

AS THE PROP TURNS

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



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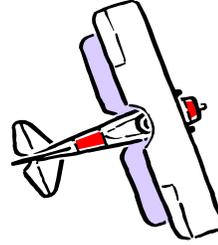
Minutes of the Meeting August 14th, 2006

Meeting was called to order by Dick Augusty, VP, at 7:35PM at Eli Liebermann. Minutes were accepted as published. The treasurer, Tom Goeddel, reported \$1791.88 in the treasury.





OLD BUSINESS

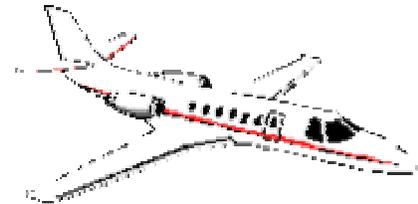


- Young Eagles Day

- Young Eagles day is scheduled for Saturday October 7th, with rain date October 8th. Lew Levison said that food and drinks are still available, we only need rolls for the hot-dogs.



NEW BUSINESS



- Eli reported on Oshkosh. A lot of Light Sport Airplane (LSA) entries. LSA's costs are in \$70K to \$95K range. No night flying allowed.
- Very Light Jets (VLJ) - will be built by Honda and marketed by Piper (see <http://www.sport-jet.com/TheVLJUpdate.mgi>).
- There was a flyover at Allaire (BLM) to scatter Ed Brown's ashes. It was a rainy day with poor visibility.
- Next meeting we will have a show of pictures from Oshkosh.
- There was an episode of a show on PBS, called "Wide Angle", about a Danish women pilot who flew a Piper Colt from Denmark to Kabul, Afghanistan to give a ride to an Afghani girl. See this web page for info about the show and the schedule: <http://www.pbs.org/wnet/wideangle/shows/afghanistan2>
- Eli won the 50/50-his first. He pocketed \$15 dollars.

After the meeting adjourned Eli gave a us a short talk about his RV-6, which has been signed off for the first flight.

Minutes submitted by Rae Hoopes.

Eli's RV

As of 8/14 Eli is waiting for FAA to return all the required papers. He still needs to run the engine with gasoline in the tanks. This test is planned for 8/27.

The airplane uses O-360 engine with a Sensitch 72" propeller allowing 2750 max RPM. The airplane has electric elevator and aileron trim, and electric flaps.

The registration number is N547EL. It took nearly 9 years to finish.

Update on Lakewood Airport

In the beginning of May Frank Fine attended the meeting of the Lakewood Airport Authority (AA). Following are the highlights of the meeting:

- The airport has approval to award a contract for apron construction. The grant received was approximately \$700K. Gree Construction Co. was the lowest bidder.
- The airport received a number of complaints about low-flying airplanes, which was ultimately traced to gypsy-month spraying. Mr. Orne (the Chair) voiced concern that the airport was not contacted in advance.
- The environmental open house was held and no public comments were received. No one showed up.
- Chef George, a local known restaurateur, has indicated an interest in obtaining land at the airport.
- Resolutions were granted for award of the contract for the transient apron, acceptance for the grant for the apron, and for acceptance of grant for sealing, restriping and reinstalling lights for the airport.

The next meeting of the AA was scheduled for July 10th.

A Blast from the Past



In Google maps (<http://maps.google.com>) look up the address 233 Lloyd Road, Aberdeen, NJ and zoom in.

Funny!

Proper Radio Transmissions

Sometimes when we are stressed we forget to think before we key the mike. This actually happened after the oil line blew.

N1234: Manchester (N.H.) tower Cherokee N12324 is five miles northwest with a total engine failure.

MHT (Using that standard FAA terminology): What are your intentions?

