

AS THE PROP TURNS

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



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Minutes of March 5th, 2007 Meeting

The March 5th, 2007 meeting of EAA Chapter 315 was called to order at 7:45 PM at the home of Dan Ludwig by President Glenn Stott.

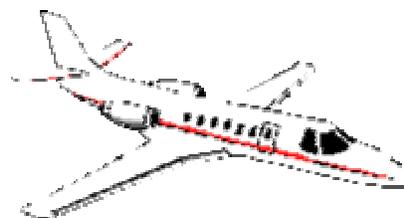
The minutes of the last meeting were approved as printed, so moved by Dick Augusty and seconded by George Cowling. Treasurer, Tom Goeddel, reported a balance on hand of \$1701.51.



AS THE PROP TURNS



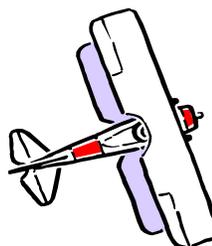
NEW BUSINESS



- Our meetings have moved back to the first Monday of the month due to Lakewood meetings moving to second Monday.
- EAA is in negotiations regarding the implementation of the new procedure for the Airman Medical Certificate.
- Jacksonville, FL law has been changed to allow homebuilt aircraft projects within city limits.
- The new FAA Air Tour rule does not affect the Young Eagle program.
- Lockheed Aircraft wants to take over service facilities at Leesburg VA, in Alabama, and at other airports.
- Frank Fine reported on the Feb 12th meeting at Lakewood. Many trees have been taken down around the airport and now there are complaints about low flying airplanes.
 - Monmouth Executive Airport wants to put a satellite at Lakewood airport.
 - A \$400 donation was received to purchase balsa wood airplanes to use as advertising



OLD BUSINESS



- Our Annual Awards dinner is set for Thursday March 29th, 2007 at Woody's in Farmingdale at 7:00PM. Cost will be \$30 per person. The speaker will be Tom Thatcher - he will speak about New Jersey airports.
- A bill, H75, is in the NJ legislature. It would ban the state from invoking eminent domain over airports.

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- Dick Augusty suggested we schedule a trip to Old Rhinebeck for this coming summer.
- Tom Goedel won the 50/50 - \$19.50.
- Next meeting will be on April 2nd, at the Old Bridge Airport.

The business meeting adjourned so we could discuss and admire Dan's Thunder Mustang.

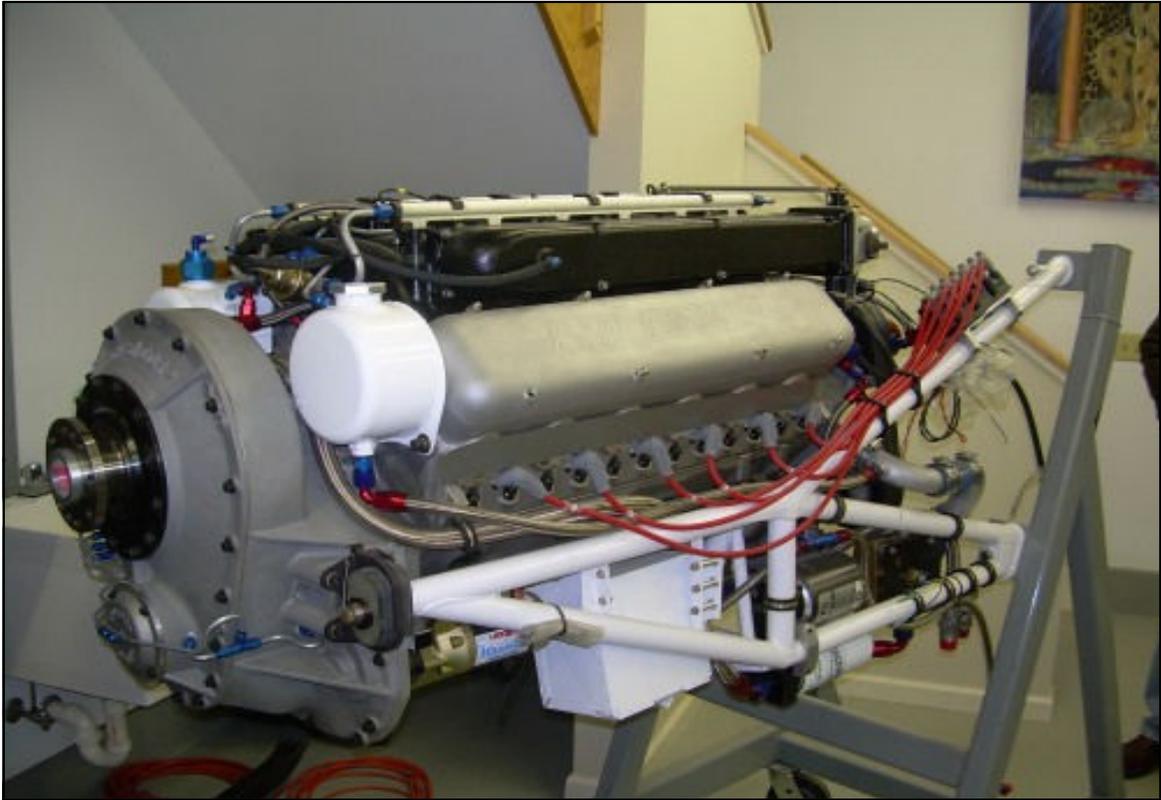
Looking good!

