

AS THE PROP TURNS

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



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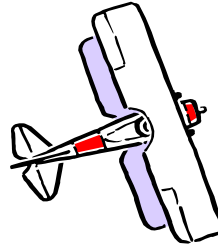
March 6th 2006, Minutes of the Meeting

EAA Chapter 315, March 6th, 2006, meeting was called to order by president Glenn Stott at 7:38 PM. The minutes of the February meeting were accepted as printed in the newsletter.

AS THE PROP TURNS



OLD BUSINESS



The treasurer reported \$2175.18 in the treasury. A \$50.00 deposit was sent to Woody's Tavern for the awards dinner scheduled for April 26th. Tickets are \$25.00 per person.

Kurt Hofschneider will be the speaker at the dinner.

Paul Bilodeau reported on the tours at McGuire. He visited the tower, approach control and got a tour of KC10.

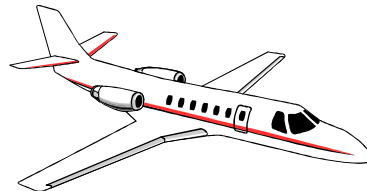
Fly out to Millville planned for Feb 12th was cancelled due to snow, March 5th was cancelled due to wind. The new date is now March 12th.

Members' News:

- Dave William's plane is completed.
- Claudio Tonnini's back surgery was successful



NEW BUSINESS



Glenn Stott now has chapter paperwork, including the original charter, and I now working with the state to obtain a tax number, and Federal tax free number.

The original charter lists this chapter as "North Jersey Shore EAA Chapter 315". Treasurer Tom Goeddel has sent the required monies to the state every year.

Frank Fine is still attending meetings at Lakewood first Monday of each month. The town has put out a bid to pave the apron at the Lakewood airport.

Dick Augusty made a motion we move our meeting to the second Monday of the month so that Frank can attend as he is representing us at the meetings at Lakewood. Lew Levison and Dan Ludwig seconded the motion, so moved.

Dick Augusty will contact National. The new date will start with the May meeting.

Miscellaneous

- Steve Fossett broke the world record for non-stop distance record with Global Flyer. He flew 26,389.3 miles in 76 hours and 45 minutes.
- User fee system was discussed. Canada charges user fees— EAA ops them.
- AOPA has Jeppenson charts available on the web for free, for AOPA members only.
- Steve Hapson, age 45, has become the first instrument rated deaf pilot in the USA. He flies with a hearing pilot.
- Richie Bielak received a letter from Sen. Lautenberg in response to a letter on the proposed Washington D.C. ADIZ. It wasn't clear from the Senator's letter whether he was for or against the ADIZ. He said:
"While I understand the necessity of having some restrictions (especially identification restrictions), I believe skilled pilots operating non-commercial single-engine planes may not pose the most serious threat to the Capitol region."
- Robert Scott— the author of "God is My Copilot" died on March 5th.
- Lew Levinson, George Lowe, Dick Webb went to Joe Holt's 70th birthday party.
- Billy Gibson is starting to get some feeling in his upper legs, his son is helping with hi therapy.

50/50

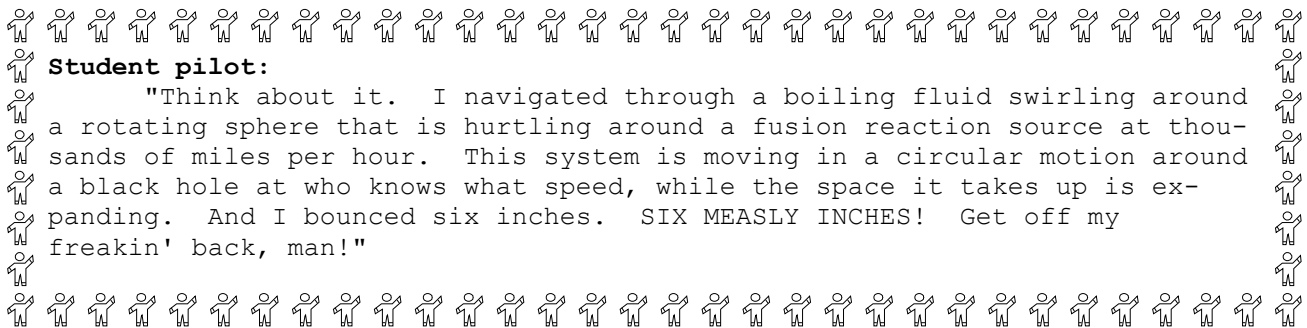
There were 17 members present. 50/50 paid \$21.00, was won by Ken Cal-lyer.

