

# AS THE PROP TURNS

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



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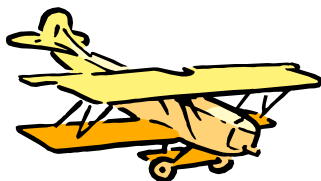
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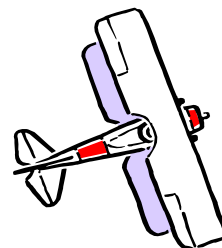
## August 8th, 2005 Meeting Minutes

The August 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 7:44 pm with 18 members present. A motion to accept the meeting notes as published in the previous newsletter was made by **Lew Levison**, seconded by **George Cowling** and carried by show of hands of all present.

Our treasurer, **Tom Goeddel** was thought to be recovering from a first day back from vacation and was not present. In actuality, he did not return until the Friday after the meeting. **Glenn Stott** used numbers from the last meeting adding \$20.00 dues paid by **John Wooley** at this meeting. There are outstanding newsletter expenses of approximately \$25.00 which will be presented at the next meeting.



**OLD BUSINESS**



## AS THE PROP TURNS

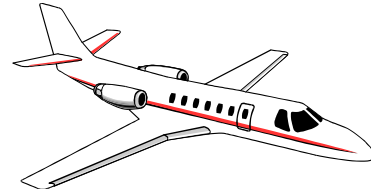
**OSHKOSH / AIRVENTURE ATTENDANCE** - Attendees from our Chapter at tonight meeting were **Lew Levison, Glenn Stott, Howard Levy, John Wooley** and **Jack Kurtz**. **Lew Levison** had several pictures from Oshkosh/Airventure in a couple of albums for members to view. **John Wooley** also had pictures but they were loose and not easily shared.....perhaps next month he'll have them again in an album? Attendance figures set numbers at about 700K (up about 7% from last year) with 2927 show planes of various types. There were lots and lots of new technical gadgets and **Glenn Stott** talked about Blue Mountain's EFIS-Light with all it's features, it sells for less than \$6K. It was also announced that Harrison Ford would accept Chairmanship of Young Eagles for another 2 years!!

**LAKWOOD AIRPORT COMMITTEE MEETINGS** - **Frank Fine** reported that there have been several discussions between the town of Lakewood's representatives and the FAA at the regional and national level and the answer keeps coming back the same.....Lakewood will remain an airport and cannot be sold for other development. They did say that some of the property not essential to airport continuing operations can be converted to leases to generate income, but the income must be used in furtherance of airport operations. (Editor's Note: Since the meeting there has been an article published in the Asbury Park Press stating that the Lakewood Airport Committee is looking for a sponsor for the field, to pay for the privilege of naming the field for advertising purposes in order to raise additional capital to fund the expansion of facilities at and adjacent to the airport.)

**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**



**TRIP TO "CRADLE OF AVIATION" FINALIZED** - **Lew Levison** reminded members that our annual bus trip, this year to "The Cradle Of Aviation Museum", Charles Lindbergh Boulevard, Garden City, NY will take place on Saturday, September 17th. We'll will depart Old Bridge Airport at 8:00 am again using a bus from Laidlaw Bus Company. We will be able to accommodate up to about 45 people, so tell your friends and plan for a fun day at the museum!!

Cost for the day is \$25.00 which includes: the bus trip to and from the museum, admission to the museum, and a ticket to the IMAX Theater 2:00pm feature - "Fighter Pilot". The permanent exhibits at the museum include the following: The Dream of Wings (1870 -1903), The Hemstead Plains (1904 -1913), World War I (1914 -1918), The Golden Age (1919 -1939), World War II (1940 - 1945), The Jet Age (1946 - 1995), Space Exploration, Aviation Today (1996 - 2002), Visitor Center Atrium and Aerospace Park. There is a museum store for souvenirs of the trip and a café at the museum where lunch can be purchased on your own, unless you can get **George Cowling** to buy lunch for you.

