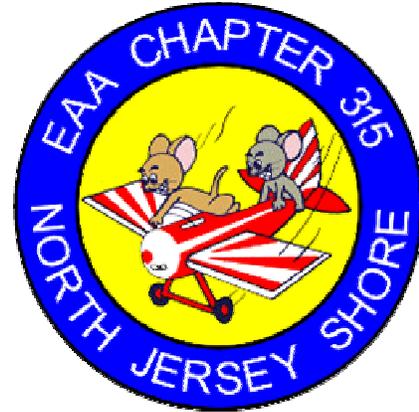


# AS THE PROP TURNS

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



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## Minutes of November 4th Meeting

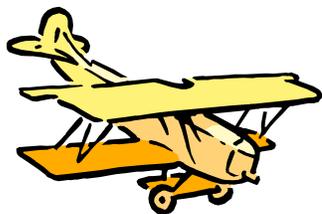
The November 4th meeting of EAA 315 Chapter was called to order at 7:30 by President Glenn Stott. The minutes of the October meeting were approved.

The Treasurer reported balance on hand of \$1872.24. EAA 2008 calendars are in and available for \$10 each.

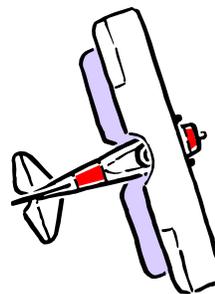


## AS THE PROP TURNS

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### OLD BUSINESS

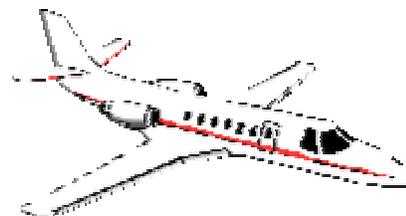


- It was generally agreed that last months program with Joe Kuberka of Blue Goose Aviation was excellent and enjoyed by all.
- Next item was the election of officers. Those nominated were:
  - George Cowling - President
  - Lew Levison-Vice President
  - Tom Goeddel - Treasurer
  - Jane Finton - Secretary
  - Richie Bielak -Newsletter Editor.

All were elected by unanimous show of hands.



### NEW BUSINESS



- Custom and Border Protection now wants much more detailed information from pilots crossing international borders.
- Bio-diesel, eco-friendly fuels is being tried in an airplane.
- Lancaster Airport (PA) had a "Fly Here, Stay Here" promotional program for pilots from Oct. 21st to Nov. 11. See the airport's web site for details: <http://www.lancasterairport.com/>
- EAA's website has been revamped to be easier to use.
- Paul Tibbits, pilot of the Enola Gay, passed away. So did Tex Hill, of Flying Tigers fame. Tex was the youngest Brigadier General.
- The program for the evening was a film brought to the meeting by Ron Pankov. Bob Hoover and his career was the subject. An really interesting film it was enjoyed by all present.

As luck would have it Ron also won the 50/50 (\$19.00).

Next meeting-3rd December at Old Bridge Airport.

*Jane Finton, Secretary*

**P.S.** Old 315 member, John Palmieri, was pictured in the October issue of "Sport Aviation" in the "what our members are building" page.

The preceding month, there was our member Claudio Tonnini with his "Purple Passion".

# Letters

Tom Goeddel recently received this email and pictures from one of our past member Mike Pilla:

*Tom,*

*I indicated a while back that I had sold my project when I only had to finish the instrument panel (long story).*

*At any rate, the chap who purchased my plane sent me photos after the inspection and sign-off.*

*I had already installed engine, prop, spinner, cowling, canopy, etc. I had not yet painted the plane and had only just started the instrument panel (his second photo).*

*His "helper" would scare me as I would wonder how many mates were still hiding, out of sight. Winnie and I came across a rather large tarantula spider while hiking in a deserted Native American pueblo (reservation). Non-poisonous, but scary because of size - about the palm of my hand (observed from a distance).*

*I just thought you might like to see some pics. How is your project coming along?*

*Michael*

AS THE PROP TURNS



As The Prop Turns - EAA Chapter 315

**COLD WEATHER INFLIGHT HAZARDS AND TIPS**

By: Technical Counselor Dave VanDenburg (email: [WA8DOF@yahoo.com](mailto:WA8DOF@yahoo.com))  
EAA Chapter 439 (Michigan)  
[www.eaa.439.org](http://www.eaa.439.org)

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com). Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.