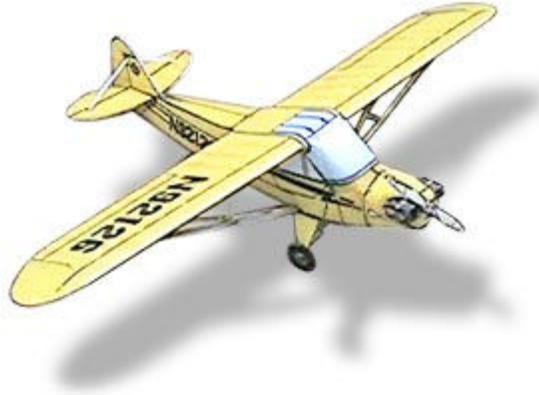
N1234: I intend to land!

MHT (that standard terminology again): Roger, how many souls on board?

N1234: No souls, four heathens.

Calendar of Events

<i>Date</i>	<i>Airport</i>	<i>Event</i>	<i>Contact</i>
9/23- 9/24	Grimes Airfield, Bethel, PA	Fall Fly in. open to the public.	www.goldenageair.org Phone (717) 933-9566
10/7	Old Bridge Airport	Chapter 315 Young Eagles Day.	Contact Frank Fine 732-681-5286



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the September 1986 issue of Sport Aviation showed an in flight photo taken by one of the wingmen of the rest of the Italian Freccie Tricolori aerobatic team in a vertical bank over downtown Oshkosh during the afternoon air show. Very impressive! A few pages of “advance” coverage of the recently completed Oshkosh Fly-In Convention listed the Grand Champions and included two pages of photos with more thorough coverage promised in the following months. One new design introduction was noted, namely the prototype RV-6, a two-place, side-by-side version of the RV-4.

Dick Cavin flew his T-18 up to Augusta, Kansas, about 15 miles east of Wichita, to visit with Dave Blanton of Javelin Aircraft and check out Dave's two Ford auto engine conversions. Dave was flying a 3.8 liter V-6 aero engine in a C-175 that formerly used a GO-300 Continental rated at 175 hp. The Ford conversion weighed in at 21 pounds heavier including an aluminum radiator, hoses, and coolant, but made 85 hp more, a more that fair trade off. The main addition was a 54 lb reduction unit that allowed the engine run at 4800 rpm (260hp) while turning a prop at 2400 rpm. He was also working on a 1.9 liter 4-cylinder Escort engine conversion that would be rated at 153 hp. He noted that one of the considerations that allowed aircraft conversions that were competitive in weight was the fact that modern auto engines were made with lighter, higher strength materials and thinner castings than was previously the case due to EPA fleet fuel mileage requirements, and they were very much more reliable as well.

Dick Cavin, a retired Branniff B-747 Captain, was also one of the early T-18 builders and the first editor of the T-18 newsletter. In "T-18 History" he discussed how John Thorp designed a simple to build all-metal aircraft around the then cheap and readily available surplus O-290G ground power unit engine. He also told how builders added bigger engines and a canopy to make it a fast cross country cruiser that could still do basic aerobatics. Later another engineer by the name of Lu Sunderland redesigned the airframe to make it longer and wider for a more comfortable cockpit. At the same time he designed an optional folding wing with a more modern computer designed airfoil. The result was a "new" aircraft that cruised faster, stalled slower, and could be towed or trailered home for storage or maintenance. Although the modifications were done with the blessing and cooperation of John Thorp, it was agreed that it should be given a new designation. So Lu drew up a whole new set of plans and called the design the S-18. Today both the original T-18 plans and the newer S-18 plans are on the market, and parts for both designs are still available from several suppliers.

Elwood Bond of Sussex, NJ described his method of designing a reduced scale version of the classic WW I SE-5. He didn't say exactly how much it was scaled down, it appears to me to be about 7/10s, and it used a Continental A-65 in place of the original 220 hp Hispano-Suiza of the original. The result was very pleasing, and gave a very real impression of an SE-5. He reported a rate of climb of 500 feet per minute, a cruise speed of 80 mph and a stall speed of just 35 mph. He originally used Yamaha motorcycle front wheels on the the landing gear, but one collapsed at slow speed on landing roll-out. He was now using more robust Harley-Davidson 2.50 X 18 rear wheels, and reported no more problems.

