

AS THE PROP TURNS

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



EAA CHAPTER 315 ON THE WEB: www.eaa315.org

President:

Glenn Stott
36 Johnson Avenue
Matawan, NJ 07747
732-441-3840
hotel80@aol.com

Vice-President:

Richard Augusty
3 Trafalgar Place
Shrewsbury, NJ
07702-4545
raugusty@comcast.net

Secretary:

Jane Finton
104 Arbor Court
Tinton Falls, NJ 07753
732-918-2111
JanFin51@aol.com

Treasurer:

Tom Goeddel
31 McCarter Avenue
Fair Haven, NJ 07704-3408
732-842-4387
tgoeddel@comcast.net

Young Eagle's Coordinator:

Frank Fine
3311 Belmar Blvd.
Wall NJ 07719-4616
732-681-5286
threefines@juno.com

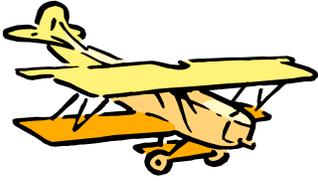
Newsletter Editor:

Richard Bielak
2 Bartlett Court
Matawan, NJ 07747
Home: (732) 566-5879
Mobile: (732) 266-4461
richieb@gmail.com

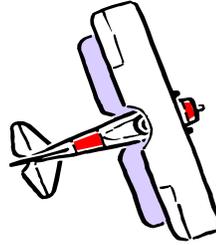
Minutes of the Meeting – June 6th

The June EAA Chapter 315 was called to order by president Glenn Stott at 7:43 pm with 13 members in attendance. The minutes from the May 8th meeting as published in the newsletter were accepted.

There was not treasurer's report as Tom Goeddel was not present.



OLD BUSINESS



Young Eagles Day

Final plans for our Young Eagle's event were reviewed. The certificate of insurance was received from EAA National Headquarters. June Fine promoted the event to local newspapers and several Boy Scout Troops.

Tom Goeddel had created a flyer which was put up by several members at various locations.

Members present figured that we had enough forms based on looking at the box that contained them. The box was checked and it was found that we had only a few sets of paperwork with the rest of the box being Gleim's Introduction To Aviation handout. More of both will be ordered but the Gleim handout will probably not arrive in time for the event scheduled to be held on the upcoming Saturday.

Glenn Stott will have 3 coolers. Looks like there will be only 3 pilots and planes. Mark Phunke will be asked if he would like to participate.

Set up time is 9 am on Saturday. Lew Levison will pick up the donation of hot dogs from Jim Ucio and soda, water, buns, etc. and leave them in hangar E-10.

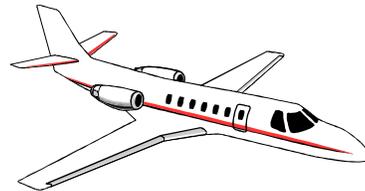
With the chance of showers and windy weather, folks should call Frank Fine around 8 am before going to the airport on Saturday.

Miscellaneous

Lew Levison reviewed the South Jersey plane crash article as covered by one of the local newspapers.....generally not good coverage.....members who hadn't seen it got to review it during the meeting.



NEW BUSINESS



McGuire Trip

Members interested in attending a tour of McGuire AFB - Radar Approach Control, Control Tower and either a C-17 or KC-10 should contact Dick Augusty as the Jersey Aero Club is planning a trip at 1 pm on June 17th. Perhaps Dick will have a report on the trip.

Lakewood Airport Update

Frank Fine reported that there is a grant of \$700K for Lakewood Airport repairs which include apron repairs, transient hangars and a new lighting system. Work is proposed to start after Labor Day.

Young Eagles

There's a new Young Eagle Target of 1.25 million Young Eagle experiences with the pilot conducting that flight receiving an all-expense paid trip to the EAA Convention at OSH.

Cessna Anniversary at OSH

Cessna is celebrating the 50th Anniversary of their 172 with big doings surrounding the event at OSH. One will be a concert by the Beach Boys.....don't miss it!!!

Miscellaneous

Thanks to Lew Levison, George Cowling and Dick Augusty who did calling for this meeting. Seems that folks were busy.....as we got only 13 attending to-night's gathering.

50 / 50 George Cowling won "Ye Olde 50 / 50 Cap Drawing" taking home (or to the diner) \$6.00 for participating tonight.

