

# AS THE PROP TURNS

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



**EAA CHAPTER 315 ON THE WEB: [www.eaa315.org](http://www.eaa315.org)**

**President:**

Glenn Stott  
36 Johnson Avenue  
Matawan, NJ 07747  
732-441-3840  
[hotel80@aol.com](mailto:hotel80@aol.com)

**Vice-President:**

Richard Augusty  
3 Trafalgar Place  
Shrewsbury, NJ  
07702-4545  
[raugusty@comcast.net](mailto:raugusty@comcast.net)

**Secretary:**

Jane Finton  
104 Arbor Court  
Tinton Falls, NJ 07753  
732-918-2111  
[JanFin51@aol.com](mailto:JanFin51@aol.com)

**Treasurer:**

Tom Goeddel  
31 McCarter Avenue  
Fair Haven, NJ 07704-3408  
732-842-4387  
[tgoeddel@comcast.net](mailto:tgoeddel@comcast.net)

**Young Eagle's Coordinator:**

Frank Fine  
3311 Belmar Blvd.  
Wall NJ 07719-4616  
732-681-5286  
[threefines@juno.com](mailto:threefines@juno.com)

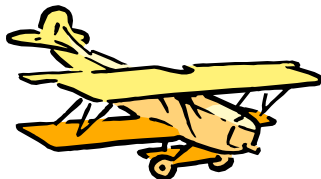
**Newsletter Editor:**

Paul Bilodeau  
301 Bennington Road  
Freehold, NJ  
07728-1501  
732-761-1515  
[pmb@optonline.net](mailto:pmb@optonline.net)

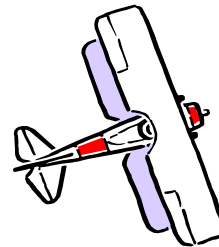
## October 3rd, 2005 Meeting Minutes

The October meeting of EAA Chapter 315 was held in Hangar E-10 at the Old Bridge Airport. President **Glenn Stott** called the meeting to order at 7:42 pm with 12 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 by **Tom Goeddel** showed \$1860.43 in the bank with the final numbers pending about because of an additional \$125 from the bus trip to The Cradle of Aviation Museum.



**OLD BUSINESS**



**TRIP TO "CRADLE OF AVIATION" REVIEWED** - A few of the members who attended the bus trip to "The Cradle Of Aviation Museum", Charles Lindbergh Boulevard, Garden City, NY commented on it - "Excellent",

## AS THE PROP TURNS

"An excellent bus ride", "An excellent movie".....and all expressed their thanks and appreciation to **Lew Levison** who made the arrangements for the day, including the bus and group rate for those attending. See more pictures from the trip later in this newsletter!!

**YOUNG EAGLES EVENT** - Although we're not having another Young Eagle's Day this year **Frank Fine** was contacted by Comcast about ideas for a local aviation related program/short production. A couple of ideas put forth by those in attendance were to have them cover a small set of Young Eagle's flights of a few Boy Scouts at Lakewood airport later in the month or to visit various members to see what is being built around the Monmouth County area.

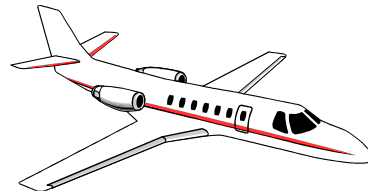
**ELECTIONS** - Last month a nominating committee was formed to canvas the membership and come up with a slate of candidates for the election to be held at this meeting. The nominating committee members were: **George Cowling** and **Dick Webb**. Only **George Cowling** was in attendance at this month's meeting and he stated that he had had a little discussion with **Dick Webb** about their charter but that generally no progress had been made in identifying a slate for our elections. **George Cowling** said that he'd follow-up and have a slate by the November meeting. Please be sure to attend to cast your ballot for our next year's officers.

**LAKWOOD AIRPORT COMMITTEE MEETINGS** - **Frank Fine** reported that the Lakewood Township attorney and a couple of others were supposed to go to Washington to bring their case before higher officials of the FAA. Nothing heard about their efforts though it was pretty much understood that the airport will remain an airport in perpetuity. The local Airport Advisory Committee is looking for new leadership and hopes that their original set of recommendations can continue to be worked upon.

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



**NEW BUSINESS**



**PRESIDENT'S NOTES** - Here's a compilation of items delivered by **Glenn Stott** at the last meeting....

- EAA Chapter 513 from Houma, Louisiana (45 miles southwest of New Orleans) organized a relief fly-in. 20 - 25 airplanes loaded up their backseats and baggage areas with 3,000 pounds of relief supplies and flew them to Houma for distribution. Also discussed were the conditions of the local airports in general and their availability to receive traffic.
- Lake Charles Regional Airport in New Orleans was granted \$8 million by the DOT to fund repairs to the terminal building and fire station.
- Lakefront Airport (NEW) will receive \$2 million to repair a retaining wall, runways, and taxiways that were damaged by flooding.

