



AS THE PROP TURNS

**EXPERIMENTAL AIRCRAFT ASSOCIATION
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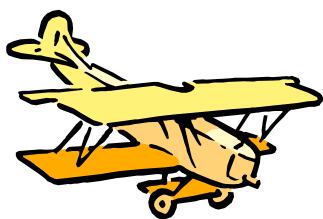
Minutes of the September 10th, 2007 Meeting

Chapter 315 September meeting was called to order by President Glenn Stott at 7:40 PM, at Hangar E-10 at Old Bridge Airport. The minutes of the August meeting were approved as published in the newsletter.

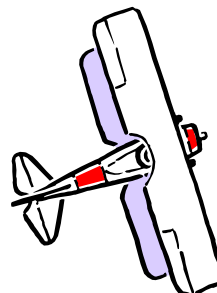
The treasurer reported a balance of \$2195.34 in our account. He mentioned that we will be required to file IRS forms this year, due to changing tax regulations.



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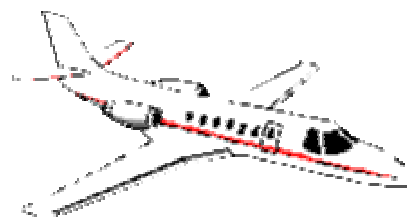
OLD BUSINESS



- Everyone commented on the program from the August meeting. Big thanks to Glenn for arranging the presentation at Keyport Steamboat Dock museum. Too bad Glenn himself had to miss the meeting.
- We decided to cancel the planned October 6th Young Eagle event at Lakewood Airport. This was due to unreasonable insurance requirements of the airport's insurance carrier. We decided that the next Young Eagles day will take place next June at Old Bridge.



NEW BUSINESS



- Glenn read a letter from Paul Poberezny addressed to Bob Hartmaier. He said that he really enjoyed reading Bob's articles "Twenty Years Ago in 'Sport Aviation'".
- We discussed ordering some 2008 calendars. We decided to order about 10.
- There is still no new about Steve Fosset (as of this date 9/23 there is still no news).
- Glenn read some statistics on Light Sport Aircraft:
 - 50 new ready to fly models available
 - 2100 Sport Pilot certificate issued as of 6/1
 - 230 certified Sport Pilot instructors
 - More than 4000 light sport aircraft registered
 - 240 LSA flight examiners
 - 3700 people passed the written test
- EAA is starting a "Speakers Bureau" in order to help chapters get speakers for events. There will be a central database and EAA is looking nominations.

- A company named Sunroad Enterprises built a building near Montgomery Field in San Diego. The building was 20 feet too high, and FAA sued to have the top floors removed (you can find all the gory details on the web).
- There have been complaints about newer Flight Service Stations. Pilots complain about long waiting times and about briefers unfamiliar with local conditions.
- NGA Charts for Hawaii and the Caribbean will be discontinued. FAA is looking into alternatives.
- August 19th was the National Aviation Day.
- New York State judged ruled in favor of flight schools. They do not have conduct background checks on student pilots.
- The Comair flight that crashed in Kentucky, when it took off the wrong (closed) runway, did not get the NOTAM that the runway was closed. Today there are several different systems that provide NOTAMS. NTSB recommends that they should all be united, so that pilots need to go to just one place.
- Eli's RV-6 has 12 hours of flight so far. Meanwhile Eli is still working on his license.

Howard Levy won the 50/50. He received a sum of \$7.

For next meeting we will have a pilot named Joe Kuberka as our speaker. He is from Colorado where he teaches mountain flying. He will give us a presentation on that subject.

The meeting will take place Monday, October 1st at Syrek-Mee Aviation Hangar at 7:30PM.

Submitted by the Editor.



Weather report: Vertical visibility zero.

Pilot : "Is that in feet or meters?"

AS THE PROP TURNS

Below is a copy of the letter we received from headquarters regarding Bob Hartmaier's articles. Great job Bob!