Checks should be made out to "EAA Chapter 315" and mailed to **Lew Levison**, 461 Bayberry Court, Englishtown, NJ 07726. Checks or cash will be accepted on the day of the trip as long as you've reserved a place for yourself and guests by contacting **Lew Levison** to confirm your seat(s). Call him at 732-617-9521.

For those folks who would like more information about the museum, see the museum's web site [www.cradleofaviation.org](http://www.cradleofaviation.org) for more details.

**YOUNG EAGLES EVENT** - Stay tuned for details of our next event.....and plan to attend the next meeting to help with the planning for it!!



## MISCELLANEOUS



- **Eli Liebermann** says his RV-6A is ready to be moved to Old Bridge Airport and that should happen in September. He's working on upholstery.....his wheel pants and tail fairings are on.
- **Rick Jahns** is looking for assistance to complete the interfaces necessary between the panel and engine.....preferably someone who has just finished similar work on their plane. He's in Point Pleasant and plans on installing an XP360 to power his RV-7.
- 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.
- **Glenn Stott** related 2 stories about accidents that happened locally - one an incident with a student pilot and his experience with a microburst from a passing storm and the second about a Citation pilot who thought Old Bridge had an adequate runway for landing in the rain.....both interesting stories with many lessons.
- This month's 50/50 was won by **Glenn Stott** who took home \$9.00 for the "no ticket" 50/50 drawing.
- A motion to adjourn was made by **George Honsch**, seconded by **George Cowling** and the meeting was adjourned at approximately 8:30 pm with the after meeting meeting continued at the Manalapan Diner. A group of about 9 members continued aviation discussion over light meals / desserts and beverages.



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



**EAA CHAPTER 240 PANCAKE BREAKFAST FLY-IN/DRIVE-IN & YOUNG EAGLES RALLY:** September 10th, 8 AM to 12 PM (Young Eagles - 9 AM to 12:00 PM), New Garden Airport (N57), Toughkenamon, PA. Paved runway with parallel grass strip and beautiful hangar-clubhouse 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 315 BUS TRIP TO "CRADLE OF AVIATION":** September 17th.....we'll leave from Old Bridge Airport at 8am. Cost is \$25.00 for which includes: the bus trip to and from the museum, admission to the museum, and a ticket to the IMAX Theater 2:00 pm feature - "Fighter Pilot". Checks should be made out to "EAA Chapter 315" and mailed to **Lew Levison**, 461 Bayberry Court, Englishtown, NJ 07726. Checks or cash will be accepted on the day of the trip as long as you've reserved a place for yourself and guests by contacting **Lew Levison** to confirm your seat(s). Call him at 732-617-9521.

**GOLDEN AGE AIR MUSEUM - FALL FLY-IN:** September 24th & 25th. 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. 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 - 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)



**NEXT CHAPTER MEETING:** 7:30 PM - Monday, September 12th in Hangar E-10, Old Bridge Airport, Old Bridge, NJ.



## TWENTY YEARS AGO IN SPORT AVIATION

The September 1985 issue of Sport Aviation featured a shot of a British Airways Concorde landing at the 1985 Oshkosh Fly-In Convention. Inside there was a two-page color pictorial of the SST's arrival. The Hot Line from Headquarters listed the winners of the various major awards, with more details promised in future issues.

The first article after the Hot Line column featured Chapter 315 members Tom and Vivian Tedrow and their 1941 Porterfield FP-65 "Collegiate" that won the trophy for Best Sliver Age Cabin at the 1985 Sun 'n Fun Fly-In. For those newer members who aren't aware of the story, Tom and Viv were both taking flying lessons at the same time, and would comment to each other about an airplane fuselage that they noticed tied to a tree in a back yard. Upon further investigation, it turned out to be a Porterfield that had been damaged in a landing accident, and yes, it was for sale. So without any previous aircraft building or restoring experience, they bought it and proceeded with the rebuild. It was finished in the original factory red fuselage with silver wings and trim, and had been previously modified with a 90 hp Franklin engine replacing the original 65 hp Franklin. Seeing the aircraft in factory fresh condition prompted Jack Cox to add a little info about the history of Porterfield production, and Dick Cavin to reminisce about his time

spent working for Porterfield in the sales department prior to his employment with Braniff.