## TWENTY YEARS AGO IN SPORT AVIATION

Kermit weeks brought his newly restored P-51D to the 1987 Oshkosh Convention Fly-In and promptly won the Grand Champion Warbird Award. The plane had been delivered to the Royal New Zealand Air Force near the end of World War II but never saw combat. After going through a series of owners and ending up back in the U.S., Kermit acquired it and donated it to his Weeks Air Museum. As the museum staff began to go thorough it to determine what was going to be necessary for the restoration, they realized that it had never been modified or customized except for the removal of the armor plate behind the pilot, the addition of a rear seat, and the removal of the guns in the wings. They then made the decision to restore it as authentically as possible to an original World War II specification. The rear seat was removed and a big hunk of armor plate installed behind the pilot's seat. They rationalized that despite the 80 lb. weight penalty, at least it provided a rollover structure! An original but non-functional fuselage aux fuel tank was installed along with the proper tube type radios and radio racks where the rear seat had been. More extra weight was added in the form of a set of Browning .50 cal. machine guns in the original bays in the wings. In an effort save at least a little weight, copies of the originals were constructed out of aluminum. Ammo belts were procured, and filled up with .50 cal. rounds made of original casings but with spent primers and no powder. In all the guns and ammo added another 600 pounds to the empty weight. Of course the cockpit was gutted, stripped, and restored with a complete set of original instruments, including an early K-9 reflective gun sight. The finishing touch was to polish the skin to a high shine and trim it in the colors of Major George Preddy's "Cripes A' Mighty 3<sup>rd</sup>". Kermit allowed that even though the ship ended up heavier than other restored P-51's, he felt that it handled better, perhaps because the extra weight behind the cockpit put the C.G. somewhat further aft in the envelope.

Another warbird featured in this issue was Ross Grady's Ranger powered 2/3 scale Curtiss P-40M. The "M" was a special model built for the British Commonwealth countries and was known to the British as the "Kittyhawk Mk. III". The structure was traditional spruce and plywood with a retractable landing gear designed and built by Ross. A friend with a propeller overhaul shop built up the authentic looking prop out of a Hartzell 3-blade hub from a Seabee and blades cut down to the proper scale diameter. Ross reported that it was a blast to fly, and would indicate 190 mph at full power. The judges rewarded him with the Stan Dzik Memorial Award for Outstanding Design Contribution. When asked by Jack Cox about his next project, Ross admitted that the thought had crossed his mind that if he could find the right propellers, the Ranger engine would work very well in a scaled down P-38!

Another pseudo warbird was Kit Sodergren's Midget Mustang that he had modified to resemble a WW II fighter by changing the canopy to look like a P-40 or early P-51 and finishing it with a fighter paint scheme. Kit supplied a long account of his building experiences in which he described how he made as many of the parts from scratch that he possibly could. By carefully scrounging for other items he was able to complete the entire airplane for \$4550.

A long and detailed article titled "Turmoil In The Sky" by Capt. Thomas Foxworth was reprinted for the edification of the membership. Intended for publication in newspapers, Capt Foxworth gave his views on the sorry state of the air traffic control system, why it was broken, why the FAA's proposal to simply enlarge the restricted TCA airspace was ill advised, and offered some alternate ideas. One was to use IFR and VFR corridors around major airports instead of large round chunks of airspace. Another was to provide some sort of enhanced TCAS (Traffic Collision Avoidance System) to pilots so that they could take a more active roll in traffic separation and collision avoidance instead of relying only on ATC controllers. Some of the issues that he raised are still with us today, and it seems to me that the article is still relevant after all these years.

Frank Kingston Smith related his experience during a flight that he and a friend took around New Jersey in a Cessna 140. They left Ocean City early on a Saturday morning and flew westbound across to the Delaware river, then followed it north to Port Jervis, then east to Poughkeepsie, back south along the Hudson river and across the Raritan Bay to Sandy Hook, then along the New Jersey coast back to Ocean City. Upon doing a few calculations, they determined that they had flown almost 400 miles and used just under \$20 of 1987 priced auto gas.

In the "how to" category John Dugger contributed an article describing how to make small aluminum parts using the sand casting process. In the "Craftsman's Corner" Ben Owen talked about installing winter skis in place of the landing gear. In "Sport Pilot Medicine" Dr. Mohler discussed skin cancer and how to prevent it. In the "Sportplane Builder" Tony described how to make a mobile wing storage stand.

In "From The Archives" Dennis Parks discussed aviation writer Victor Page and some of the books that he wrote between 1917 and the 1930's about aviation and aviation engines. And looking back at the December 1957 issue of "The Experimenter" he noted that in the "Homebuilder's Corner" Paul announced that beginning with the January 1958 issue the EAA's publication would be called "Sport Aviation and the Experimenter", to "more readily identify the magazine to that of aviation". Now you know!