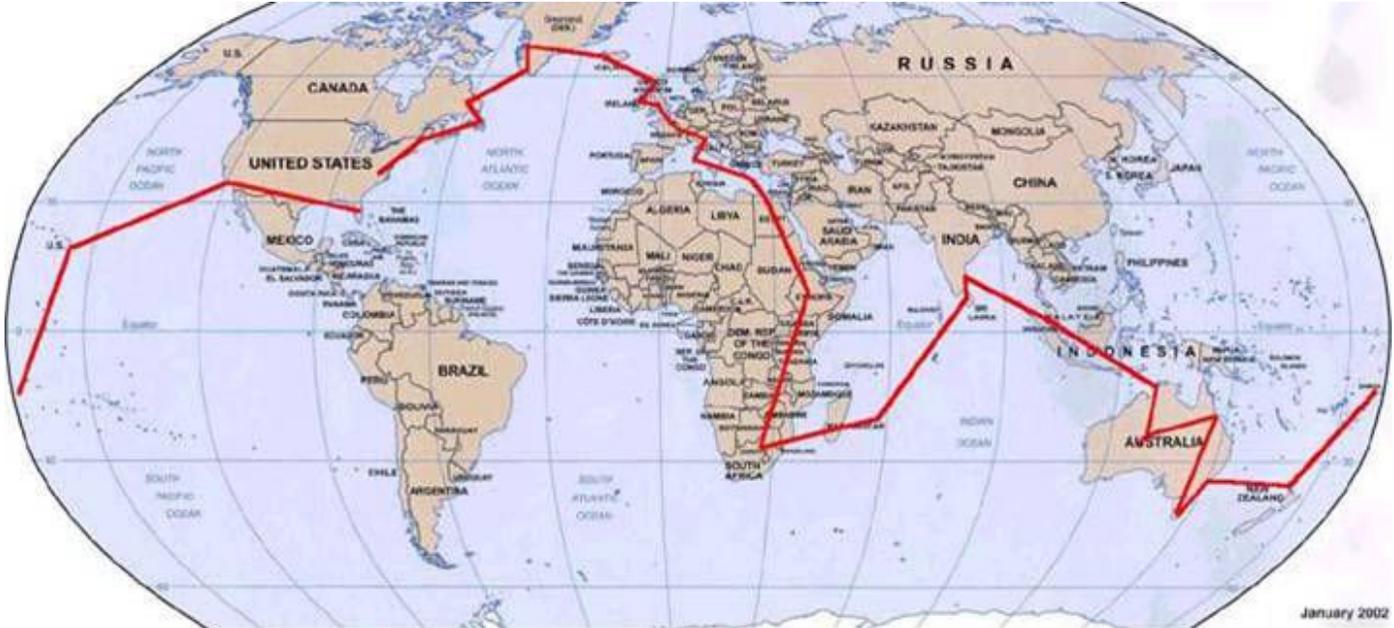
In lieu of a program, Glenn Stott presented a short discussion of how to get your aircraft down quickly using the L/D diagram.....during which several members discussed various points covered. Thanks Glenn!!

Respectively Submitted,

*Paul Bilodeau
(please come back Jane)*

My trip around the World.... in a Mooney 20J

Carol Ann Garratt



- Departing from Kissimmee, FL: Runup complete, I was nervous. No question, I'd done all the calculations, and was only supposed to use half the runway and climb at 250 ft/min, but would that be reality? I held the brakes, added power, then released the brakes. Talk about sluggish, it took much longer than I'd anticipated to pick up speed, but then she just kept on going faster, manifold pressure and rpm looked good, she lifted off at 70 k (normally 60 k) with the stall warning buzzer screaming. I concentrated on airspeed and looked quickly to see how much runway I'd used, less than 3000 ft and the numbers had calculated to 2500 ft, not bad. Airspeed was good, climb was anemic...
- California to Hawaii: When the oil pressure ticked up slightly and the oil temp did the same, my heart was in my mouth. Everything was normal - quit staring at the gages, nothing is wrong. Several minutes later the batteries on my noise reduction headset gave up -- with the sudden increase in noise, I really jumped. Ok, ok, settle down. Take it easy everything is ok. Breathe deeply. I wasn't worried at the start, but all of a sudden, 1/3 the way there, I get the nerves...
- Hawaii to American Samoa: Wow!! Land ho!! In the middle of the Pacific, 6hr 18 min out from Hawaii. I can't believe it. I saw waves through the clouds, then looked closer. It's not on the GPS. Scott, the Ham from Hawaii, said that I might pass over Palmyra Atoll, well, he was right. He also said there was an old WWII runway on it, but I couldn't see the whole island nor any runway on the part I could see. I put a GPS waypoint in just in case I need to swim back!!