Experimental Aircraft Association

Paul H. Poberezny
Founder
Chairman of the Board

June 25, 2007

Glen Stott
President, EAA Chapter 315
36 Johnson Avenue
Matawan NJ 07747

Dear Glen,

I enjoyed reading EAA Chapter 315's newsletter "As The Prop Turns." I really enjoyed Bob Hartmaier's article "Twenty Years Ago in Sport Aviation." When I look back at the many articles that appeared over the past 54 years, it's quite enlightening and brings back a lot of wonderful memories for me. The progress the organization has made - the homebuilt aspect of it, seems a little left behind. I often wonder where all the antique homebuilt aircraft are sitting now. I guess like so many of the Waco Tens, American Eagles, Porterfields, etc. - occasionally are found in garages or barns.

Please give my very best regards to your Chapter members.

Sincerely,
EXPERIMENTAL AIRCRAFT ASSOCIATION



Paul H. Poberezny
Founder and Chairman of the Board

Next meeting:

EAA Chapter 315 presents
***“Mountain Flying and Density
Altitude”***

by Joe Kuberka

When : October 1st, 2007 at 7:30 PM

Where : Syrek-Mee (at Old Bridge Airport)



EAA Chapter 315 is pleased to announce a presentation by former USAF Mountain Flying Instructor & Mountain Search & Rescue Pilot Joe Kuberka

Major Kuberka flew for 20 years as an Air Force pilot in B-52's, KC-135 tankers, and two tours at the USAF Academy in Colorado. On retirement from the Air Force Mr. Kuberka formed Blue Goose Aviation in Colorado to instruct civilian pilots about the hazards of mountain flying and density altitude. He has also developed a self flying guided mountain air tour allowing pilots to gain mountain flying experience while vacationing in the Rocky Mountains.

TWENTY YEARS AGO IN SPORT AVIATION

As usual, the October 1987 issue of Sport Aviation featured lots of coverage of the previous summer's Oshkosh Convention Fly-In. The cover featured Paul McReynolds' Grand Champion Kit Build Homebuilt RV-4, and Paul supplied a long article about the building process. He said that he was thinking about designing a two-place tandem low wing plane with a bubble canopy. The more he thought about it, the more he realized what he needed was a two-place RV-3. A call to Dick VanGrunsven confirmed that such a plane was indeed on the drawing board, so he scrapped his preliminary design, waited for the RV-4 kit to become available. He flew the plane in November 1986 and finished the paint and other details by July 1987, just in time to bring it to Oshkosh and win the Grand Champion award.

Jack Cox also supplied an article describing Remo Galeazzi's Grand Champion Plans Built winning Marquart Charger. Remo and Jim Smith of Petaluma, CA built two Marquart Chargers side by side in a converted chicken house, and Jim won the Grand Champion Homebuilt award for his plane at Oshkosh in 1982. Remo's plane was also completed and he made the trip from California to Wisconsin with Jim. He stayed home making improvements for the next 4 years, returning in 1987 to winning his own Grand Champion Homebuilt Trophy. Jack reported that Remo's plane was built without a lot of modifications, however, it was finished with extreme attention to detail and craftsmanship. For instance there were none of those pesky sheet metal screws that tend to vibrate loose and fall out. Every panel, inspection plate, fairing and cowling part was fastened with stainless steel, countersunk, machine screws and nut plates. There was no panel overlap anywhere; all adjoining panels featured perfectly fitted butt joints. Remo said that he kept the plane in show condition by washing, wiping and otherwise thoroughly cleaning it after every flight, even if only a short trip around the pattern, before being put away in the hangar.

