

# AS THE PROP TURNS

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



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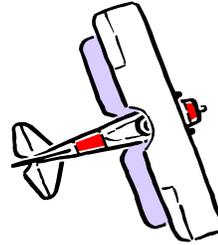
## Minutes of the Meeting September 11th, 2006

The meeting was called to order at 7:35PM by president Glenn Stott. We met in the Old Bridge airport office instead of hangar E-10, so that we could use the large screen TV for our program. We had two visitors: Russell Morgan from Robbinsville and Nick Bergrud from Garminedale (owner of a S-4 Rans).

Treasurer's report was delivered by Howard Levy. We have \$1806.88. New member joined our chapter—Jay Wiyuski (not present). He has a J-3 Cub at Old Bridge.



OLD BUSINESS



- **Young Eagles Day**

Due to scheduling conflicts (Bob Hartmaier would be out of town and Frank Fine is attending CPI refresher course) we changed the date to October 14th (Saturday) with rain date of October 15th. The new date has to be communicated to Paul and we need to remake the flyers.

Frank went over the Young Eagle Day checklist to make sure that we have all the bases covered.

- **Eli's RV-6A**

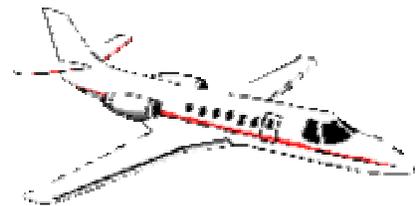
Startup at the airport went fine. Fuel tanks OK. Still waiting for FAA paperwork before the first flight.

- **Lakewood Airport**

Two restaurants are planned for the airport - up for bidding soon. The banner operation will be moved to the west side of the field. 60 acres will become available for long term lease, with the rent going to the airport. New T-hangar construction is planned.



NEW BUSINESS



- Tom Goeddel is getting ready to order 2007 Calendars.
- Movie "Flyboys" opens September 29th. The movie was preview at Oshkosh.
- Steve Fossett set a new altitude record in Argentina flying over the Andes. He climbed to 50,699 feet  
(see: <http://www.stevfossett.com/index.html>)

- Since the meeting took place on 9/11 we talked about some of the experiences of that day. Several of our member were up in the air and were told to land (I was an eyewitness to the second crash and the collapse of the towers - *Editor*).
- Glenn discussed some disturbing news from EAA Chapter grams:
  - Experimental airplanes have been denied permission to fly in Southern California and L.A. basin. EAA wants FAA to step in to have a resolution.
  - The town of Jacksonville banned building of airplanes in town. This was apparently a result of a dispute between a builder and his neighbors over the noise  
(see [http://www.jacksonville.com/tu-online/stories/082006/met\\_4469159.shtml](http://www.jacksonville.com/tu-online/stories/082006/met_4469159.shtml))
- Rick Jahns moved his RV-7 plane to Old Bridge airport. Engine has been started—no leaks. Needs to label gauges and switches. His paperwork has been sent to FAA.

Frank Fine won the 50/50.

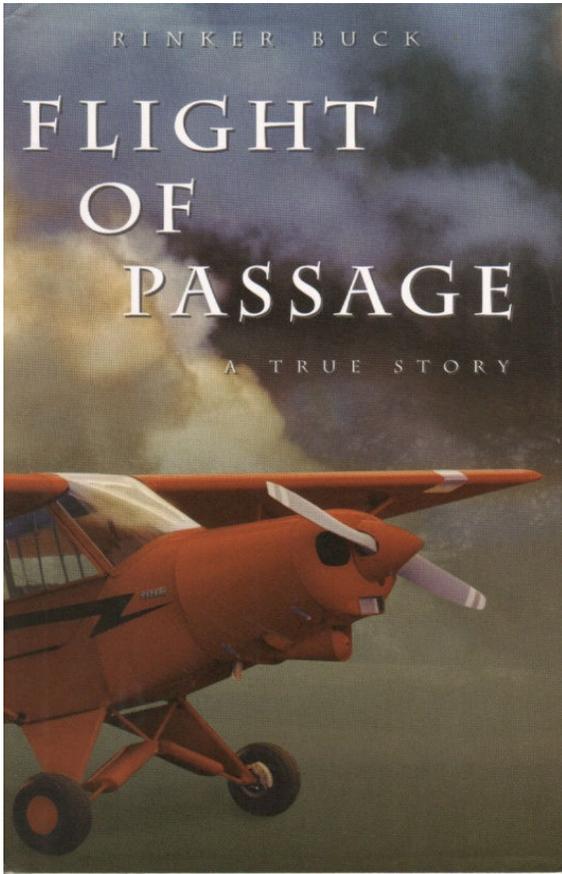
After the meeting we enjoyed looking at Howard Levy's slideshow from Oshkosh, including some nice air-to-air shots from an ultra-lite airplane.