In "Thoughts About The P Factor", Frank Kingston Smith reflected on the evolution of general aviation from his first lessons in the 1950's. He related how for a time in the 1960's and 70's general aviation and recreational flying was attacked by the news media and politicians as causing "crowed skies" and presenting a hazard to commercial and military flying. He believed that Paul Poberezny and the EAA were largely responsible for breathing new life into private flying and making it more popular than ever.

Seth Anderson concluded his critique of the BD-5 design by taking us along for a ride in order to describe the flight characteristics and make potential BD-5 pilots aware of a few operational constraints. One was poor ground cooling. He always pushed the aircraft as close to the end of the departure runway as possible before starting up so that ground time could be reduced as much as possible. And after landing he would taxi at speeds up to 40 mph if possible to provide cooling airflow to the radiator. He felt that with a proper check out the BD-5 any pilot should be able to fly it safely. And when an ideal engine was developed, the design could realize it's full potential as envisioned by Jim Bede back in 1967.

You may remember last month Willie Turner related the adventures of he and his mother on their journey from California to Oshkosh. Willie was flying his "Fly Baby", and his mother was in her Marquart "Charger". Well, in the September issue, his mother, Gail, told the story of the trip back home from Oshkosh. On one leg across Wyoming they ran into higher than forecast headwinds, and Willie landed with less than a gallon of gas in the tank of the "Fly Baby", but otherwise the trip was uneventful and filled with help from the folks that they met at fuel and overnight stops.

Norm Petersen supplied some information about the Standard J-1 that was recently donated to the EAA Museum Foundation by the estate of Charles Klessig of Galesburg, ND. Charles had actually restored two Standards, an OXX-6 powered model and the EAA's new acquisition, powered by a 150 hp Hispano-Suiza engine. Standard started out in Elizabeth, NJ, but in 1919 the entire company was sold to the Nebraska Airplane Company and everything was moved to Lincoln. These later models are generally referred to as "Lincoln" Standards to differentiate them from the earlier New Jersey built planes. Charles' plane was trucked to Pioneer Field since one cylinder was a little down on power, but it was hoped that it would soon be a flying tribute not only to Charles Klessig, but also to the barnstorming era.