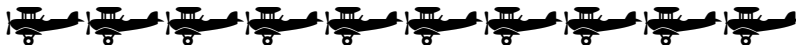
⇒ **AS THE PROP TURNS**

- Lockheed will consolidate and upgrade the FSS system over the next 18 months. The existing 58 facilities will be trimmed to 20 by April 2007.
- A new GPS satellite was launched to replace an aging bird that's nearing the end of it's useful life. It was explained that the orbits of these satellites decay slowly and eventually re-enter the earth's atmosphere. There are 24 GPS satellites including spares currently in orbit. In order to keep enough GPS satellites in orbit and the system current, the Air Force expects to launch 3 new satellites each year.
- Customs procedures to Canada are still in effect, e.g. CANPASS. Our president warned that though the contact and communications with customs personnel may appear to be lax, it is not, and folks flying to Canada are encouraged to follow the rules when doing so. The procedures to follow for Customs to/from Canada were discussed.
- The FAA has eliminated the backlog of special issuance medical certificates.

**NEXT MEETING** - The November meeting will be held beginning at 7:30 pm at the home of **Rich Jahns**, 824 Trenton Avenue, Point Pleasant Beach, NJ. Directions are posted below and if you get lost, you can call **Rich** at 732 892 0582 or on his cell phone at 732-773-9222 to fine-tune the final part of your trip.

Take Route 35 south over the Manasquan River bridge. After crossing the bridge, at 4th traffic light after the bridge make a right turn onto Atlantic Avenue. Take the 4th right on Atlantic Avenue again turn right onto Borden Avenue. **Rich's** house is the last house on the right (actually on the corner of Trenton Avenue & Borden Avenue). His driveway / garage is on Borden Avenue. If you have any trouble call **Rich Jahns** on his cell phone # 732 773 9222. (If anyone has any 'extra' Vans a/c brake fluid, please bring it along).

**PROGRAM** - This month's program was presented by **Glenn Stott** who described the process of completing fiberglass wheel pants for his Velocity. From rough form to rough fitting, to fastening, finishing a door for access to the air valve, final fitting and painting, it was a fairly long process with many steps. **Glenn Stott's** Velocity was parked outside of the hangar so that after the description of the process, the members adjourned for a look at the completed project.



## MISCELLANEOUS



- Two of our members are looking for flight schools or individuals who give tail-wheel training and the follow-up signoff for their log books. If anyone has any information on this type of training, please let **Dick Augusty** or **Rick Jahns** know the details or send to your newsletter editor for publishing in next month's newsletter.
- A reminder about our EAA Chapter 315 web site - it now resides at [www.eaa315.org](http://www.eaa315.org). Please send articles/pictures to our webmaster **Dick Augusty** at [eea315@comcast.net](mailto: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.
- This month's 50/50 was won by your newsletter editor, **Paul Bilodeau**, who took home \$12.00 as a result of the drawing.

- The meeting was adjourned at approximately 8:50 pm with members examining **Glenn Stott's** new wheel pants (see pictures later in this newsletter).



## EVENTS - - EVENTS - - EVENTS - - EVENTS



**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](http://www.GoldenAgeAir.org) or by email at [goldage@voicenet.com](mailto:goldage@voicenet.com)

**EAA 1376 FLY-IN / DRIVE-IN BREAKFAST:** November 19th 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](http://www.eaa1376.org) for more details.

**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](http://www.eaa1376.org) for more details.

**EAA 1376 PRESENTS:** "An Evening With Jim Bede" at the Frog Rock Country Club - Rt. 30, Hammonton, NJ 08037 on Friday, December 3, 2005. Door prizes will be awarded. The event begins with a cocktail hour and a cash bar from 6-7 pm followed by Dinner from 7-8 pm followed by Jim Bede. Tickets are \$40.00 each or \$70 per couple. Registration is required by November 18th. For further information, contact John at 609-567-0623, by email at [JFW205@MSN.COM](mailto:JFW205@MSN.COM) or visit the Chapter 1376 web site [www.eaa1376.org](http://www.eaa1376.org)



**NEXT CHAPTER MEETING:** 7:30 PM - Monday, October 7th at the home of **Rick Jahns.**  
824 Trenton Avenue, Point Pleasant Beach, NJ.



