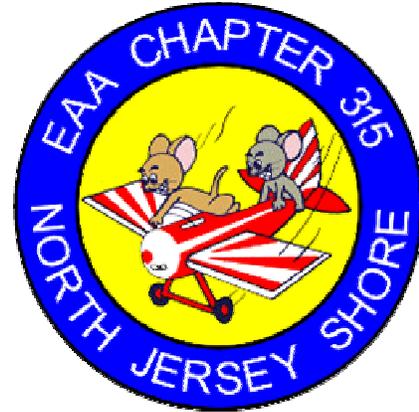


AS THE PROP TURNS

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



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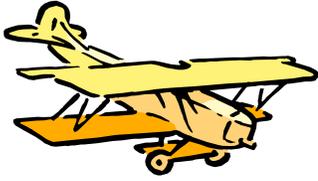
Minutes of the Meeting—May 7th, 2007

The May meeting of EAA Chapter 315 was called to order by President Glenn Stott at 7:35PM. There were 13 members present.

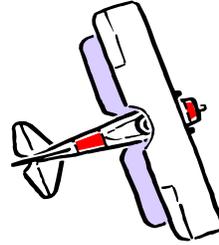
The Treasurer reported \$1904.10 in the treasury.

Minutes of the previous meeting were approved as published in the newsletter.





OLD BUSINESS



- **Young Eagles Day**

- Planned for June 9th, rain date June 10th.
- We need better crowd control. We talked about ways to anchor the police tape. Frank DiGennaro was nominated to be the Chairman of the "tape committee" and will come up with a new method for setting up the police tape.
- Frank Fine discussed the change in registration forms. Only new official forms will be accepted, we need to order more forms.
- Pilots must self-certify that they meet the guidelines to fly Young Eagles. These are:

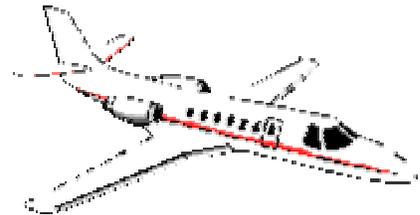
Appropriate Airmen's Certificate (Sport Pilot or higher)
Current Medical Certificate (if applicable)
EAA National Membership
90-day currency in aircraft used
Current Flight Review
Aircraft Passenger Liability Insurance for aircraft used (owned, rental or borrowed). As an added EAA member benefit, members are provided an additional \$1 million passenger liability policy, if they carry at least \$100,000 per seat liability insurance.

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- Disclaimer on the back of the form must be signed by the parent to promise not to sue the EAA.
- We plan to do our fall Young Eagles day at Lakewood airport. The date is yet to be determined—it will be sometime in September or October.
- Bob Hartmaier will take care of the ads for the event and Frank Fine will do a press release.



NEW BUSINESS



- Alpha Tango Charlie company makes aviation trivia cards for kids. We discussed the possibility of getting a box of these cards to give away as gifts to kids (see <http://alphatangocharlie.com>)
- Another idea we discussed was to bring a portable photo printer to the Young Eagles event and print pictures of the Young Eagles on the spot. A motion was proposed, seconded and passed to allocated \$50 for the cost of ink and paper. Richie Bielak will bring his printer and will purchase the paper and ink.
- There was more discussion on user fees. One proposal would exclude all piston aircraft from the fees. Other proposals suggested a \$25 fee per IFR flight plan.
- We discussed the list of favorite aviation movies. The movie "Top Gun" was at the top, and "12 O'clock High" took the second place.
- U2 and Raptors will be present at Oshkosh flyin this year.
- We had some Sun-n-Fun reports from several members who attended. Paul Poberezny gave a talk on history of the EAA.
- SATURDAY, JUNE 30th in the afternoon/evening there will be a Safety Seminar and Bar-B-Que for all the 3N6 family and friends. Contact Don Weber for details (rebweb18@optonline.net).

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- On April 16, 2007 the one million-th Young Eagle was flown.
- New Flight Service by Lockheed-Martin has gone into effect. Some of the members had positive experiences using the new system. However now that local FSS is not there it was discovered that ILS approaches to non-towered fields were not monitored. FAA is fixing this.
- The Flight School at Central Jersey airport is closing at the end of May 2007.
- George Cowling has a new Flight Star ultra-light. It is based at Perl Acres airport.

