

# AS THE PROP TURNS

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



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## Minutes of Meeting—October 1st, 2007

EAA Chapter 315 meeting was called to order at 7:40PM in the Syrek-Mee Aviation Hangar, Old Bridge Airport by President Glenn Stott.

The Minutes of the last meeting were approved as read. Any further business was put off until the next meeting in favor of moving right on to the program.



## AS THE PROP TURNS

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Ali Isphany from the FAA office at Teterboro spoke to us about new programs on Safety, and changes to be made, and of the website <http://faasafety.gov>.

Glenn then introduced to the members and many guests, Joe Kuberka of Blue Goose Aviation, Inc. of Colorado. He spoke about mountain flying, all the differences from flying here in "flatland" at 0 elevation.

His subjects ranged from mountain orientation, rapid weather changes, altitudes and attitudes, hypoxia, hyperventilation, density altitude and many more areas of interest,

His company gives instructions in Mountain Flying and also offers tours combing flying instruction and fishing, hunting, and sightseeing (see <http://www.bluegooseaviation.com/>)

He didn't wait until the end to take questions but put them to the audience as went along, rewarding correct answers with interesting pencils (*I got the "salmon" colored pencil-Editor*). For more info you can visit Blue Goose Aviation web site, or email Joe at **flybga@msn.com**.

A very interesting program with many awaiting to hear more. Mr. Kuberka is giving a program at Miller Airpark on October 2nd and Hartford Ct, before returning to the mountains and the blues skies of Colorado.

The 50/50 tickets were used to give away books on flight instruction and safety, in addition to the regular prize. The winner took home \$31.

The next meeting will be on November 5th at Old Bridge Airport.

*Secy. Jane Finton*

P.S We are planning to show a video about Bob Hoover at the November meeting (Editor).



# *Blue Goose Aviation*



Joe Kuberka from Blue  
Goose Aviation

The audience.



Ali Isphany from FAA.

<http://www.bluegooseaviation.com>

Below are some photos from Blue Goose aviation tours:



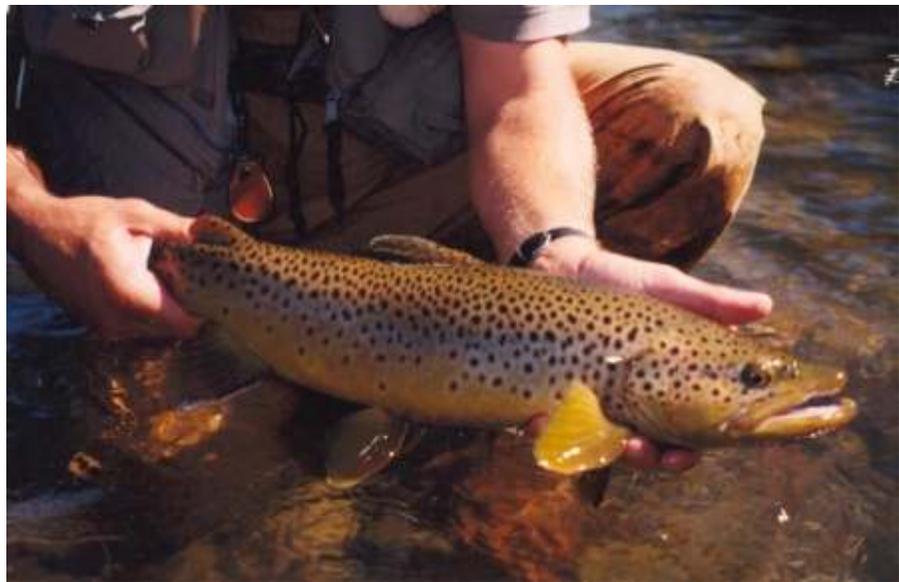
Flight during a mountain flying course near Colorado Springs

Grand Canyon





Canyon Lands National  
Park



It's not all flying....