*Minutes submitted by Rae Hoopes*



These are two of Howard's pictures I snapped from the TV monitor.

*Editor*



## Book Corner

This book chronicles a true story of two teenagers from New Jersey, who in the summer of 1966 flew a Piper PA-11 "Cub" from New Jersey to California and back. They were Kern and Rinker Buck. At the time Kern was 17 and Rinker 14.

The book reads like a novel. It begins with the boys spending the winter rebuilding the Cub to get it ready for the flight. Once the airplane is flying the boys plan a trip across the country to retrace a route flown once by their father Tom Buck—a barnstormer from the 30s.

The description of the flight and the adventures the two have is astounding. The two make it across the country in six days.

Portions of the book are devoted to the relationship between the older and the younger brother, and their father. Since I got this book as a Father's Day gift this seemed appropriate.

The book was originally published in 1997. I really enjoyed it and I'm sure you would too.

(I'm also sure that Howard has a picture of these two!)

# Funny!

### Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

# Calendar of Events

<i>Date</i>	<i>Airport</i>	<i>Event</i>	<i>Contact</i>
10/14	Old Bridge Air- port	Chapter 315 Young Ea- gles Day.	Contact Frank Fine 732-681-5286
10/14	Sussex County Air- port Georgetown, Delaware (KGED)	Fourth annual Vintage and Warbird fly in along with the largest vintage car show in southern Delaware. Tro- phies in many catego- ries. BBQ. Airplane rides available in a Stearman, a B-25 Mitchell bomber, and other warbirds avail- able.	John Kenny / Lisa Brown   <a href="mailto:jfk02@comcast.net">jfk02@comcast.net</a>   302-855- 2355
10/14	1N9 Allentown Queen City Municipal Air- port Allentown, Pennsylvania	Fly-in pancake break- fast is from 8:00 to 11:30 Saturday, October 14th. Classic and An- tique aircraft and cars on display.  Rain date: Sunday, Oc- tober 15th.	Tom   610 791 5193
10/14- 10/15	N99 Brandywine Air- port West Chester, Pennsylvania	Rotorfest 2006 – 10th Anniversary American Helicopter Museum.	Greg Kennedy   <a href="mailto:director@helicoptermuseum.org">direc- tor@helicoptermuseum.org</a>   610-436-9600
10/28	KDMW Carroll County Regional Airport/ Jack B Poage Field Westminster, Mary- land	EAA Chapter 1384 Autumn Fly-In.  Vintage Aircraft, Air- craft Judging, Food, Fun.  Rain Date: Oct 29	Mike Travagli   <a href="mailto:mtravagli@verizon.net">mtravagli@verizon.net</a>   410- 346-9970 (see: <a href="http://www.poagefield.com/1384/">http:// www.poagefield.com/1384/</a> )

## TWENTY YEARS AGO IN SPORT AVIATION

The October, 1986 issue of Sport Aviation featured more coverage of the 1986 Oshkosh Fly-In Convention. The Grand Champion plans built winner, a Hatz Biplane built and owned by Rick Hansen of Antioch, Illinois, was featured on the cover and inside in an article by Jack Cox. The plane was built pretty much according to the plans, but with the attention to detail that you would expect of a Grand Champion winner. Rick's engine installation received a lot of attention due to the fact that it was so unusual. He wanted a little more power than the 100 hp Continental that was used on the prototype, but also wanted to use a "Cub" style cowling to retain an "antique/classic" look. He also wanted a starter. The available Lycoming engines in the 125 to 150 hp range have a large starter ring on the front that would have precluded the Cub style cowling. The folks at B&F Aircraft had acquired an engine through a trade-in that fit the bill perfectly. It seems that during World War II Lycoming built an engine designated as an O-290-3 that was intended for the L-14, a military, air ambulance, version of the pre-war Piper J5C Cub Cruiser. It was rated at 125 hp and featured a direct drive starter on the rear accessory housing. It also had the pre-war style cast aluminum rocker covers that were used on the O-145 and the pre-war O-235, so it had the 1930's look that Rick desired as well.