Bill Badstubner and Brien Seely, both of Santa Rosa, CA, discussed the Competition for Aircraft Fuel Efficiency, or CAFÉ 400, that took place June 21-22, 1985. The scores are calculated simply by multiplying speed times miles per gallon times payload. Competitors are then broken down into categories based on the number of seats in the aircraft. Pilots calculate how much fuel they think they will use over the 390 or so mile closed course, and the planes are weighed before and after to determine the amount of fuel used. Speed is measured by timing over the beginning and end fixes of the course. There is no handicapping, but pilots must carry ballast to bring the payload up to 200 pounds per seat during the flight. The winning single-seat experimental was Vic Turner in a Quickie. The 2-place experimental winner was Gary Hetzler's who repeated his 1984 win in his VariEze. He was followed closely by Gene Sheehan of Quickie Aircraft in the factory prototype Q-200. The Production Showroom Stock category was won by Mooney Aircraft president Roy LoPresti in a brand new Mooney 201.

Dick Cavin contributed an article about a new French import called the G-802 Orion. The Orion was a low wing, pusher with the elevator mounted high on the fin in a T-tail configuration. Buried in the fuselage behind the cabin was a 180 hp Lycoming O-360 powering a three-blade constant speed propeller. The fuselage was a fiberglass shell strengthened with wood and fiberglass bulkheads, and the wing had a fiberglass/foam skin with spars laid up using both carbon fiber and Kevlar. Advertised cruise speed was 186 mph at 75% power. It was to be offered in the U.S. as a certified model sold through a dealer network or as a kit to homebuilders. Dick said that the first homebuilt version was nearing completion and that the factory in France had just begun a production run of 90 airframes. It seemed to be a very good design with many outstanding features; I wonder why I've never seen one around anywhere.

Mike Kimbrel introduced his new "Banty" ultralight design that was basically an enlarged Heath Parasol using a Rotax 277cc engine. He claimed a take-off distance of about 220 feet and a cruise speed of 50 mph. The wings could be folded along sides the fuselage for towing without disconnecting any controls, allowing a very fast assembly or breakdown. Mike reported that the empty weight of 237 pounds was a little heavier than he had hoped, but was well within the Part 103 limit of 245 pounds.

Dick Cavin also supplied an article and lots of photos of the 1985 Merced West Coast Antique Fly-In. Myron March of Ft. Wayne, IN described the trip that he and 65 others in 38 aircraft took to Ontario, Canada. They spent a day at the Canadian Warplane Heritage Museum in Hamilton, and another in Toronto to visit the Science Center. Other days and nights were spent camping at grass strips and even once at a Canadian EAAer's farm.

In the "Cockpit Classroom" Harold Holmes talked about the difference between spins and spirals. Frank Kingston Smith offered some personal insights on his attendance at the 1985 Oshkosh Fly-In. Dr. Stanley Mohler provided some advice about vitamins in his column. In the "Sportplane Builder" Tony continued his series on aircraft painting with some thoughts on final preparations and tips on coating small parts.



