

AS THE PROP TURNS

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



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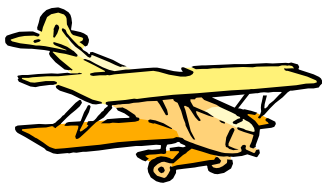
January 9th, 2006 Meeting Minutes

The January meeting of EAA Chapter 315 was called to order at 7:30 by President Glenn Stott with 21 members present. Minutes of the December meeting were accepted as read from the Newsletter, so moved by Richard Bielak and seconded.

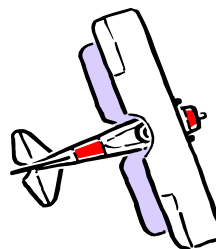
Treasurer Tom Goeddel reported that we had \$2005.18 in the treasury. \$194 was paid to the National EAA for annual dues and for insurance. Tom also prepared the annual treasury report for our chapter. The report was passed around for all member to examine.

Word was received from Carl May. He is still a member—he has paid his dues for 2006.

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OLD BUSINESS



EAA CHAPTER 315 BREAKFAST FLY-OUT : A fly-out breakfast to Millville is being planned for Sunday February 12th. Arrival time is set for 10:30AM. Contact Lew Levison for more information (lewlev@optonline.net or 732-617-9521)

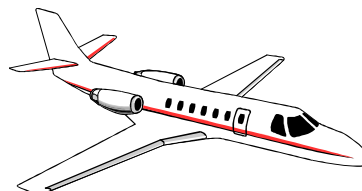
McGUIRE RAPCON TOUR: The tour of the McGuire tower was reported on by Paul Bilodeau. It was great experience. Tours are readily available on Saturdays, but it is wise to make reservations ahead of time.

THANKS: A hearty *Thank You* was extended to Eli Lieberman for the program he presented after the December meeting.

UPDATE ON BILLY GIBSON: Members were reminded that Billy Gibson is home and that he loves company. Give him a call.



NEW BUSINESS



AWARDS DINNER: The Awards Dinner was discussed. We are planning the dinner for late March or early April. Possibly we will return to Woodies in Farmingdale. Possible guest speakers maybe the guides from McGuire tour. Discussions to come at the February meeting.

GA IN THE NEWS: It was noted that Angel Flight had a large participation of general aviation aircraft helping in the effort to help New Orleans and the area after Katrina.

MISCELLENOUS:

- Global Flyer was damaged on January 5th which may delay the next flight by the Steve Fassett / Richard Branson team.
- Mario Escobar has flown his helicopter!!
- Frank Fine said that Cablevision has a program about chapter projects—Fine's aircraft, Escobar's helicopter and Glenn Stotts Velocity. Frank will get a video tape of the show so that we can all see it at a future meeting.

NEXT MEETING: Next Meeting will take place on February 6th, 7:30PM at Old Bridge Airport Office.

50/50: 50/50 was won by Mark Pierce who generously donated to the “*diner after the meeting*” fund. Thanks Mark, the cherry pie was delicious. Note that the amount in the 50/50 winnings was \$20—a record for our chapter.

CLAUDIO’S TALK: The business meeting adjourned and we turned the floor over to Claudio Tonnine as he presented a description of his recent flight to Brazil to deliver his Purple Passion to its new owners. What a trip!!! (his description kept most of us at the edge of our seats—so to speak)

We are glad Claudio is back safe and sound, and most likely to do it again. Thanks Claudio!

Respectfully submitted by

Jane Finton, Secretary



Claudio showing the route of his flight on a map of Brazil.



Some notes from Claudio's Talk

Here are some highlights from the talk:

- Was stuck in Daytona for few days waiting for winds to die down.
- Paid \$150 for parking in an open hangar on Caicos Island (in the Turks Island chain)
- Too much paper work every where. Two/three hour of paper work for each leg of flight.
- Flew direct from St. Martin to Trinidad. Crossed through the mountains.
- In Trinidad was directed to Gate 8, as though the airplane was an airliner. Had to fight with security to be let back onto the tarmac.
- First stop in Brazil Boa Vista. Landing fee \$100, gasoline \$9/gallon.
- When flying over the Brazilian rain forests saw ***"Rainbows all over the place"***.
- 58 miles from destination was caught in a rain storm. Had to climb to 11,000 feet to pop out on the top.
- Total flight time 28 hours.
- ***"I enjoy it!"***

The Editor

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the February 1986 issue of Sport Aviation featured a photo of Ulrich Wolter's new "Cozy" in flight. Ulrich, a German instructor at NATO's Joint Jet Pilot Training program at Sheppard AFB, Texas, and his Texas born wife, Linda, built the "Cozy" as fast as the designer, Nat Puffer, could put plans down on paper. In fact, they started with some of the parts that are common between the Cozy and the Long-EZ while waiting for Nat to complete the first drawings. Ulrich used a 160 hp Lycoming engine since he intended to take the ship back to Europe with him, and since general aviation airports there tend to have shorter runways than in the U.S., he felt that he would need the extra power.