Dick Cavin contributed a description of Paul Cloyd's Grand Champion Kit Built Glasair. Suffice to say Paul spent many hours spraying and sanding to get a super slick finish, and that all the parts fit perfectly together. The interior was finished in various shades of gray, and the mostly white exterior had the same color gray stripes along the sides, so everything was color coordinated.

Gene Chase provided an article about the Grand Champion Warbird, a Grumman F7F Tigercat owned by the Kalamazoo Aviation History Museum. This museum also owns a Wildcat, Hellcat, and a Bearcat. Some of you may have seen them at Oshkosh where they do a formation fly-by on the wing of an active duty F-14 Tomcat. The F7F has a max gross weight of just over 25,000 pounds, but the two P&W R-2800's give it the performance of an F8F Bearcat as well as the ability to carry 2000 pounds of bombs or rockets over a 1200 mile range. In military service it also featured four 20mm cannons and four .50 cal. Machine guns.

The Grand Champion Ultralight award was won by Al Reay's Cadillac Twinstar. Besides the usual outstanding workmanship, Al's craft featured an eye-catching sunburst paint scheme in pale yellow and pale orange separated by thin stripes of silver. Also, each and every metal part was polished, chromed, and baked in a pizza oven. The last step is necessary since chroming 4130 steel can cause hydrogen embrittlement. I believe the baking process drives off the hydrogen, but I'm not sure. Al just said that it must be done as part of the chroming process.

As promised, Berl Brechner finished his article about the Italian Air Force's aerobatic team, the Frecce Tricolori. The team consisted of ten MB-339 jet trainers doing precision formation flying that some observers judged to be the equal of any such team in the world, and perhaps maybe even the best in the world. Since their planes are lower powered than those of say, Blue Angles or Thunderbirds, they add more showmanship, creativity, and style to their routines. Berl not only witnessed the grace of their performance from the ground with everyone else, he got to ride along during a photo flight in the number 5 plane on the right tip of a nine ship diamond formation. I'll bet that made him the envy of Oshkosh! Berl's text was accompanied by more breath taking photos taken during his ride.

Frank Kingston Smith related how surprised his wife was when he canceled his airline reservations and agreed to fly to Oshkosh with a friend in a Cessna 140. This led him to reflect on the attraction of planes that flew low and slow, without a lot of radios, and just how much fun it was. He told the story of a group of California J-3 owners who gathered at Reno, NV, and flew across the country to Sentimental Journey, the Piper Cub reunion held annually at Lock Haven. Another intrepid airman flew to Lock Haven from Vero Beach, FL in a pre-war J5C. I was impressed, since I consider it a big adventure just to follow the GPS all the way from New Jersey to attend Sentimental Journey!

Robert De Groat provided an article about the Warbirds in attendance at the 1986 Oshkosh Fly-In Convention. One aircraft that drew a lot of attention was a 1943 vintage P-51A that had been restored after being retrieved from a site in Alaska where it had crashed in 1944. Robert reported that photos of the crash site made him believe that the best that could have been hoped for would have been a static display in some museum.