AS THE PROP TURNS

- American Samoa to New Zealand: As I approach Tonga, I start talking with them on VHF and tracking inbound on their VOR, 114.5. Looks like I won't get a picture as there is a cloud layer just below me. The ground speed is sneaking up -- 113k, 115, now it's 117knots. I think I'll be getting out of the headwinds and hopefully catching tailwinds as I approach the next cyclone. Not TOO close, mind you.
- Norfolk Island to Sydney, Australia: After a little rain during the night, the morning was bright and clear. I prepared my flight plans to be faxed in when the hotel office opened. Then I went to see the weather station again. David, the morning shift weatherman, was most helpful. He had just launched a weather balloon and had real time wind reports at all altitudes. 6000 ft was optimum for my flight as the winds increased at 8 and 10,000 and turned to a more westerly direction. The satellite images showed a small storm cell to the southwest, moving southeast, that could easily be passed by traveling slightly west prior to southwest. As it was isolated, it would also be clearly visible and easy to fly around. The isobars were far apart and winds would be light. This is significant for landing at Lord Howe Island as it is notorious for high turbulence when the wind whips around the volcanoes on the south side of the island. It looks as though we'd be ok for landing there later in the day. I had enough gas to continue on to Sydney in case the winds were worse than predicted.
- India to Seychelles: Two hours later and we were over the beautiful green, blue Maldivian Islands. There are hundreds of them. Some inhabited, many not. It was a magnificent site. Male' center (Maldives Airport) was coordinating commercial flight arrivals without radar and was asking each plane for its distance and altitude. We stayed at 6000 and out of everyone's way. One plane announced 356 passengers - that's a big jet going into the Maldives on vacation. Later on a second plane reported 337 passengers. What a tourist destination - and it's easy to see why. It looked beautiful from the air.
- In South Africa: I was to meet Pat, the South Africa Mooney Dealer. We found each other immediately and he told me to startup and taxi over to his hangar. I jumped back in the plane and 'click' -- nothing. I rechecked the startup procedure, thinking that I must have forgotten something, tried again and 'click.' Uh oh, a problem. I walked to Pat and explained the situation. I also explained that when I'd started up at Durban/Virginia, the starter had made a weird, abnormal, noise. But, since the engine was running normally, I didn't think anything more of it. We pulled it over to Pat's hangar, took off the cowl and baffling and checked it out. Looked like the starter was dead.
- Preparing for departure from Scotland to Iceland: I started reorganizing the plane for tomorrow's flight. The life raft had to be ready on the front seat and tethered. The ditch bag was right behind. I had the survival suit that Flemming had leant me and I'd put that on tomorrow before departing. Graham and I filled the tanks and added 4 litres of isopropyl alcohol to prevent ice forming in the filters. I hooked up the HF radio wires and cleaned the window and leading edges. I'd been through a bug storm and had bug juice everywhere. I was ready to go. In the Far North office, I did my flight plan and made sure I had all the charts and approaches. Back to the Harbour Cafe B&B for a good night's sleep and one last Scottish breakfast.
- Iceland to Greenland: I find that taking pictures of icebergs is like taking pictures of pelicans the first time you go to Florida. You end up with a lot of them and later, it becomes normal to see them. So, I have lots of pictures of icebergs and mountains, but they are fantastic to look at.
- Flying down the east coast, returning home: As this trip draws to a close, I have to say what a fantastic adventure it has been. People all around the world have been most open, friendly, and helpful. They, more than anything else, have made this a most positive overall adventure. It is with some sadness that I approach Florida and close the loop. The seven months have been full of excitement, new countries, new people who have turned into friends, and challenging flying.

Calendar of Events

<i>Date</i>	<i>Airport</i>	<i>Event</i>	<i>Contact</i>
7/17	Hammonton, NJ	Fly-in/Driver-in breakfast from 8:00AM to 12:00 noon. \$6 all you can eat.	John Fortis: (609)-567-0623
7/15, 8/19	Cooperstown/ Westville Airport (K-23) Cooperstown, NY	EAA Chapter 1070, Cooperstown, New York Presents the: 2006 Old Air- plane Fly-In and Pancake breakfast. All you can eat Pancake Breakfast with eggs cooked your way, real maple syrup, French toast, sau- sage, beverages and sur- prises! Adults \$4.99 Children un- der 12- \$3.50	Info: flybo@gpoconnect.net
7/24- 7/30	Oshkosh	Annual Oshkosh fly-in!	http://www.airventure.org/