Dick Cavin contributed an article that described a new concept in engines called the "Rotary Vee" that was being developed by Robert Sullivan and Max Buchanan, two machinists from Snyder, Oklahoma. It is very difficult to describe in words, and is not even very obvious just how it works when you see the photos. It consists of two rotating cylinder blocks set at an angle to each other with small "V" shaped pistons that fit into each at the same time. Power is taken off the end of one of the rotating blocks. Dick claimed that an 18.4 cu. in., 85 hp prototype was operational, and he reported that it ran very quietly, exhibited little or no vibration, weighed in at 46 lbs., and used fuel at roughly one-half the rate of a conventional engine. They were in the process of building a 110 lb., 62 cu. in., 300 hp version. Dick claimed that he would follow the project closely, and keep us posted on the progress. Well, I've never heard anything else about the "Rotary Vee", so I guess the "too good to be true" claims were just that.

Jack Cox supplied a story about two "Boredom Fighters" built by Fred Machado and George Sweeny. The "Boredom Fighter" was designed by Don Wolf to look like a generic WWI fighter, rather than a replica of any particular airplane. Don and Fred thought that it most closely resembled a Spad so they finished them in the paint scheme of the Lafayette Escadrille with the famous Sioux Chief insignia. They tried to stay as close as possible to Don Wolf's original design philosophy, using Continental A-65 engines and leaving out an electric system.

George Hardie, the EAA's Historian Emeritus, wrote an article that discussed some of the early Pre WWI "homebuilders", such as Alberto Santos-Dumont in Europe and Matty Laird in Chicago. Santos-Dumont, who of course was independently wealthy, gave his plans for the Demoiselle to the world "in the interest of advancing aeronautics", and they were published in the June and July 1910 issues of Popular Mechanics, thus becoming the first "homebuilt" plans to be offered to the public. George noted that in 1911 a Wright "Model B" or Curtiss "Pusher" cost about \$5,000, so a homebuilt movement began almost at the birth of aviation.

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Jerry D. Mullens told us the story of his resurrection of Jim Bede's BD-2 that Jim had intended to use for an attempt to fly around the world non-stop. Actually a highly modified Schweizer 2-32, the world flight never took place, and the BD-2 disappeared from sight. Jerry found it in San Antonio, bought it, and took it to Dave Blanton's Javelin Aircraft shop to be refurbished and updated. Dave had done the original modifications to the 2-32, so he was the logical choice for the restoration. Since the aircraft was to be "reborn", Jerry renamed it the "Phoenix". On December 5 through 8, 1981, he flew five times around a closed course between Oklahoma City and Jacksonville, FL., to set a new FAI record of 10,007.1 miles in the Class C-1, Group 1 for piston engined airplanes. His DG began acting up early in the flight, and finally became so erratic as to be useless. Since the autopilot depended on the DG, he was forced to hand fly as well, and therefore was unable to nap. He felt that if the autopilot had been working, he could have stayed aloft for another circuit, and bettered the absolute record of 11,336.92 miles, that had been set by a B-52 in 1962.

Frank Kingston Smith told another story of perseverance and endurance, relating the experiences of 70 year old Jack Halbeisen, who flew a Flightstar ultralight from Connecticut, to San Diego, then back across the country to Kitty Hawk, and then back to his home in Dayton, OH. Jack flew the course ahead of time so that he could find landing sites about 30 to 50 miles apart that offered a gas station within walking distance. Sometimes he could taxi up to the pumps, but if that was not possible, he carried an empty 5 gallon can that he could use to get fuel. He also had to use the can on many occasions when head winds or weather caused him to have to deviate from his preplanned course. Then the walk could be considerably longer! Jack left Ellington, CT on July 25th 1985, and arrived at Dayton on September 28th, having flown 177 hours, made 179 fuel stops, 68 of which were of the unplanned, out-of-gas situations, and averaged 36 mph.

In the "Craftsman's Corner" Charles Salt presented plans for a homebuilt wood hydraulic press that he designed in order to make new corrugated control surface skins for his 1956 Cessna 172. In "The Sportplane Builder" Tony gave some ideas for using vinyl tape for stick-on registration numbers, accent stripes, placards, or a custom logo. In "Sport Pilot Medicine" Doctor Mohler talked about back problems and some ideas for avoiding them. And in the "Cockpit Classroom" column, Harold Holmes talked about wing tip vortices and how to avoid them.

