

# AS THE PROP TURNS

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



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## Minutes of the Meeting – July 10th

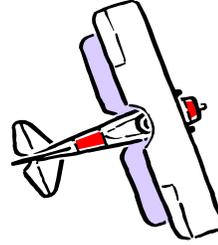
Meeting was opened by President Glenn Stott at 7:45PM with 36 present – including guests – all looking forward to hearing our guest speaker: Carol Ann Garratt.

The minutes of the last meeting were approved as printed.

The Treasurer's report showed a balance of \$1936.58.



OLD BUSINESS



- **Young Eagles Day**

Our Young Eagles day event in June was cancelled due to high winds (gusting to 30knots, 90-degrees to the runway). We are planning to reschedule it for September of October.

- **McGuire Trip**

Dick Augusty took a group to McGuire for the tour of facilities, including the KC-10. The trip was enjoyed by all.

- **Miscellaneous**

Mario Escobar's "Mosquito" appears in the July issue of "Sport Aviation".

Eli Lieberman's plane has be certified by Charlie Terry and is now ready to fly. Way to go, Eli!

Next meeting will take place on August 14th, at Eli's Hangar (J-3) at Old Bridge airport.

Business meeting adjourned and the guest speaker was introduced.

## *Upon Silver Wings*

Carol Ann Garratt – author of “*Upon Silver Wings – a Global Adventure in a Small Plane*” – gave the talk about her flight around the world. All proceeds from the talks go to fund search for a cure for ALS (Lou Gehring’s disease). The flight and adventure and the book are dedicated to her mother who died of ALS in April 2002.

She flew her Mooney into Old Bridge as part of her current fund raising tour. We all got to check it out (see pictures on following pages). Then the pilot—our guest speaker— kept us glued to our chairs with a recounting of her preparations—including snags, and unexpected surprises and wonderful offers to help get the adventure underway.

She continued to tell us about some of her amazing adventures as she made her way around the world. She described many kind and helpful aviation people that helped her all the way.

She answered many questions from the group, but in answer to a request for more she replied “If I tell you all, you will not want to buy the book!”.

All the proceeds from the self-published book go to the ALS Foundation to fund the search for a cure to ALS. Many of those present purchased the book after all applauded her efforts.

Secretary Jane Finton

P.S. She flew many Young Eagles at many of her stops along the way.

P.P.S. The book is a great read! (JF)

(If you haven't gotten the book you still can. Just visit:  
<http://www.kerrlake.com/mgarratt>)

## AS THE PROP TURNS



Members of Chapter 315 with Carol Ann Garratt and her Mooney at Old Bridge Airport (above) and listening to an amazing presentation (below).



As The Prop Turns - EAA Chapter 315



Carol's Mooney at Old Bridge Airport

## Calendar of Events

<i>Date</i>	<i>Airport</i>	<i>Event</i>	<i>Contact</i>
8/19	Hammonton, NJ	Fly-in/Driver-in breakfast from 8:00AM to 12:00 noon. \$6 all you can eat.	John Fortis: (609)-567-0623
8/19	Cooperstown/ Westville Airport (K-23) Cooperstown, NY	EAA Chapter 1070, Cooperstown, New York Presents the: 2006 Old Airplane Fly-In and Pancake breakfast. All you can eat Pancake Breakfast with eggs cooked your way, real maple syrup, French toast, sausage, bev- erages and surprises! Adults \$4.99 Children under 12- \$3.50	Info: <a href="mailto:flybo@gpoconnect.net">flybo@gpoconnect.net</a>
8/25, 8/26, 8/27	Bayport, NY (23N)	The Antique Aeroplane Club of Greater New York-2nd Annual Invi- tational Fly In.	<a href="mailto:sbain@emediaofny.com">sbain@emediaofny.com</a> or call Stu (631)-285-1095

## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the August 1986 issue of Sport Aviation featured the Bucker Jungmann owned by Dawson Ransome. Those of you who were around these parts in the 1970's and 1980's may remember Ransome Airlines that he started in 1967 and eventually became the largest commuter airline in the world. It was later sold to Pan Am and after Pan Am's bankruptcy it became a Delta commuter connection. Well, Dawson was also a skilled aerobatic pilot who flew airshows in a Pitts between 1967 and 1972. He always wanted a Jungmann or Jungmeister, and after many years of searching a Jungmann was located. He immediately turned it over to master Bucker restorer Woody Meneer of Hummelstown, PA to have it rebuilt and modified to his specifications. A Lycoming O-360 incorporating a Christensen inverted oil system was installed on the nose and a full electrical system added. The original magnesium drum brakes were converted to larger Cleveland dual puck discs and a Pitts style cowling was fabricated. The all up weight was about 135 pounds heavier than a stock Jungmann. Woody gave the cruise speed as about 120 mph but didn't supply any other performance numbers.