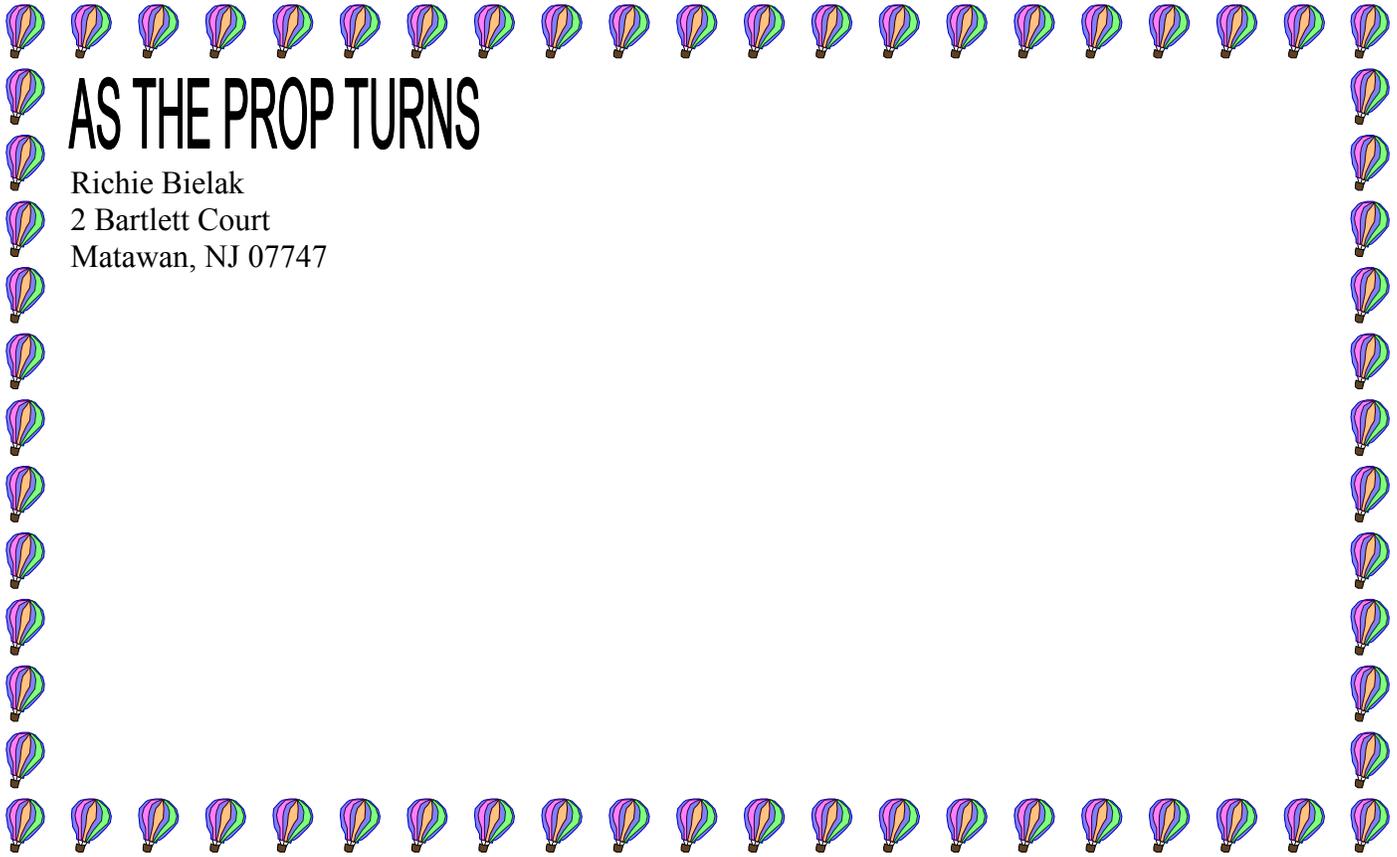
Bob Hartmaier  
EAA 78889

### Pilot Quotes:

"Nothing said I had to crash"

*-Bob Hoover, after biting a telephone wire  
and loosing 2 feet of wing on his P-51.*

Until Next Month --- Fly Safely



# AS THE PROP TURNS

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## E.A.A CHAPTER 315 “As The Prop Turns”

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the  
Experimental Aircraft Association—November 2007  
Editor: Richie Bielak (732)-566-5879

**Next Meeting: December 3rd, 7:30PM  
Old Bridge Airport**