Miscellaneous

50/50 of \$13 was won by Frank DiGennaro.

Next meeting June 4th at Hangar E-10 at Old Bridge Airport.

Submitted by the Editor

Waco YMF

During the golden years of aviation, the Weaver Aircraft Company of Ohio (WACO) located in Troy, Ohio, built a wide range of civilian biplanes between 1919 and 1946.

The open-cockpit Waco YMF biplane seats two in the front, with the pilot flying from the rear seat. During the late 1930s, Waco showed great skill in producing a broad spectrum of aircraft, all originating from a single basic design. Wacos are best known for their short landing field capacity.

Today, you can still buy a brand new Waco. WACO Classic Aircraft Corporation in Battle Creek Michigan is the only FAA-approved facility in the world authorized to manufacture brand new versions of 1930 biplanes under the original type certificate. Over 100 new YMFs have been delivered worldwide.



www.AlphaTangoCharlie.com - © 2007 Alpha Tango Charlie
Front photo by Jonathan Derden - Back photo by Mika Ganszauga

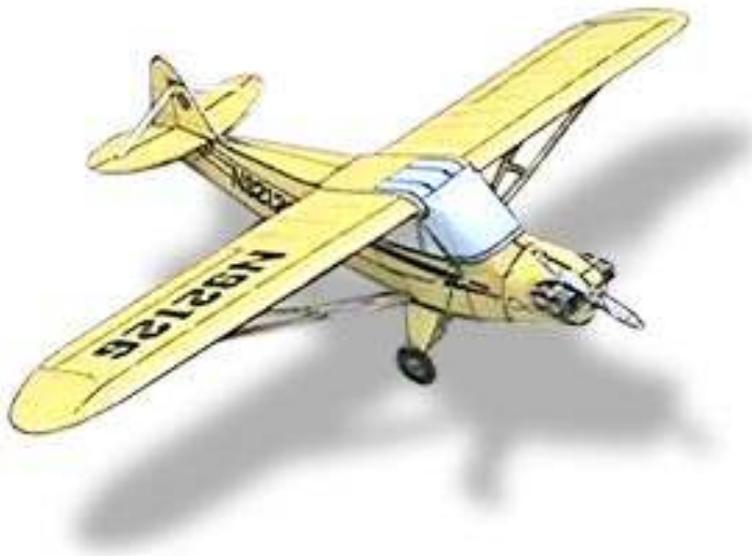
88

Sample aircraft trading card

As The Prop Turns - EAA Chapter 315

Calendar of Events

Date	Place	Event	Contact
6/9	Old Bridge Airport	Young Eagles Day	Frank Fine
6/30	Old Bridge Airport	Barbeque and Safety seminar	Don Weber rebweb18@optonline.net
6/16	Grimes Air-field, PA	Big Band Concert and Swing Dance	http://www.goldenageair.org/events.htm
6/20 to 6/23	Lock Haven, PA	Sentimental Journey Piper Flying	http://www.sentimentaljourneyflyin.com/
7/7 and 7/8	Grimes Air-field, PA	Wings and Wheels Extravaganza	Same as above



TWENTY YEARS AGO IN SPORT AVIATION

Bob Beard's "Two Easy" was featured on the cover of the June 1987 issue of Sport Aviation. Both Bob and friend Danny Maher had the idea to build a four-place version of the Long-EZ, and Bob's result bears more of a family resemblance to the Long-EZ. Danny's version came to be called the Velocity, and seems to my eye to be better looking, although both claim similar performance from the 180 hp Lycoming O-360 engine. Bob reported a cruise speed of 160 kts burning 8 gallons per hour, and a useful load of and even 1000 pounds. A flight report was promised later but Bob said that handling characteristics were similar to a Long-EZ.