Jack Cox traveled all the way to Afton, Wyoming to give us a report on the new Husky being developed by Frank Christensen. Frank explained that although sales of Eagle kits were still OK, they realized that many builders were just that, builders only, and would complete an airplane and then almost immediately offer it for sale. Christensen Industries would soon be in effect competing with themselves as prospective customers had the opportunity to get a flying aircraft without spending the time and effort to build it. So they began to look around for other opportunities and realized that with the Piper Super Cub, Cessna 185, and similar aircraft no longer in production, they should consider pursuing the utility aircraft market niche. The Husky was conventional in design and lay out, with a fabric covered steel tube fuselage and fabric wings. A Lycoming O-360 and huge slotted flaps gave it excellent STOL performance and a load carrying potential of about 750 pounds.

John Cost of Fox Lake, IL contributed a report on the restoration of his 1946 Ercoupe that he named the Twin Tailed Tiger. After spending several years going through plans, parts catalogs, and examining other planes, he believed his Ercoupe to be as completely factory original as he could possibly make it.

Seth Anderson of Los Altos Hills, CA provided a long and detailed critique of the BD-5. He had completed and was flying a water-cooled Honda powered version, and wanted to answer some of the questions that had swirled around the design over the years since the concept was first proposed by Jim Bede in 1967. His main point seemed to be that Bede never found a reliable engine with the low weight and high power to weight ratio that was needed, and so builders were left on their own to sort out that part of the design. He also noted that the design used a large number of small, difficult to make parts and that the wings in particular were very hard to build to the close tolerances necessary for good performance and proper stall behavior

The water cooled engine installation was heavier than the original two-cycle snowmobile engine proposed when the design was introduced, but Seth was pleased with the performance and reliability that resulted. He reported a cruise speed of 210 mph True at 10,000 feet while using only 3.5 gph.

