AGO IN SPORT AVIATION

Mark Brown and his Star-Lite were featured on the cover of the February 1985 issue of Sport Aviation. The first kit-built Star-Lite was introduced in the pages of Sport Aviation in coverage of the 1984 Oshkosh Fly-In, and now Mark was back with more details about the kit version. The Star-Lite was a single-place, low-wing design of mostly composite construction and was powered by a



40 hp Rotax engine. The fuselage was constructed of bonded together premolded epoxy/fiberglass shells, and the wing was built up with spruce spars, foam ribs, and a thin plywood skin. The completed aircraft had an empty weight of only 230 lbs. and Mark reported a cruise speed of 120 mph using about two and one-half gallons of auto fuel per hour.

Martin Lowe contributed an article describing his Travel Air B-4000 restoration project. He really did find it in a barn where it had been stored away since 1948 with many other 20's and 30's vintage aircraft that had been used as crop dusters in North Dakota. The conversion to a duster apparently had been done in a manner that did very little modification to the airframe, so it turned out to be relatively easy to convert back to the original 1929 factory configuration. Of course, a new front cockpit, and all new sheet metal had to be manufactured from scratch. He also had copies of original Bendix type wheels made by a machine shop in a further effort toward originality. It was finished of in the Travel Air factory blue with silver wings and the proper Wright J6-7 engine overhauled and mounted. Martin reported that the plane flew and handled wonderfully, and he was very happy with the result of his efforts.

Frank Pavilga supplied a report on his brand new "vintage" Pietenpol Air Camper that he and his son Frank built. Yes, it was powered by a Model A engine just as Bernie Pietenpol intended, and followed the original plans as much as possible. They did however incorporate Bernie's 1965 supplementary plans for a longer fuselage so that larger modern folks would fit a little more comfortably in the cockpits. In the interest of being able to construct the wing in a single car garage, they used a three-piece design that Bernie said would add about 20 pounds. This was offset by routing out the wing spars, saving 16 pounds, and using an aluminum cylinder head, saving a further 15. The ship was finished off with a red fuselage and vertical tail, and light cream colored wings and horizontal tail surfaces. On the side of the fuselage they lettered the words "SKY GYPSY" and underneath that the words "Aerial Adventures" to give a sort of 1930's barnstorming effect. Frank commented that the ailerons, while not ready to make Pitts pilots jealous, were more than effective enough, and that those who said that Pietenpol ailerons were marginal didn't know what they were talking about.

There were two other aircraft reports as well. Norm Petersen described Tony Terrigno's restored Mooney Mite that won the best Custom Class (up to 80 hp) award at the 1982 Oshkosh convention. Another short article detailed a Globe Swift owned and restored by Ike Medina of Lancaster, CA. It turned out that the Swift once was owned by an Air Manila Captain by the name of Duchth Van Dox. Captain Van Dox installed long range tanks and flew the ship all over the world, including several times across the Pacific Ocean! He once had to make a zero/zero GCA approach at Lax at the end of one of these flights, since there was not enough fuel to make it to any suitable alternate.

President Paul, a member of the three-man Competition committee, reflected on the 1984 Reno Air Races for us. Many of the competitors had problems with engines blowing up and cowlings coming off in flight, but the racing still went on. Skip Holm, flying a radically modified P-51 owned by Alan Preston, was the winner of the Unlimited race.

Harry Zeisloft discussed some new collision avoidance systems that were under development at the time, including TCAS, which seems to have won out and become common, at least among those owners who can afford it. In "Weight and Balance by Computer" Chris Murray gave us a refresher on weight and balance theory. He promised that in a future article he would give us a short, generic computer program to do a preflight calculation, or predict the effect of the addition or removal of components or equipment.

In "Cockpit Classroom..." Harold Holmes talked about the history of spins and some spin recovery techniques. Dave Gustafson contributed an article about the career of Leo Loudenslager and the construction of Leo's Laser 200 that served him so well in competition and air shows.

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And in the "Sportplane Builder" Tony talked about some cockpit conveniences and refinements such as hand holds, arm rests, and storage areas.