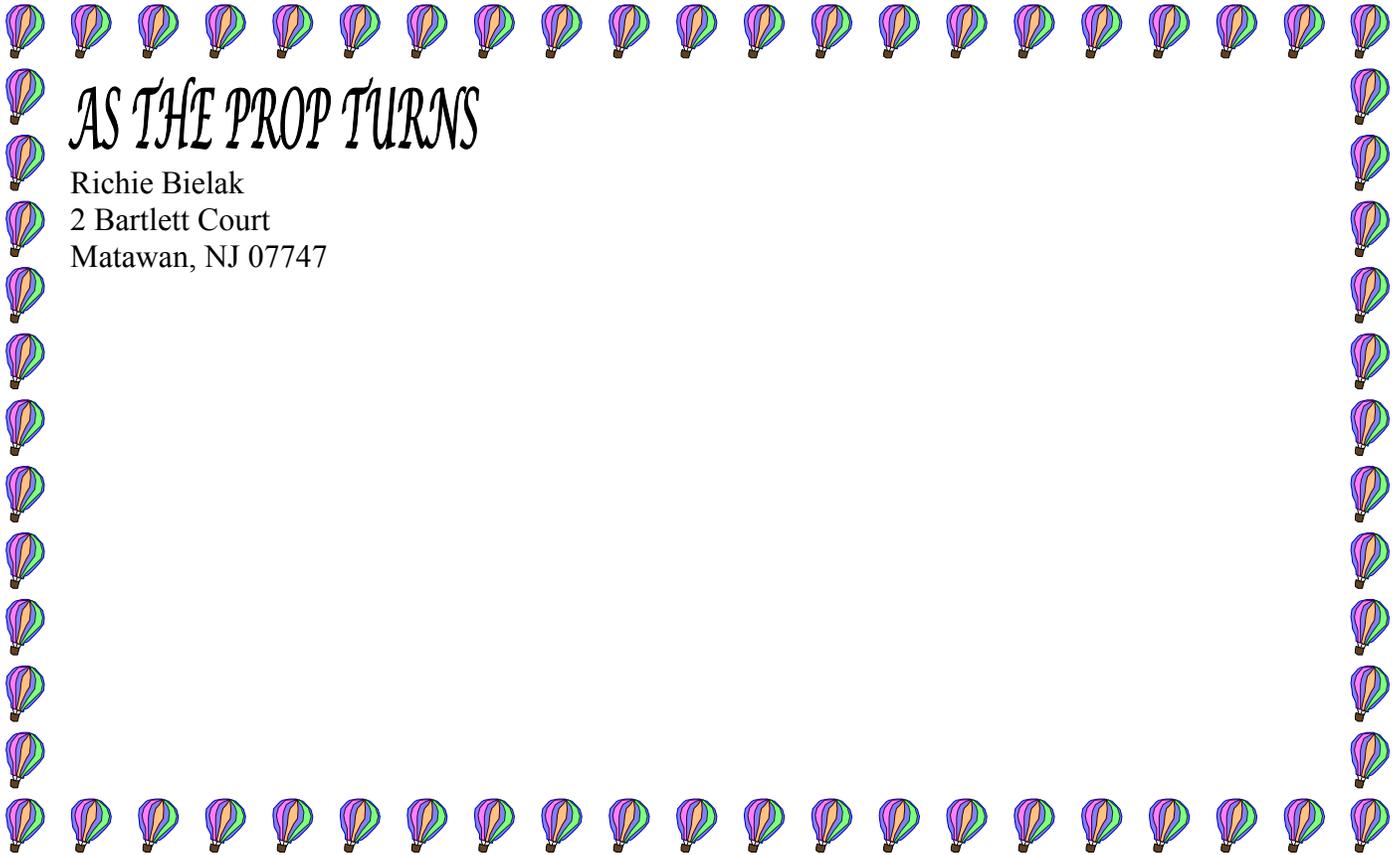
In "The Cockpit Classroom" Harold Holmes talked about radio communications discipline. In the "Sportplane Builder" Tony began a series about constructing cooling baffles for Lycoming engines. In the "Craftsman's Corner" Ben Owen discussed some ideas for helmets and flying suits for those who flew aerobatics, ultralights, or racing planes.

Bob Hartmaier  
EAA 78889



*Speaking "Sentimental Journey" this picture was taken at this year's flyin by Bob Hartmaier.*

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 - October 2006  
Editor: Richie Bielak 732-566-5879

**Next Meeting: October 9th @ 7:30 pm**  
**Hangar H-11—Old Bridge Airport,**  
**182 Pension Road, Old Bridge, NJ 07726**