## TWENTY YEARS AGO IN SPORT AVIATION

The EAA's IAC Division held the IAC International Aerobatic Championship contest at Fond du Lac concurrently with the Oshkosh Fly-In convention the first week in August, 1985. Competitors Henry Haigh, Clint McHenry, Bob Davis, and Lee Manelski were featured on the cover of the November 1985 issue of Sport Aviation, with an article inside reporting the results. Henry Haigh's score of 88.97 was good enough to win the Unlimited category, with Clint finishing a close second with a score of 88.24. Harold Neumann, who won the 1935 Thompson Trophy race in Benny Howard's "Mr. Mulligan, finished in fourth place in the Sportsman division flying a Monocoupe.

The National Aerobatic Championships were conducted at Denison, Texas in September 1985 and Kermit Weeks won the title as the U.S. Aerobatic Champion. Clint McHenry finished second and Henry Haigh came in third. Gene Beggs and Harold Chappell rounded out the top five to make up the team that would compete in the

World Championships in South Cerney, England in 1986.

There was an interesting tidbit in the “Hot Line from Headquarters” about President Paul’s visit to the FAA in Washington, D.C. to check on the progress of the EAA’s primary aircraft petition. Jack Cox reported that the FAA expected to have the preliminary language ready early the following year. Then the new regulations would have to be reviewed by the FAA’s legal department, the DOT and the OMB before an NPRM could be published. I note that it has taken just about 20 years for the Light Sport Aircraft category to finally become a reality.

Another contest held at the 1985 convention was the Oshkosh-Fond du Lac 500 competition. The event consisted of six laps around a 79 mile closed course with prizes awarded in three separate categories. 20 entrants competed for the Lowers (highest overall speed), Baker (speed plus efficiency), and Falck (fastest single lap) prizes while flying the course against the clock. For the fifth straight year A.J. Smith won all three categories in his Smith AJ-2 tandem two-place, low-wing, T-tail wonder powered by a Lycoming IO-360 power plant of 200 hp. Chief Judge and reporter of the event was former 315 member Jim Vliet.

Jack Cox contributed an article describing the Grand Champion Warbird winner from the 1985 Fly-In, Chuck Thornton’s T-38 Talon. Yes, I said a T-38. How he came to acquire, restore, register, and fly an aircraft that was, and still is, in the active military inventory was a long story, but he did indeed have a privately owned, two-place, supersonic sportplane! The only deviations from the stock military configuration were a Collins VHF Pro Line nav/com and a more convenient civilian style high pressure gas oxygen system instead of the military liquid oxygen set up. Jack did not report on how much moola was required to complete the job, but I’m sure it was one of those “if you have to ask, you can’t afford it” deals. The ship was going to be able to earn at least part of its keep, as it had already been hired out to Northrop for flight test work. And it was scheduled to be used in an episode of Air Wolf where it was supposed to be a Harrier!

Ann Enman of Klamath Falls, OR reported on a new low-wing, all-wood design by Larry Burton, also of Klamath Falls. The plane was called the Celerity, and featured a canopy which moved up and back to the open position, as well as a retractable landing gear of Larry’s own design. Larry and two others formed the Mirage Aircraft, Inc. company to market plans and offer builder support. Wicks Aircraft was to be the supplier of parts and kits. The Celerity was powered by an O-320 and a cruise speed of 190 mph was claimed.

Norm Petersen also contributed a report on a new ultra-light design by Wayne Ison called the Minimax. The Minimax used the traditional wood construction of longerons interspaced with cross pieces in a Warren truss configuration and plywood skins. It was powered by the faithful Rotax 277 engine with a 2.58:1 reduction gear drive and the top speed was of course reported to be 60 mph so that it would meet Part 103 requirements.

In “Oshkosh Impressions” Frank Kingston Smith related some of his experiences at the 1985 Convention Fly-In. During the Warbirds fly-by one afternoon he reported standing next to a stern-faced man who was angry about all the taxpayer’s money that was being wasted by the Air Force flying these P-51’s, Spitfires, and other WWII fighters and bombers every day! Frank was unable to convince him that those N numbers indicated civilian ownership and that none were in the current military inventory in any case. In his regular column Frank talked about the retrieval and restoration to flying condition of a Stinson Tri-Motor that had sat abandoned for some 20 years in Alaska.

Still more articles talked about the various forums at the Fly-In Convention, and the EAA Air Academy for young people.

James Schacht contributed an article about liability concerns when a custom built aircraft is sold and offered some ideas on how to reduce the risk. In “Sport Pilot Medicine” Dr. Mohler discussed some considerations when flying at night. In “Cockpit Classroom” Harold Holmes reported on the Fly-In forum in which three experts on spins discussed various recovery techniques. In the “Sportplane Builder” Tony talked about the operation of switches and solenoids and promised some ideas on how to use them in next month.