Bob Hartmaier
EAA 78889



For Those Who Like To Plan Ahead.....

EAA AirVenture Dates Announced Through 2012

EAA has finalized future dates for EAA AirVenture Oshkosh, the World's Greatest Aviation Celebration, through the year 2012. Remember, this year begins the Monday-through-Sunday format, as opposed to Tuesday through Monday as in past years.

The dates for upcoming EAA AirVenture Oshkosh events are:

- 2005 - July 25-31
- 2006 - July 24-30
- 2007 - July 23-29
- 2008 - July 28 - August 3
- 2009 - July 27 - August 2
- 2010 - July 26 - August 1
- 2011 - July 25-31
- 2012 - July 23-29



Here are some pictures from Mario's Rotorcraft Factory!!

Mosquito single place ultralight legal helicopter.....

Canadians are at the leading edge of ultralight and light aircraft designs. Adding to the list of "innovative designs" is the Mosquito single place ultralight legal (in the U.S.) ultralight helicopter.

The Mosquito at Airventure 2003 was powered by the light weight 60 lbs. Zanzottera MZ 202 engine which produces 60 hp, comes with electric start and a clutch. According to the manufacturer the unit at the show had just over 70 hours of flying time on the engine.



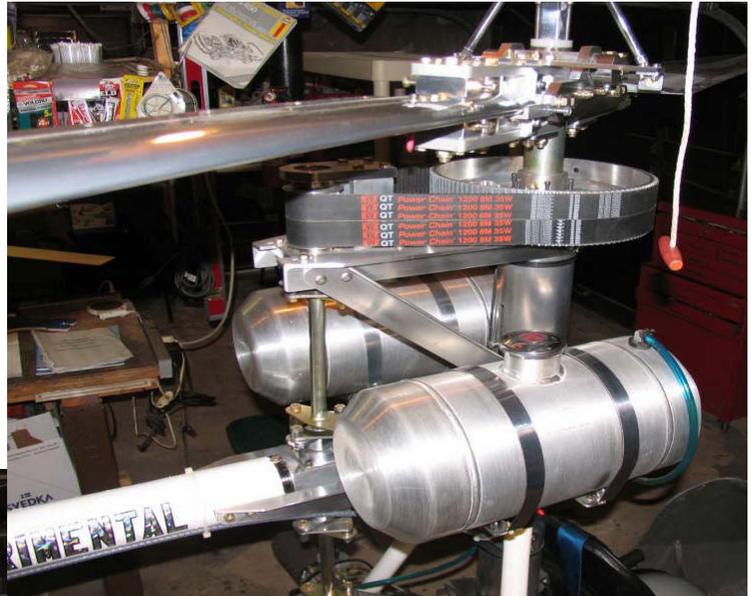
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More pictures From Mario's Rotorcraft Factory!!

Power from the engine is transferred through an HTD cog belt, with the driven pulley using a sprag clutch, which allows the rotor to "overspeed" during auto rotation.

The fuselage and main frame are produced from 6061 T6 aluminum. The landing gear uses fiberglass rods, with the tail using carbon fiber and support struts.

"Power is transmitted to a splitter gear box at the front of the tail boom through flex couplings and a floating drive shaft. The gear box sends power to the tail rotor through a drive shaft housed in the tail boom. Another floating drive shaft transmits