Bob Hartmaier  
EAA 78889

# AirVenture/Oshkosh Pictures • Courtesy of Glenn Stott



Solo shot of Glacier Girl



Spaceship 1

AS THE PROP TURNS



Cockpit of a Paris jet



A complete custom panel by Aerotronics, just plug it in

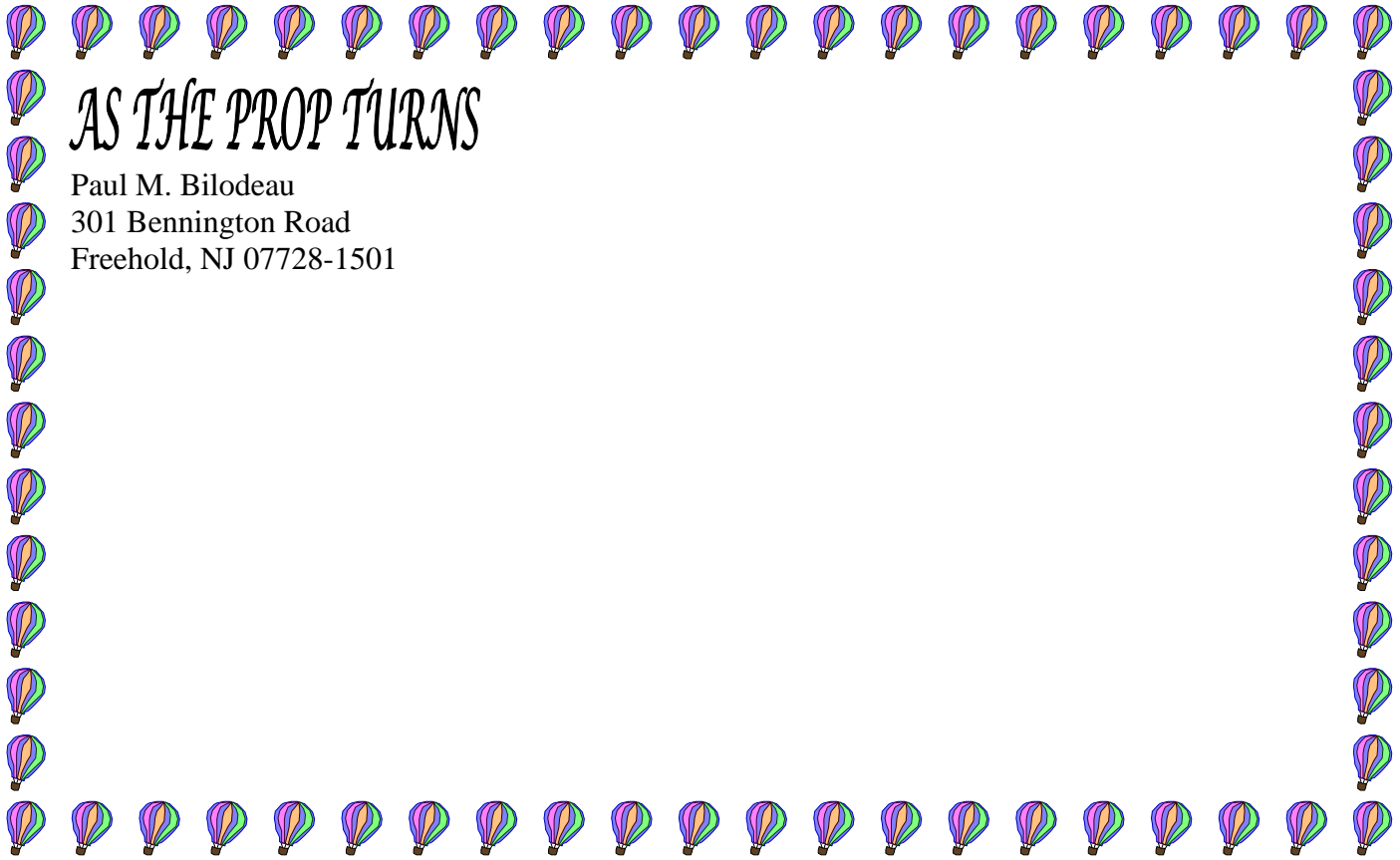


The 'Delta Hawk' diesel engine in a Velocity



Innodyne's experimental turbojet for homebuilts

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 - SEPTEMBER 2005  
Editor: Paul Bilodeau 732-761-1515

**Next Meeting: September 12th @ 7:30 pm**  
**Hangar E-10, Old Bridge Airport,**  
**Old Bridge, NJ**