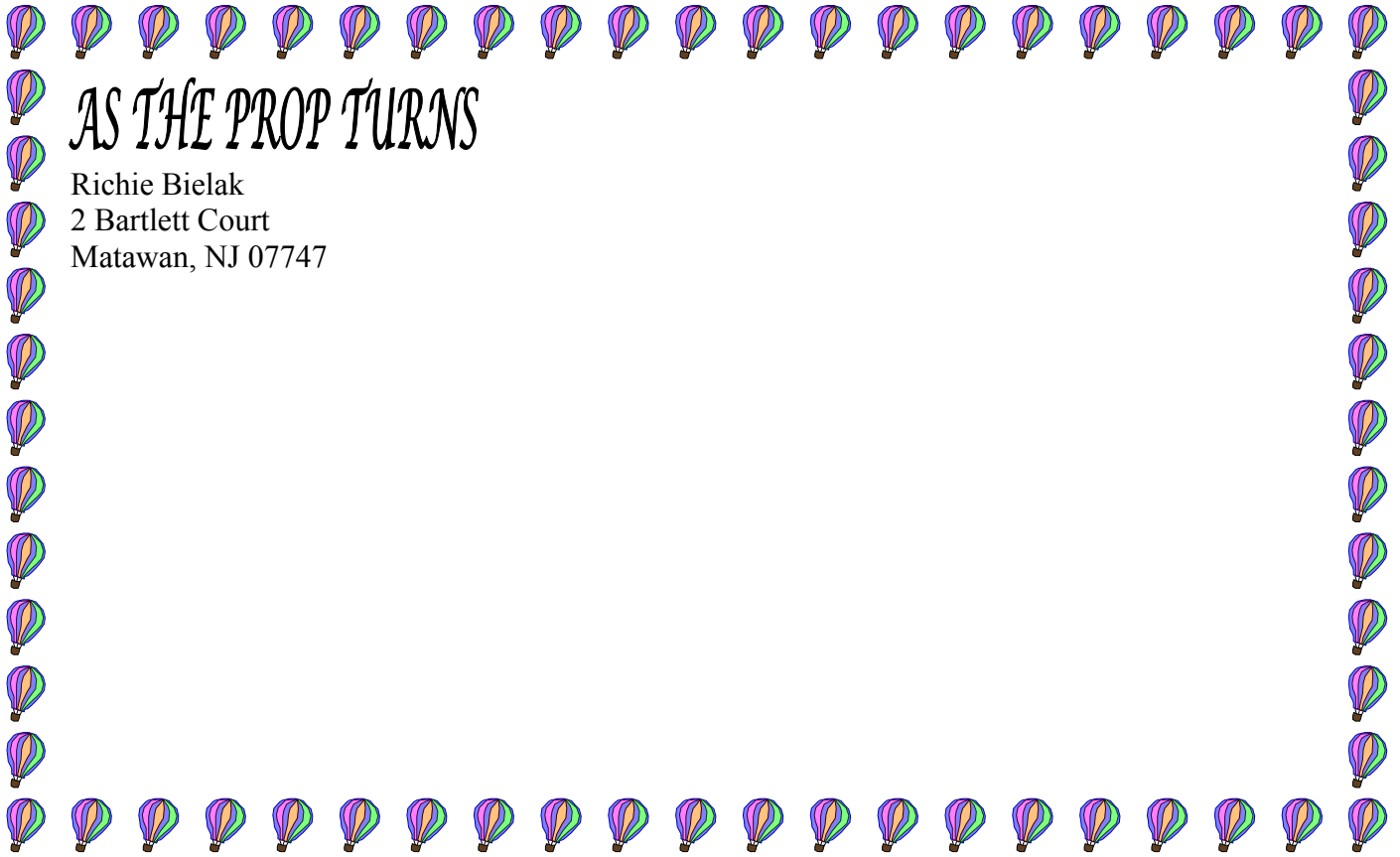
Bob Hartmaier
EAA 78889

What happens when you land with the parking brake on!

USAirways HOUSTON 26 AUG 2005 PARKING BRAKE SET BEFORE LANDING (all aboard safe, as far as we know).



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 2006
Editor: Richie Bielak 732-566-5879

Next Meeting: February 6th @ 7:30 pm
Airport Office / Meeting Room, Old Bridge Airport,
182 Pension Road, Old Bridge, NJ 07726