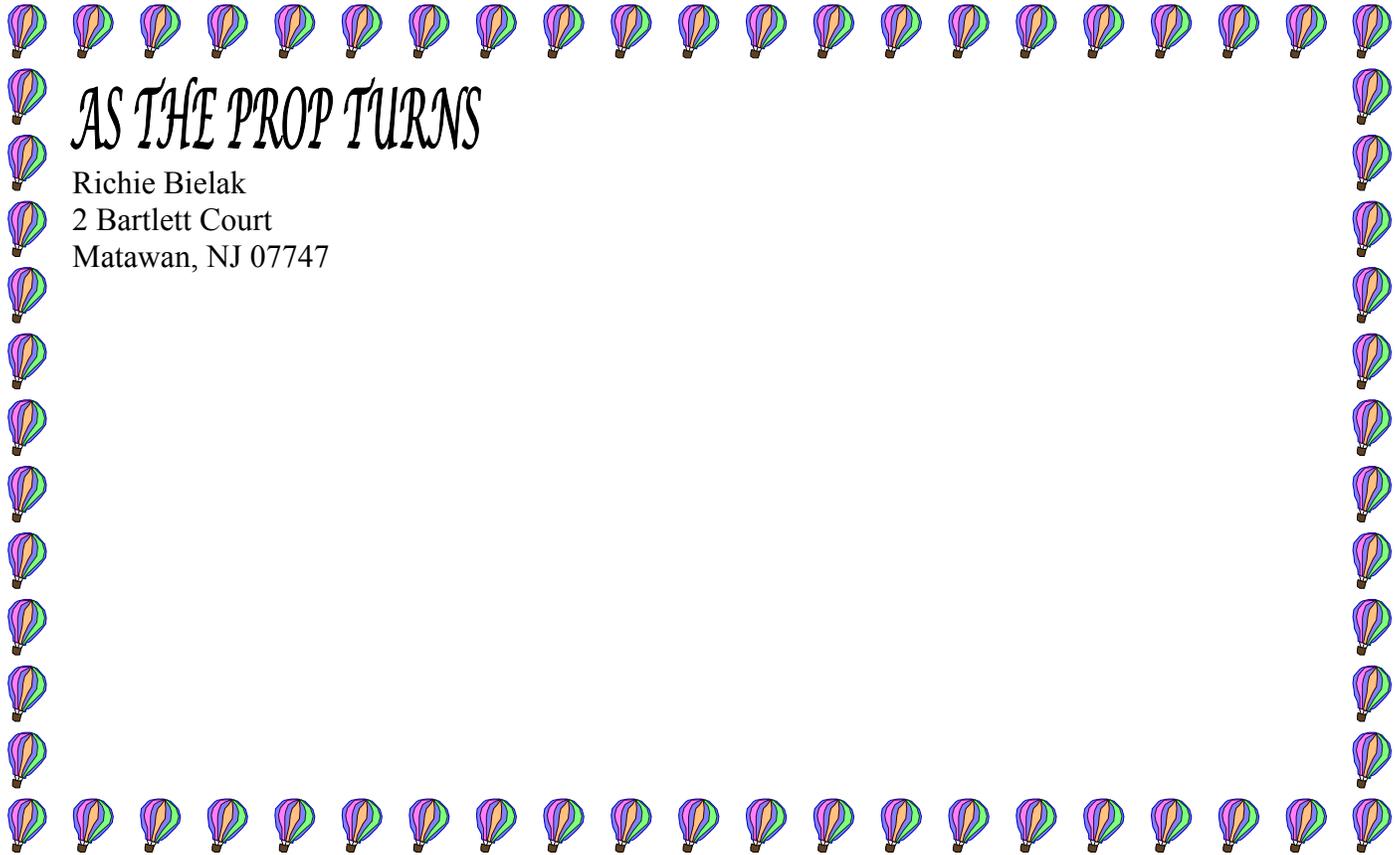
Another recent donation to the EAA Foundation was a Smith Miniplane that was built in 1960 by Bob Conover and Claude Gray of Los Angeles. The plane was very significant in that it was finished to such a high degree of workmanship that it would today be termed as "grand champion quality", this setting the stage for the staggering degree of showplane finish that is common today.

Jim Horn reported on the Competition in Aircraft Fuel Efficiency(CAFE) race that was held at Santa Rosa Airport in Sonoma, CA the last weekend in June, 1986. The overall winner was Gene Sheehan of Quickie Aircraft in the prototype Q-2. He had come in second the previous year, so he was determined to win in 1986. The 0-200 engine was dismantled and rebuilt using ceramic pistons, a higher compression ratio, ported intakes and a tuned exhaust. He said the most important modification was discarding the MA-3 carb and adding an Ellison Throttle Body for better fuel atomization and distribution. He said that he could lean it until all four cylinders quit at the same time!

In the "Craftsman's Corner.." Ben Owen described a way to drill a hole to a desired angle using a hand drill. After the angle of the drill body is established, attach the bubble part of a carpenter's level to it with modeling clay or a wad of duct seal with the bubble level, this enabling you to hold the drill in the desired position. In "The Cockpit Classroom" Harold discussed hazardous weather such as turbulence, wind shear, and downdrafts from storms. In "Sport Pilot Medicine" Dr. Mohler warned us about the hazards of second hand smoke from tobacco products. And In the "Sportplane Builder" Tony suggested a few ideas for alignment during construction, such as wing rib incidence, landing gear, wing spars and tail surfaces.

Bob Hartmaier
EAA 78889

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

Next Meeting: September 11th @ 7:30 pm
Hangar 10-E Old Bridge Airport,
182 Pension Road, Old Bridge, NJ 07726