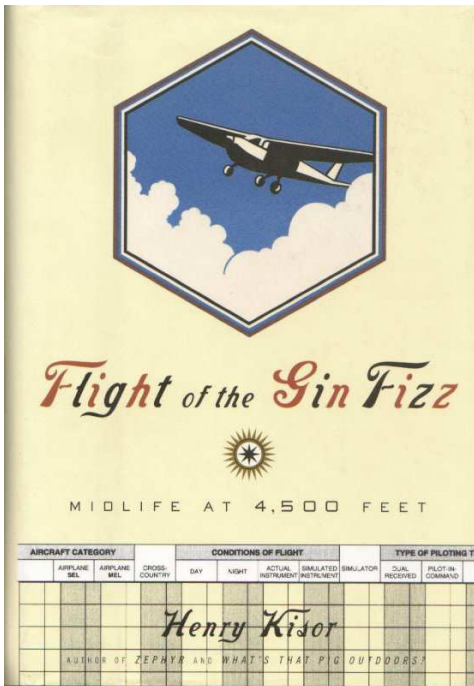
Business meeting closed at 8:46PM after which Glenn Stott showed a film from Cablevision of EAA local homebuilts. Mario Escobars project, Eli Liberman's and Frank Fine's also. Good job and good advertising for EAA.

Meeting ended and some adjourned to the diner. Next meeting April 3rd, at Old Bridge Airport at 7;30 PM.

Secretary Jane Finton

Funny


Student pilot:
 "Think about it. I navigated through a boiling fluid swirling around a rotating sphere that is hurtling around a fusion reaction source at thousands of miles per hour. This system is moving in a circular motion around a black hole at who knows what speed, while the space it takes up is expanding. And I bounced six inches. SIX MEASLY INCHES! Get off my freakin' back, man!"



Books :

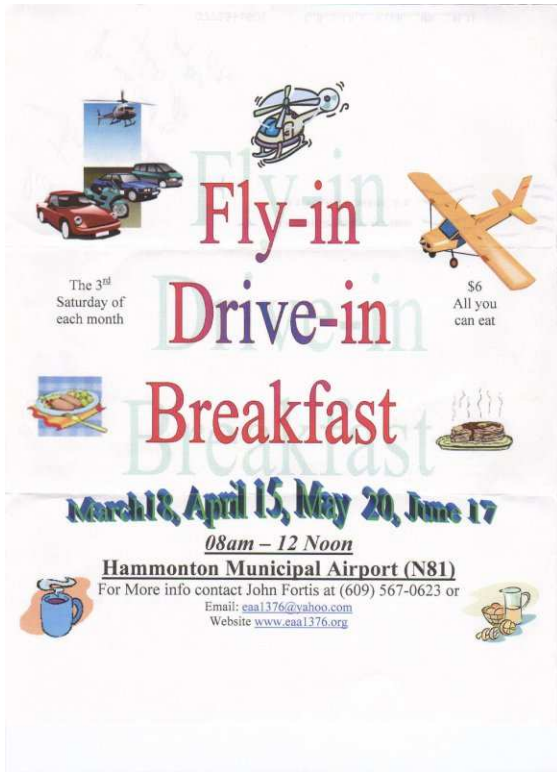
"The Flight of the Gin Fizz" is a book about re-tracing the 1911 Cal Roger's flight from New York to L.A. in an early Wright airplane.

The book describes the author's adventures, as he flew his Cessna 150 from the East Coast to the West. Because the author is legally deaf he wasn't able to start his flight from Long Island because of too much control space there that requires radio communication.

He planned to fly from Marlboro, NJ, but on the day he arrived the winds were too wild and he wound up starting his trip from Old Bridge airport.

The book was first published in 1997.

Calendar of Events



Fly-in/Driver-in Breakfast at Hammonton Airport on April 15th, May 20th and June 17th.

8:00 AM to 12:00 Noon.

\$6 All you can eat.

Info: John Fortis: (609)-567-0623

Fly in at Warwick Aerodrome (N72) on May 21st.

From 10:00 AM until 4:00 PM.