In "The Tale of the Flea", Norm Regnier of San Gabriel, CA described the trials and tribulations as he and Jim Eich built and flight tested a Henri Mignet HM-360 "Flying Flea" They originally built a version with a fuselage built of 3/4 inch aluminum tubing borrowed from ultra-light technology and powered by a Rotax 377 engine. This arrangement turned out to be way too tail heavy, and would only get off the ground with a 12 pound weight added just behind the engine and the front wing moved back as far as possible, and with pilot Norm at the controls sitting as far forward as possible. With Jim Eich, who weighed more, at the controls, the tail wheel would not come off the ground at all. The front wing needed to be moved back even further, and the tube fuselage couldn't be modified any further, so they built another fuselage, an aluminum monocoque design this time, with the front wing repositioned. Now Norm had no trouble flying it, making very nice three-point landings at will. Jim could now get off the ground, but could not get out of ground effect! More power was indicated. A Rotax 477 was installed, and now they had power to spare. With Norm at the controls, the "Flea" leaped off the ground, but because of the added weight in front, he could only make wheel landings. Jim could now fly at will also, and the C.G. was perfect for three-point landings. Well, at least they could both fly, but they were now convinced that the C.G. in a tandem wing aircraft was very critical indeed!

George Patterson of New Canaan, CT introduced his "Swimming Chicken" ultralight flying boat. The ship featured a biplane configuration with the pilot sitting in front of the wings and a 28 hp Rotax 277 mounted behind in a pusher configuration. The fuselage was constructed from a honeycomb sandwich material of his own design that used 1/64 inch plywood on the inside and 1/32 inch plywood on the outside bonded to a polycarbonate honeycomb core with epoxy resin. The wood wings used traditional construction methods for the spars and 4 lb density vinyl foam ribs. The leading edge was covered with two sheets of 1/64 inch plywood vacuum formed and bonded to the ribs and the remaining part of the wing was skinned with .023 inch Formica backing sheet. He liked this material for a flying boat because it would not absorb moisture. Spoilers on the bottom wing were used for roll control, and it would get on the step at about 25 mph and lift off at 30. Top speed was not reported, and landing speed was about 23 mph. George reported that the spoilers worked fine, reduced weight and complexity, and helped to maintain the integrity of the airfoil for a slow flying plane.

Jack Cox reported on the restoration of a Waco BSO Straightwing owned by Harry Hayman that was at Sun 'n Fun '87. Harry, a retired merchant marine chief engineer, bought the plane after it had been wrecked in a landing accident. He repaired the landing gear and engine mount, built new top wing, center section, turtledeck, and changed the engine to a 220hp Continental. Another rare plane that Jack photographed at Sun 'n Fun '87 was a Hawker Hurricane belonging to the Canadian Warplane Collection. It was the only Hurricane flying in the Western Hemisphere, and one of only 3 flying in the world. It had been recently restored and wore the markings of 401 Squadron, the first RCAF unit to see combat in the Battle of Britain.