Mary Jones described Ernie Carlson's Sparrow that won the Grand Champion Ultralight award. Ernie purchased the rights to the Sparrow at auction when the original designers, B&G Aircraft sold off some assets after encountering some business problems. Ernie was not satisfied with the design and went about attempting to lighten it in order to qualify for Part 103. He eventually threw out everything and began again from scratch, keeping only the overall high-wing configuration and tricycle landing gear. The Sparrow resembles a tri-gear single-seat J-3, and is constructed very much like a Cub as well. It uses a welded up 4130 steel tube fuselage, and a one piece extruded aluminum wing spar with stamped aluminum ribs. By using 6061-T6 aluminum tubes instead of steel for the wing struts, he was able to keep the Rotax 277 powered plane under the magic 254 lb weight limit. He reported a stall speed of 26 mph, and a 63 mph cruise speed, that kept it under the Part 103 limit. Ernie also said that a heavier, higher powered version, the Sparrow Sport Special, was under construction that would be sold as an Experimental Category kit.

Jack Cox also contributed an article with his usual thorough coverage of the Fly-In Convention and featured lots of photos of interesting planes and air-show performers as well as a listing of all the various award winners.

The ever busy Jack also reported on the new Questair Venture that made it's first public appearance at the 1987 Fly-In. The principals in the Questair company, Jim Griswold and Ed MacDonough, both worked for many aviation companies over their careers, including Cessna, Lear, Vought and Aero Commander. They met while Jim was Director of Engineering for Piper and Ed was hired as an engineer on the team that designed the Malibu. Jim dreamed of building a plane that would comfortably transport two people and baggage in the mid 200 knot speed range with a 1000 nautical mile range. After finalizing the design with the help of Ed, he realized that lots of other folks would be interested in such a homebuilt design also, so they formed a company based in Greensboro, NC. They used a then state of the art CAD/CAM system from McDonald Douglas and a \$12,500 stretch press machine to design and build the all-metal compound curve Venture. With almost invisible flush rivets and very accurately fitting joints, the plane looks very much like it is a composite design until one gets up very close. It also features a very unique retractable landing gear that retracts up and back into the fuselage and looks unusual and a bit on the narrow side when on the ground. The benefit is that it allows a wing design with very high performance and low drag without any compromises for fitting the landing gear inside. Powered by a Continental IO-520 derated to 250 hp, the ship demonstrated a 250 knot cruise speed a sea level. With further development of the cooling system and a tuned exhaust, they expected to do much better.

Still affected by his visit to the Sentimental Journey Piper Cub Reunion at Lock Haven, Frank Kingston Smith reflected on the public's misconception of small planes as "puddle jumpers". In fact, he reported, there were J-3's from all over the country in attendance. He also refreshed our memories with stories of the Piper factory's attempts to belay the public perception that small planes were dangerous and unreliable with long distance and endurance flights that Mr. Piper made sure were covered by the news media. In one such instance in 1938 two factory test pilots flew a J-3 from Newark to Miami and back non-stop by flying low over runways and snatching up cans of fuel that the front seater then poured into the tank! They covered 2900 miles in 65 hours without a change of spark plugs or oil.

In "Craftsman's Corner" Ben Owen talked about the purpose, effectiveness, and construction of aileron spades. In some cases they could increase aileron effectiveness, but if designed properly, would reduce control forces by a considerable margin. In "From the Archives" Dennis Parks talked about the beginning of the NACA in 1915 to promote research and development in aeronautics, and summarized the 1957 issue of The Experimenter, the predecessor of Sport Aviation magazine. One observer who was not named had recently attended the EAA Annual Fly-In and predicted that it "will become the outstanding civilian aviation event of the year". How right he was! In "The Sportplane Builder" Tony Bingelis described a typical hydraulic brake installation and offered some pointers on proper design and servicing

Bob Hartmaier
EAA 78889

Until Next Month --- Fly Safely



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Richie Bielak
2 Bartlett Court
Matawan, NJ 07747

E.A.A CHAPTER 315 “As The Prop Turns”

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

**Next Meeting: October 1st, 7:30PM
Old Bridge Airport, Syrek-Mee Aviation**