See:

<http://www.eaa501.org/war06.htm>

or call (973)-838-7485



To search for other fly in events check out this web site:

<http://flyins.com/>

Awards Dinner Details

Place: Woody's Roadside Tavern
105 Academy Street,
Farmingdale, NJ 07727
732.938.6404

Date: April 26th, Wednesday, 7:30PM

Menu (buffet style):

- *Eggplant Rolatine* - breaded eggplant rolled and stuffed with ricotta cheese, topped with marinara sauce and mozzarella cheese
- *Sausage and Peppers* - sweet Italian sausage sautéed with onions, peppers and tomato sauce.
- *Fish DuChef* - we select freshest fish available. Preparation will vary with fish type and season.
- Salad bar, desert and drinks (soda, ice tea, coffee etc)

Cost: \$25 per person.

TWENTY YEARS AGO IN SPORT AVIATION

The April 1986 issue of Sport Aviation featured a 1-34 owned by Dan Blackwell of Pittsburgh, PA. His son Christopher told us the story of his father's purchase and restoration of the 1950's advanced trainer. The T-34 had won many awards, including Grand Champion Warbird at the 1985 Sun 'n Fun Fly-In. The reported that the exterior was in good shape but needed an authentic paint scheme from it's 1950's training days. The engine was high time so a newly overhauled engine was installed by Towery Aircraft of Cheswold, DE. At that time the engine bay was cleaned and painted as well. The interior was very rough, and everything from the floor to the instrument panel was repainted, overhauled or replaced with new parts. Since the plane was starting to win minor awards but was still lacking the finishing touches, they decided to go all out. The plane received new canopies, a complete new landing gear, and part identification letters were painted all over the exterior.

Gene Chase described the restoration of a Stinson Reliant by Joe Ciabattoni and his family. Joe's was an SR-6 that was modified on the assembly with the gull wings to make it really an early SR-7. Joe believes that it is the earliest SR-7 still in existence. The original 145 hp Lycoming R-680-6 engine was missing when Joe acquired the remains so he found a low time R-680-E3B of 300 hp and installed it during the restoration.

In the contemporary custom built area Mark Brown of Star-Lite Aircraft introduced the new Tri-Gear Star-Lite. He also described the experiences of two builders who had completed and were flying two kit-built tail wheel Star-Lites.

And Billy Henderson supplied an interview with Velocity designer Dan Maher. The Velocity prototype just missed making it to Oshkosh '85, so the official debut was at the 1986 Sun 'n Fun Fly-In. Dan described the design, performance, and flying qualities in great detail to Billy, and several photos were also included.

Jim Stewart provided an update on the progress of his 7/10 scaled P-51 Mustang design called the S-51D. He provided plans for either an all-metal or all-wood structure depending on the builder's preference, and several had been completed and flown. With the suggested 350 c.i., 300 hp V-8 engine he reported a cruise speed of 205 kts. and a sea level rate of climb of 1600 fpm.

Peter Van Dine of Annapolis, MD contributed a very detailed and extensive article on the selection and use of composite materials. He provided charts and graphs describing the qualities of various resin and cloth combinations and made some suggestions as to which would be the best for specific uses in airframe design.

George Hardie continued his discussion of the development of early light planes and homebuilts with a description of the attempts of early homebuilt proponents to band together to protect the rights of amateur builders and flyers. One organization that was proposed in Popular Aviation magazine was to be called the Lightplane Association of America. That attempt failed to reach the desired 500 members and fell through. Another one was the Amateur Aircraft League which lasted until 1941 when the U.S. entered World War II, and all civilian aviation ceased for the duration. The article was accompanied by several photos of 1920's and 1930's lightplane designs including some of Ed Heath's early efforts.