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the July 1986 issue of Sport Aviation featured the EAA's newly restored Ford 4-AT Tri-Motor. The ship had been owned by Dale Glenn who demonstrated it and sold rides at air shows, fairs, and other such events. On June 17, 1973 at the EAA air show at Burlington, WI a strong wind storm severely damaged the old bird as well as 11 other aircraft. Paul Poberezny witnessed the disaster and decided that the EAA should try to save the plane and submitted a bid for the wreckage. The bid was accepted and the 13 year rebuilding process commenced. The fuselage was broken in two just behind the passenger compartment, both wings were damaged, the front engine and cockpit area was broken almost completely off, and the fin and rudder were a total write off. In order to assure that the fuselage would be straight and true an intact but un-airworthy fuselage was located in the mountains of Nicaragua, and brought back to the shop of John Ellis in Kalamazoo, MI. Using the Nicaragua fuselage John built a huge jig that was used to rebuild the fuselages of the EAA's plane as well as another belonging to Island Airlines. How to replicate those corrugated skins became the next major obstacle to overcome. As luck would have it, the original corrugating dies were in the possession of Scenic Airways who operated two Fords out of Las Vegas for Grand Canyon tours. The dies were borrowed, refurbished, and enough corrugated aluminum panels for two complete Fords were made. When attention was turned to the wing center section, it was found that some very important fittings were suffering from major corrosion so new ones were made. After the airframe was reassembled, three newly majored P&W R-985's were installed. The plane had been purchased new in 1929 by Pitcairn Aviation that became part of Eastern Air Transport (later Eastern Airlines) in 1930. So the decision was made to restore her to the colors of Eastern Air Transport and the interior was finished to the correct configuration of it's 1930 airline service. The first flight after the completion of the rebuild was on July 20, 1985 with Dick Wagner at the controls.

Jack Cox supplied his usual very detailed report on John Shively's deHavilland D.H. 5 replica. John reported that the D.H.5 was not very successful in combat compared to the planes coming from Sopwith and other manufactures, so most ended up in training squadrons. After the war the type faded into obscurity. John's D.H. 5 was as faithful to the original as he could make it, while still remaining a practical modern sport plane. Thus, he added a tailwheel, a thicker airfoil, and powered it with a Lycoming O-320 engine.

Jim Maris described the construction of his Q2 from the arrival of the crate on a Roadway truck up to the first flight. He supplied lots of photos for those who were considering a Q2 or similar composite design to refer to.

Jeff Ethal reported on the warbirds turnout at the 1986 Sun 'n Fun. The rarest bird to show up was an F-5G photo recon version of the P-38 owned by John Silberman. He also supplied lots of photos and talked about the goings on among the warbird crowd during the fly-in. My favorite was a Boeing F4B-1 brought in by Kermit Weeks. He didn't say if it was an original or a replica, but it was really neat looking!

Although it had yet to make the round the world flight, Mike Melvill of Rutan Aircraft supplied a flight report on the Voyager. Although Dick Rutan was at the controls for the takeoff and landing, Mike was able to fly a while after some test were performed. He was amazed at how smooth and light the controls were, and how much performance was packaged into a 4000 lb aircraft with only 240 combined horsepower.

George Hardie finished up his series about homebuilding with the story of how Paul Poberezney became interested in forming a group of people who were interested in amateur built airplanes. In a related article Bob Burbick discussed the evolution of the homebuilt regulation.