Jane Finton, Secretary



Dan explaining how the gear doors work.

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Impressive looking engine!



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Different views of the wings.



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Fuselage inside (below) and outside (above).



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TWENTY YEARS AGO IN SPORT AVIATION

The cover of the April 1987 issue of Sport Aviation featured a Lockheed P2V-7 Neptune owned by the Indiana Museum of Military History of Indianapolis. The former Navy anti-submarine aircraft was donated to the museum by the GSA just before the mothballed fleet of P2V's was to be scrapped at Davis-Monthan AFB. The ship was brought back up to flying condition by Western International of Tucson, flown to Indiana, and is maintained by the staff of the museum. Not only were all the necessary fuel, hydraulic, electric and other systems completely overhauled, the museum keeps all the electronic countermeasure equipment, radar, and other Navy gear in operational working order as well. There is even a set of dummy sonobuoys that look like they are ready to be dropped in the ocean! Museum pilot and Piedmont First Officer James Zazas covered the retrieval and restoration of the big bird and gave an account of what it was like to fly the 79,000 pound plane.

Bill Tee of Rexdale, Ontario, Canada supplied a pilot report on his newly completed Zenith CH300. He made one major change to Chris Heintz's plans by converting the CH300 to a taidagger configuration. A Whitman style tubular steel main gear was attached to the engine mount and a tailspring and tail wheel added at the rear. He did report that the first carefully calculated gear was much too soft, but the second "eye-ball engineering" main gear was perfect. He reported that the Lycoming O-320 powered ship "performed beautifully" but did not supply any performance figures.

John Stillely contributed an article about the restoration of his Waco 10 that was built up from two basket cast planes that he obtained in trade for a freshly restored J-3 Cub. He covered the plane with Ceeconite because the weave resembled the original Grade A cotton, and finished with a factory original paint scheme with a maroon fuselage and silver wings and tail. He attempted to keep everything as light as possible, and reported that the effort was worthwhile as the plane flew much better than he expected for a 2,000 lb biplane.

Thomas Irwin of Long Beach, CA reported on the flight test program that he followed with his original design Swish II motor glider. The Swish featured a high wing mounted on the "fuselage" pod, a low mounted boom that ended in a "V" tail and a 18hp Onan pusher engine. In order to have plenty of room for taxi testing and short straight ahead hops he did the flight testing at El Mirage on the Mohave Desert. He overcame some challenges with home made test equipment that didn't work properly, and also had a propeller failure when doing the initial engine runs. Once in the air he investigated the handling and stall characteristics as well as some performance tests. The Swish II won 1st place in the 1986 SSA sailplane design contest, giving Thomas a lot of satisfaction that all his efforts were worth it.

In "History Of The Formula One Racer" Don Berliner told how the original "Goodyear" racers of 1947 had evolved into the Continental O-200 powered formula one racers of 1987. He supplied lots of nice photos of planes from the 1950's and 60's as well as some of the pilots that flew them such as Bill Stead, Bob Downey, Rate Cote, Steve Whitman, and Bill Falck. The sport also saw lap speeds increase from 165 mph to almost 240 mph by the late 1980's.

Lyle Powell wrote a long article in which he discussed fuel systems. In the "Craftsman's Corner" Richard Finch introduced the idea of racing car style foam filled fuel cells. In "Sport Pilot Medicine" Dr. Mohler talked about crashworthiness and crash forces. In "Cockpit Classroom" Harold Holmes discussed distractions and how to avoid them. And in the "Sportplane Builder" Tony gave us some flush riveting tips.

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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**Next Meeting: April 2nd, 7:30PM
Old Bridge Airport**