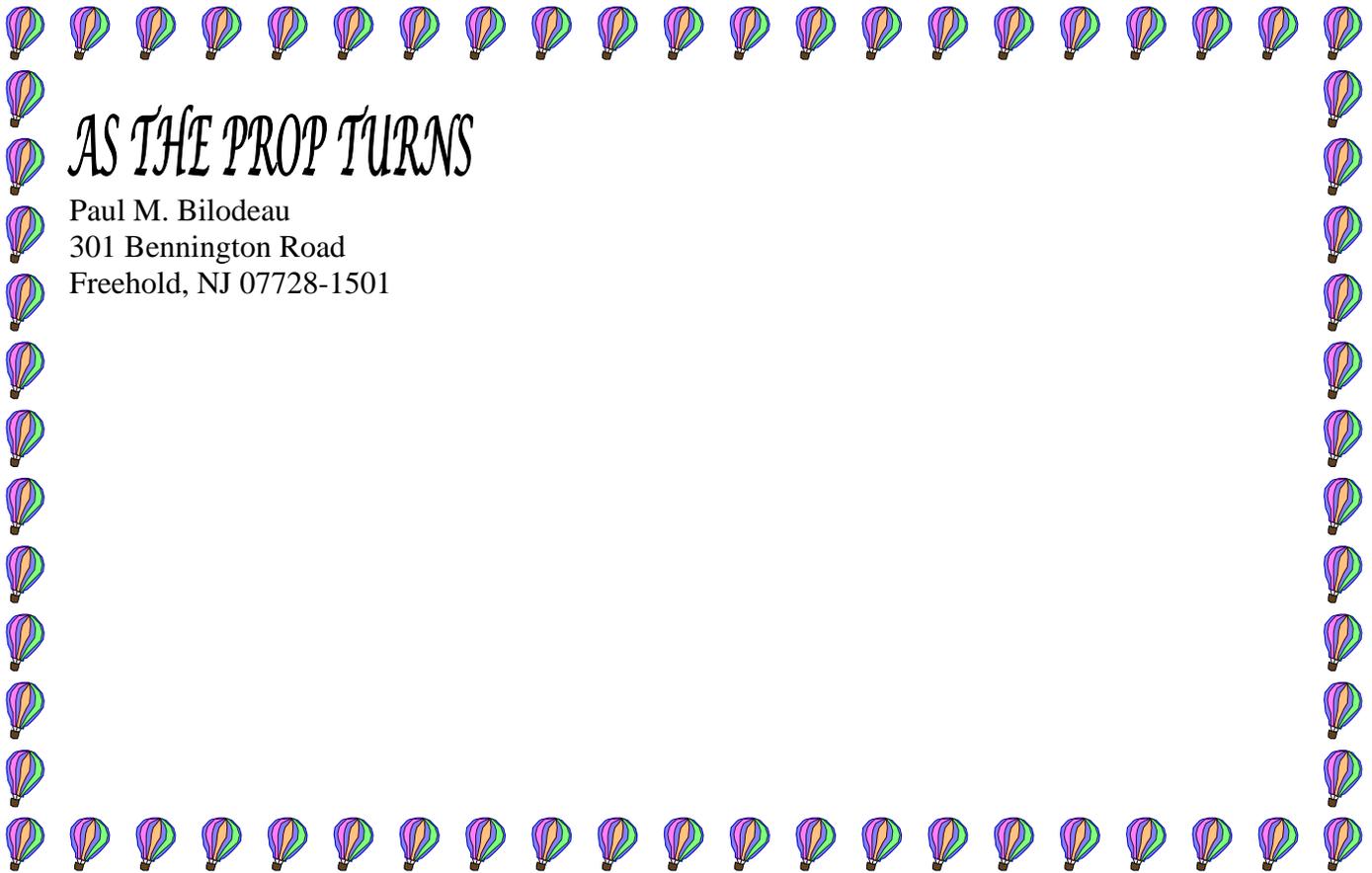
power to the secondary reduction at the top of the mast which then drives the main rotor through a second high capacity HTD cog belt."

The Mosquito is being offered in kit form and comes with laser formed frame parts, machined parts, instruments, rotor blades and engine. Each kit comes with a comprehensive assembly manual with drawings. The kit should take about 200 hours to build.



Good Luck Mario.....you're almost there !!!

Until Next Month • Fly Safely



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E.A.A CHAPTER 315 “As The Prop Turns”

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Experimental Aircraft Association - FEBRUARY 2005
Editor: Paul Bilodeau 732-761-1515

Next Meeting: February 7th @ 7:30 PM
**** Eli Liebermann's RV Factory ****
11 Malke Drive, Ocean, NJ