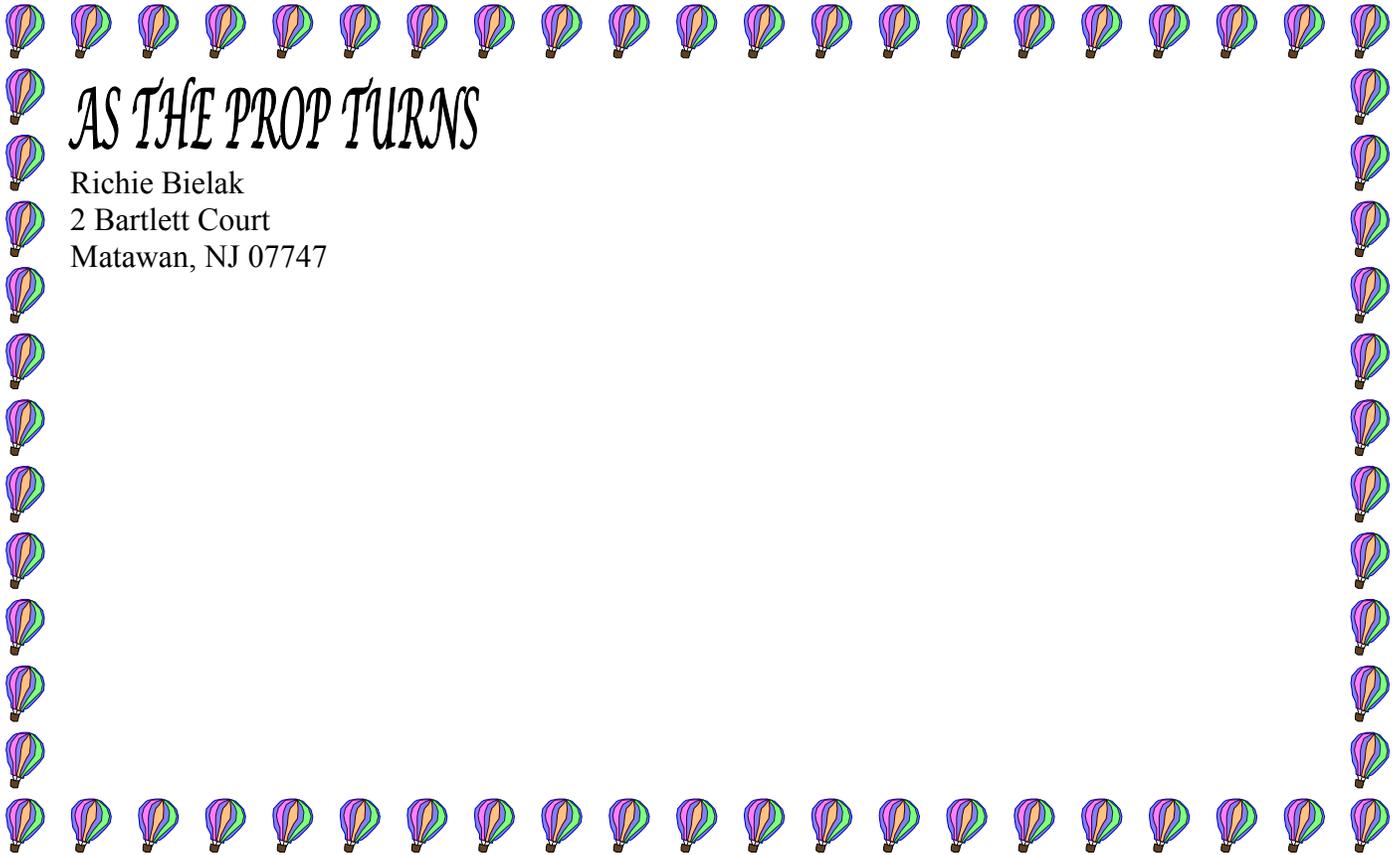
Gene Chase visited Ken Flaglor of Northbrook, IL and came back with a report on Ken's replica Gee Bee Model Y Senior Sportster. Some of you old timers may remember Ken's VW powered "Skooter" that he designed and built in 1967. Well, he needed another project, and he had always admired the Model Y, so he committed himself to building a replica. No plans existed, but an organization called the American Air Racing Society had plans and a 3-view of the single-place Gee Bee Model D on hand. The two-place Model Y was a 20-25% enlarged Model D, so Ken now had structural info, some dimensions, and airfoil coordinates to work with in order to complete a set of drawings for a Model Y. Originally the Model Y's were powered with engines ranging from 215 hp up to 440 hp, so Ken decided on a 300hp Lycoming radial. Of course all the originals were custom built to order for the customer, so "factory original" was meaningless. He decided to copy a 1931 version used for racing by Art Knapp that had extra fairings and a beautiful bump NACA cowling

In "Low and Slow To Oshkosh We Go" Willie Turner described his trip to Oshkosh in his Fly Baby. Willie is the son of Bill Turner who you may remember built a number of replica 1930's racers. Willie's Fly Baby was painted Tennessee Red with gold trim to mimic the Brown B-2 Racer, "Miss Los Angeles" owned by his father. Willie was accompanied on the trip by his mother, Gail, in her Marquart "Charger", and her account of the adventure was promised next month.

In the "Craftsman's Corner" Ben covered rib stitching. In "Sport Pilot Medicine" Dr. Mohler talked about so called "handicapped" pilots, and how to go about getting training and waivers for certificates. In the "Sportplane Builder" Tony discussed some considerations when trying to decide on what fixed pitch propeller to use.

Bob Hartmaier  
EAA 78889

Until Next Month --- Fly Safely



# *AS THE PROP TURNS*

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

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Experimental Aircraft Association - August 2006  
Editor: Richie Bielak 732-566-5879

**Next Meeting: August 14th @ 7:30 pm**  
**Hangar J-3, Old Bridge Airport,**  
**182 Pension Road, Old Bridge, NJ 07726**