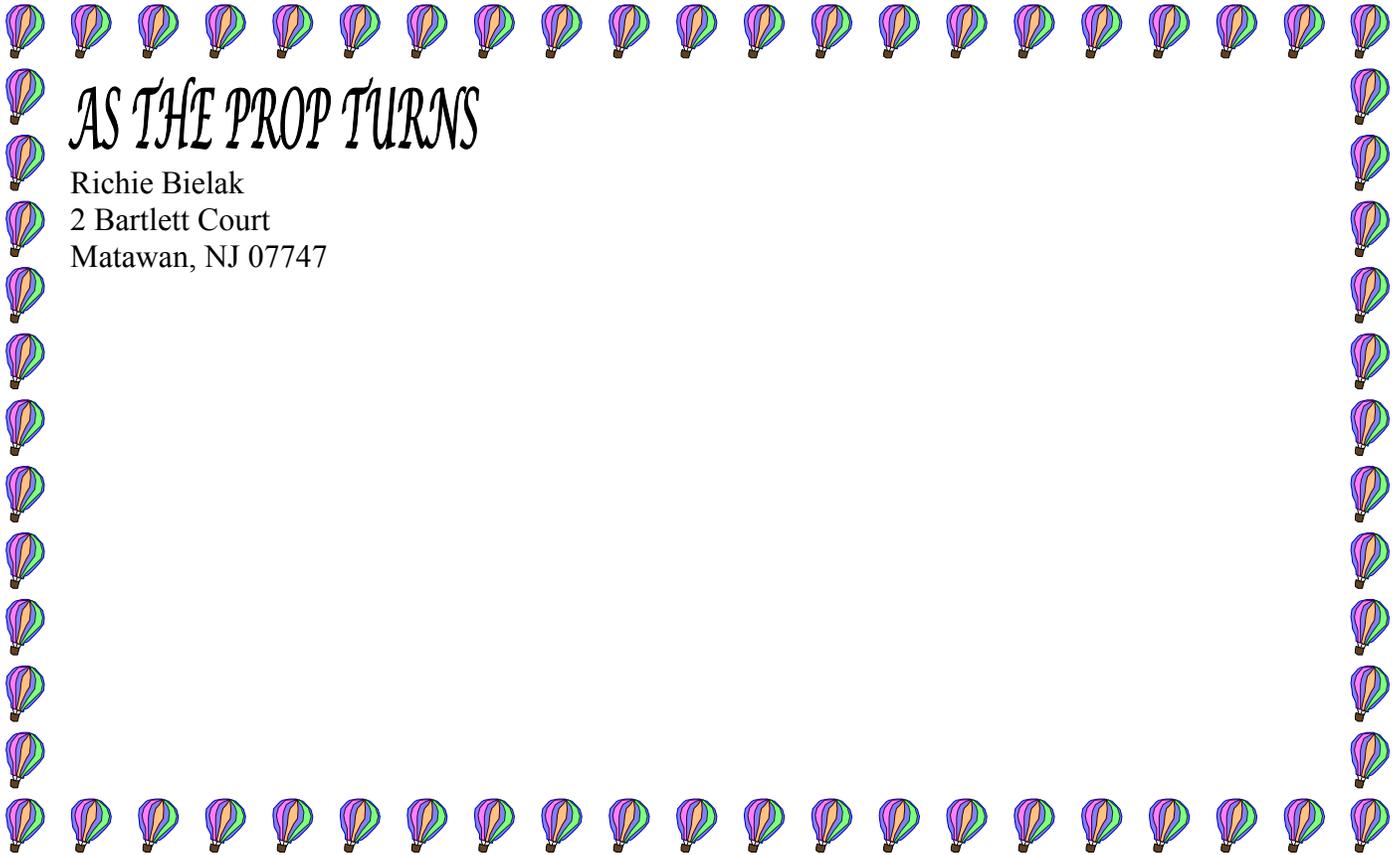
Frank Kingston Smith talked about the evolution of tail wheel Pipers from the 1930's J-3 up to the four-place PA-20 Pacer. He was prompted onto the subject since he had been over to the Piper Cub Reunion at Lock Haven, PA, that is referred to as "Sentimental Journey". The event is still going on; in fact I took the Cruiser over for a day this past June.

Eugene Larrbee, Professor Emeritus at M.I.T. contributed a comparison of the performance of a 72 inch two-bladed propeller and a 56 inch three-bladed choice for airplanes using a 100 hp engine and able to cruise around 200 mph. He concluded that the performance was very close although a pusher such as a Vari-Eze lost some efficiency due to the proximity of the trailing edge of the wing.

In the "Cockpit Classroom" Harold Holmes continued his series on fueling and servicing aircraft with some thoughts on grounding, fuel spills, and fires. In the "Craftsman's Corner" Ben Owen discussed weight and balance. In "Sport Pilot Medicine" Dr. Mohler contributed some ideas on sunglasses. In "The Sportplane Builder" Tony gave us some measuring tips to help make construction easier

Bob Hartmaier
EAA 78889

Until Next Month --- Fly Safely



AS THE PROP TURNS

Richie Bielak
2 Bartlett Court
Matawan, NJ 07747

E.A.A CHAPTER 315 “As The Prop Turns”

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the
Experimental Aircraft Association - July 2006
Editor: Richie Bielak 732-566-5879

Next Meeting: July 10th @ 7:30 pm
Airport Office / Hangar 10E, Old Bridge Airport,
182 Pension Road, Old Bridge, NJ 07726

Special Guest Speaker: Carol A. Garratt