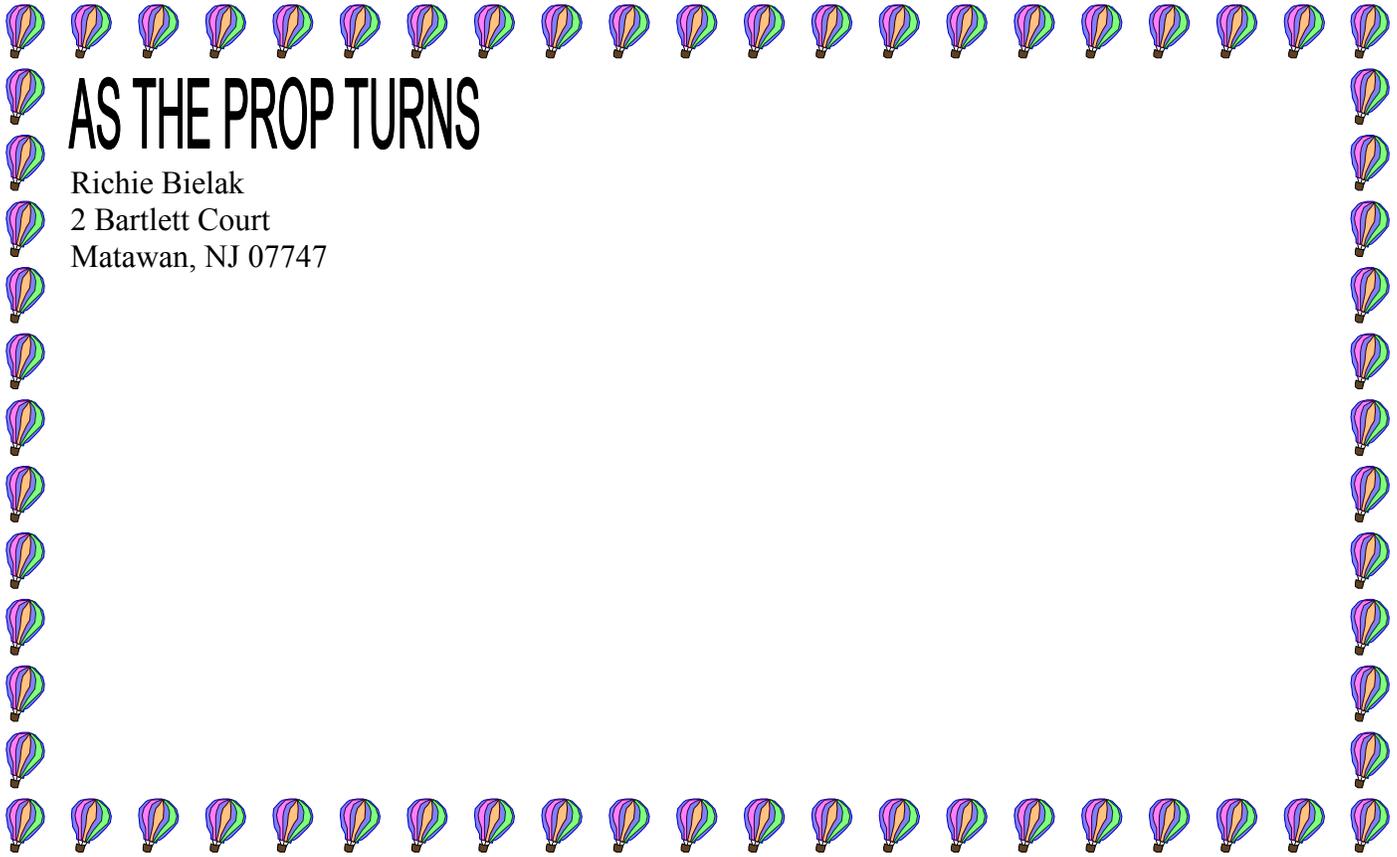
Still another rare plane that Jack stumbled onto was the one and only surviving Monocoupe 125 owned by Jim Hendrix and Joe Haigh. The 125 was a Kinner B-5 powered version of the Monocoupe Model 90 and only 4 or perhaps 5 were built. This one had been restored by Evander Britt in the 1960's and then changed owners several times before ending up in Florida in the hands of Jim and Joe. Jack was surprised to find it at Sun 'n Fun since he had witnessed the original restoration by Evander when he lived in North Carolina, but had not seen nor heard of the little ship since then.

Bill Jongbloed of Chino, CA reported on the reduction gearbox that he had developed for auto engine conversions. He claimed that a Mazda 13B engine with his gearbox would produce more power at 10,000 feet than a Lycoming O-360 while weighing only slightly more but with much better streamlining. He said that Van's, Lancair and others were interested in his conversions, but I don't recall ever hearing of one flying.

In the "Craftsman's Corner" Ben Owen offered some tips from Technical Counselor Neil Siders on the care of VW engines. One tip was a way to add a divider to the intake plenum chamber to help prevent one cylinder from running richer than the other. His other tip was to use stronger valve springs when making the conversion to hydraulic valve lifters to prevent burning of the valves. In "The Sportplane Builder" Tony talked about some plywood skinning techniques including preparing nailing strips ahead of time.

Bob Hartmaier
EAA 78889

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—June 2007
Editor: Richie Bielak 732-566-5879

**Next Meeting: June 4th, 7:30PM
Old Bridge Airport, Hangar E-10**