Bob Hartmaier  
EAA 78889





# Cradle of Aviation Pictures • Courtesy of Glenn Stott



The Bus Is Ready For Departure From Old Bridge Airport.....Sure Is Early!!



The Museum Also Featured Antique Automobiles Along With Airplanes.



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A Group Picture.....



Wheel Pant Pictures • Courtesy of Glenn Stott

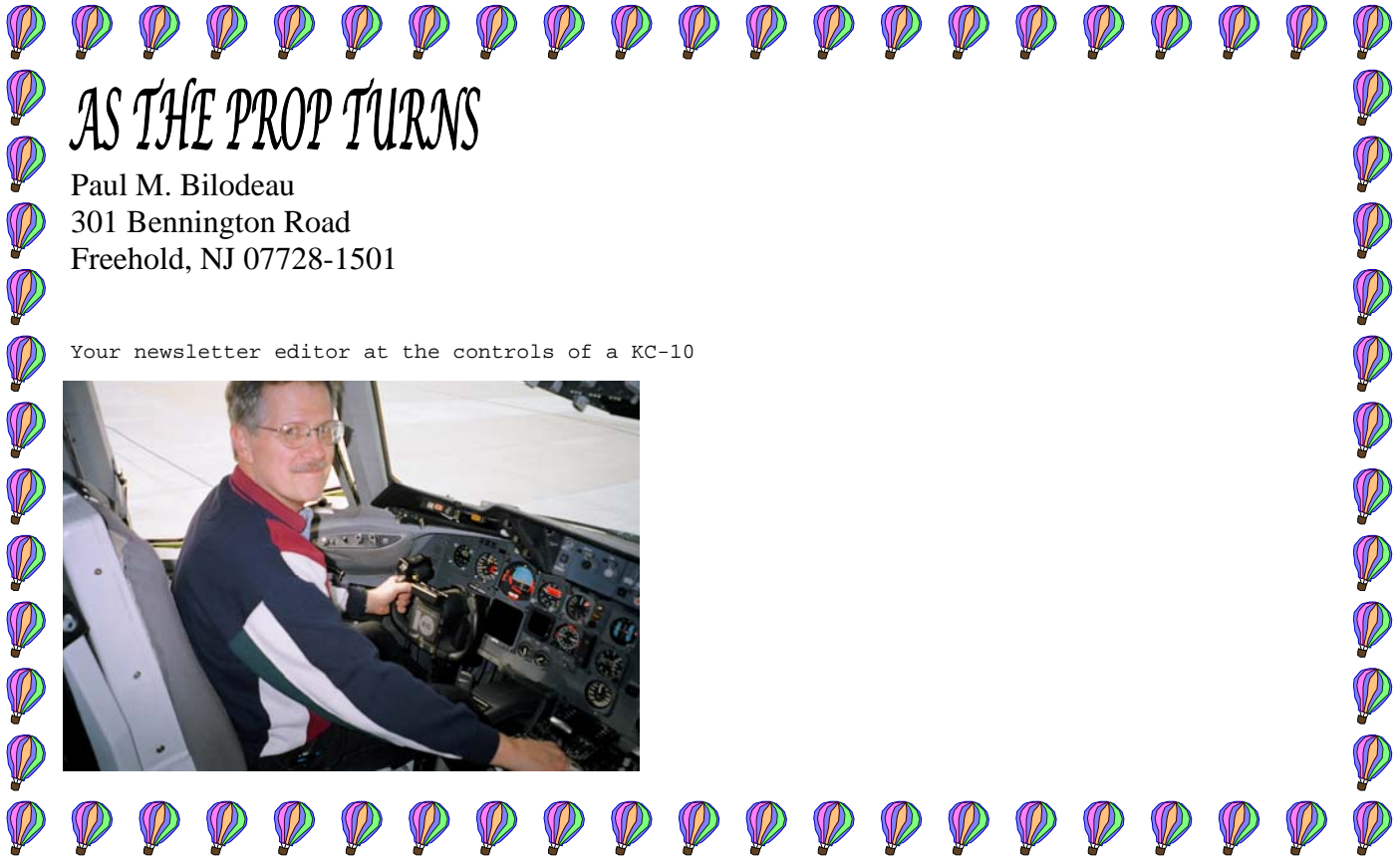


A Nosewheel Pant Being Fitted

A Look At The  
Finished Product



Until Next Month ... Fly Safely



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Paul M. Bilodeau  
301 Bennington Road  
Freehold, NJ 07728-1501

Your newsletter editor at the controls of a KC-10



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

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

**Next Meeting: October 7th @ 7:30 pm  
Home of Rich Jahns, 824 Trenton Avenue,  
Point Pleasant Beach, NJ**