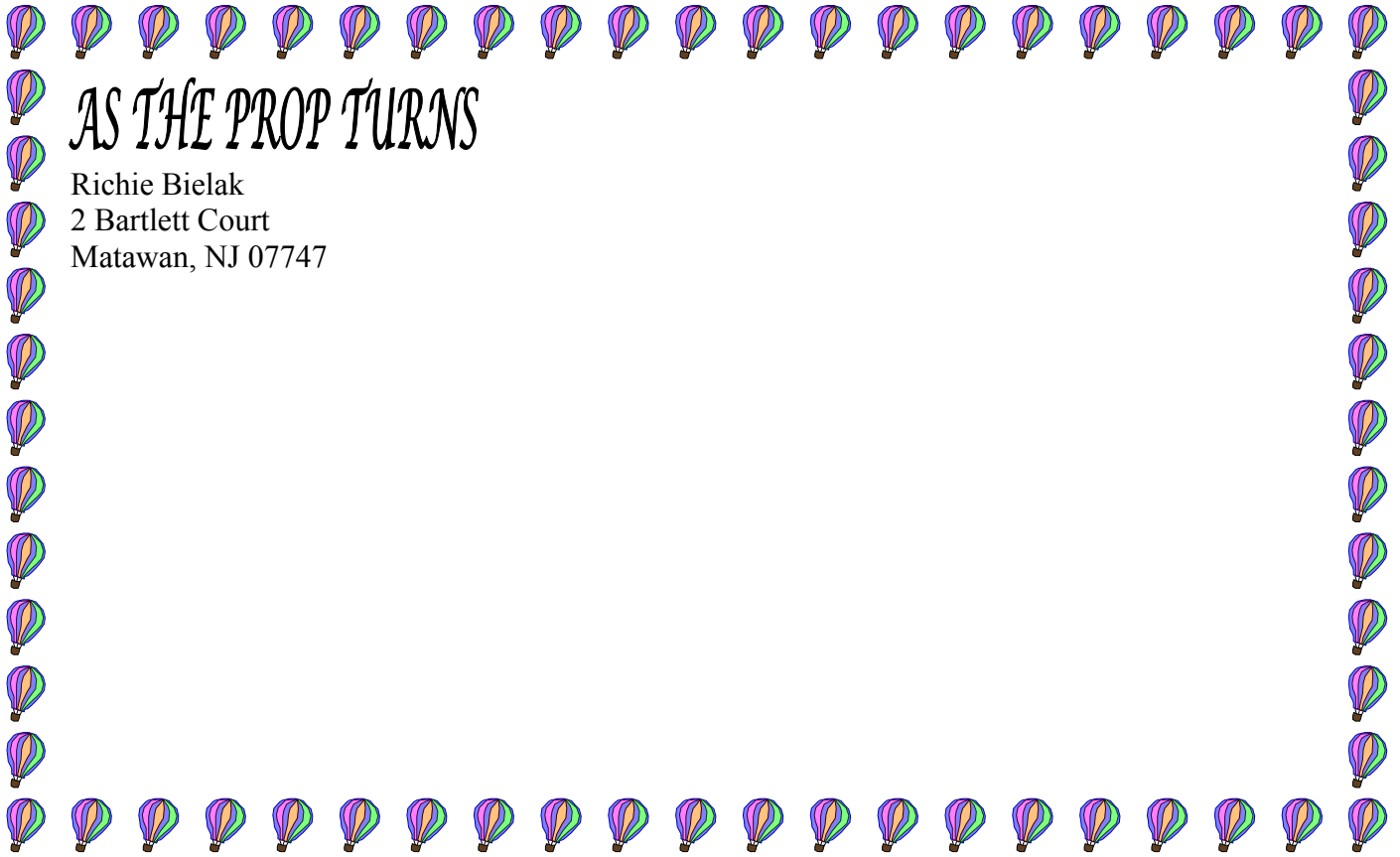
Frank Kingston Smith related the experiences of an unnamed friend who had used his trusty Tri-Paces to teach his children about events of American history. For instance, when they were studying the Civil War, they traced out the paths of the opposing forces of Generals Lee and Meade from Virginia, through Maryland and ending up at Gettysburg, Pennsylvania, on sectional charts. Then they flew over the routes to actually view the territory that the armies had had to travel on foot. He felt that the sons learned much more than just memorizing dates from a history book and gained much more insight as to the importance of it all.

Sport Aviation also reprinted an article about the trip that Pierre Hollander took from Oshkosh to Sweden in a Pitts S2B that was originally written for Sport Aerobatics magazine. He had purchased the plane in Portland, Oregon, and after a visit to the factory in Afton, WY, to have the compasses and rigging checked, he flew to Fond du Lac. From there he flew the ship across northern Canada, Greenland, Iceland, Norway, and finally to Sweden. A 59 gallon ferry tank was stuffed into the front cockpit to give him enough range for the over water legs, and of course he had to don a heavy survival suit and carry other extra equipment. A photo of Pierre kissing the ramp at his home field in Sweden proved that he made it OK!

In the Craftsman's corner Ben Owen described a method of bending aluminum leading edges by using a vacuum. In the Cockpit Classroom Harold Holmes talked about short field landings. And in the Sportplane Builder Tony continued his discussion of Fiberglass cowling with pointers on mold preparation and sealing and fiberglass and resin selection as well as final layup methods.

Bob Hartmaier
EAA 78889

Until Next Month --- Fly Safely



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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 2006
Editor: Richie Bielak 732-566-5879

Next Meeting: April 3rd @ 7:30 pm
Airport Office / Meeting Room, Old Bridge Airport,
182 Pension Road, Old Bridge, NJ 07726