## TWENTY YEARS AGO IN SPORT AVIATION

The November 1987 issue of Sport Aviation covered more of the 1987 Oshkosh Fly-In Convention. Ken Hyde's Grand Champion Antique award winning Curtiss JN-4 "Jenny" graced the front cover and Dale Krog's Rotorway "Exec" that won the Rotorcraft Grand Champion award was on the back.

Ken's Jenny had been built in 1918 and ended up in the hands of a Mr. Garrison of Scottsville, VA after World War I. He spun it in soon after and the wreckage languished in storage before eventually being acquired by Cole Palen for the Old Rhinebeck museum. He traded it to Ken for some LeRhone rotary engines in 1972 and Ken went to work. The nose was extensively damaged, and the engine was missing, but otherwise it was amazingly intact. Ken located an original OX-5 engine that had been manufactured by Curtiss in Hammondsport. He also had to build a new lower wing panel as well as a new upper wing center section. The rest of the wood structure, Ken estimated that about 75% to 80%, is original. Of course it is covered with the original linen and finished with four coats of clear dope and two coats of varnish. It is the varnish that gives it the distinctive yellow/amber translucent finish.

Norm Petersen described the restoration process that Angelo Fraboni went through to bring his 1951 Cessna 140A up to the level that won the 1987 Reserve Grand Champion Classic award at Oshkosh '87. Of course all the usual items were detailed in the engine compartment, but extra touches abounded. For instance the entire inside of the cowling was painted gold Imron to match the baffles and the Continental Gold paint on the engine case.

Dave Krog was not a pilot when he decided to purchase his Exec kit from Rotorway. He just thought he would enjoy the challenge of building something as complex as a helicopter and at the same time trying to do it to a very high standard of excellence. Dave eventually got his Private license and began flying his Exec from his home near Chicago to fly-ins all over the country, including to Sun "N Fun in 1986, where he won the Grand Champion Rotorcraft trophy.

Dick Cavin provided an article about the Wheeler Express, a four-place composite design that was being developed by Ken Wheeler of Kent, WA. The Express was a four-place, low-wing aircraft with the usual compound curves that you expect in a composite design. Besides looking fantastic, Ken added that the compound curves in the fuselage also add strength to the monocoque shell and allow for fewer bulkheads, thus saving weight. The prototype had a fixed gear made of composite materials, but a retractable version using 4130 steel and a trailing arm with shock absorber design was also planned. One unique feature was that one of the rear passenger seats faced aft. This allowed each passenger to have more shoulder room and leg room while still allowing a sharp fuselage taper aft of the cockpit area. Ken hired four aerospace engineers to do the CAD design work, and they came up with a kit that allowed the builder to proceed rapidly and have few problems to solve. The aim was that a novice builder with no prior experience could complete the airframe in 1000 hours. With 180 to 200 hp, the Express cruised in the 180 to 200 mph range at 7000 ft.

Frank Kingston Smith discussed the misconceptions that the non-flying public have with regard to general aviation, and offered some ideas on educating a few friends and neighbors. One misconception is that the skies are saturated with swarms of “little” airplanes that cause delays at major airports and threaten each airliner with a high risk of a mid-air collision. He suggested taking a non-flyer for a cross-country flight and playing the “Spot the Airplanes” game. Before the flight, the pilot and passenger each contribute four five dollar bills to an envelope. Except when within five miles of an airport, the pilot gives five bucks to the passenger each time he spots another airplane, until the \$40 is gone. Any left when they arrive at the destination, the pilot keeps. Frank reported that on a trip from Ocean City to Myrtle Beach and back, not one other airplane was spotted and had he been playing the game, he would have been \$20 richer.

In the “Craftsman’s Corner”, Ben Owen described how to build a hardwood sheet metal bending brake. In the “Cockpit Classroom” Harold Holmes talked about carburetor icing. And in “The Sportplane Builder” Tony discussed the uses and installation of weatherstripping around doors and canopy

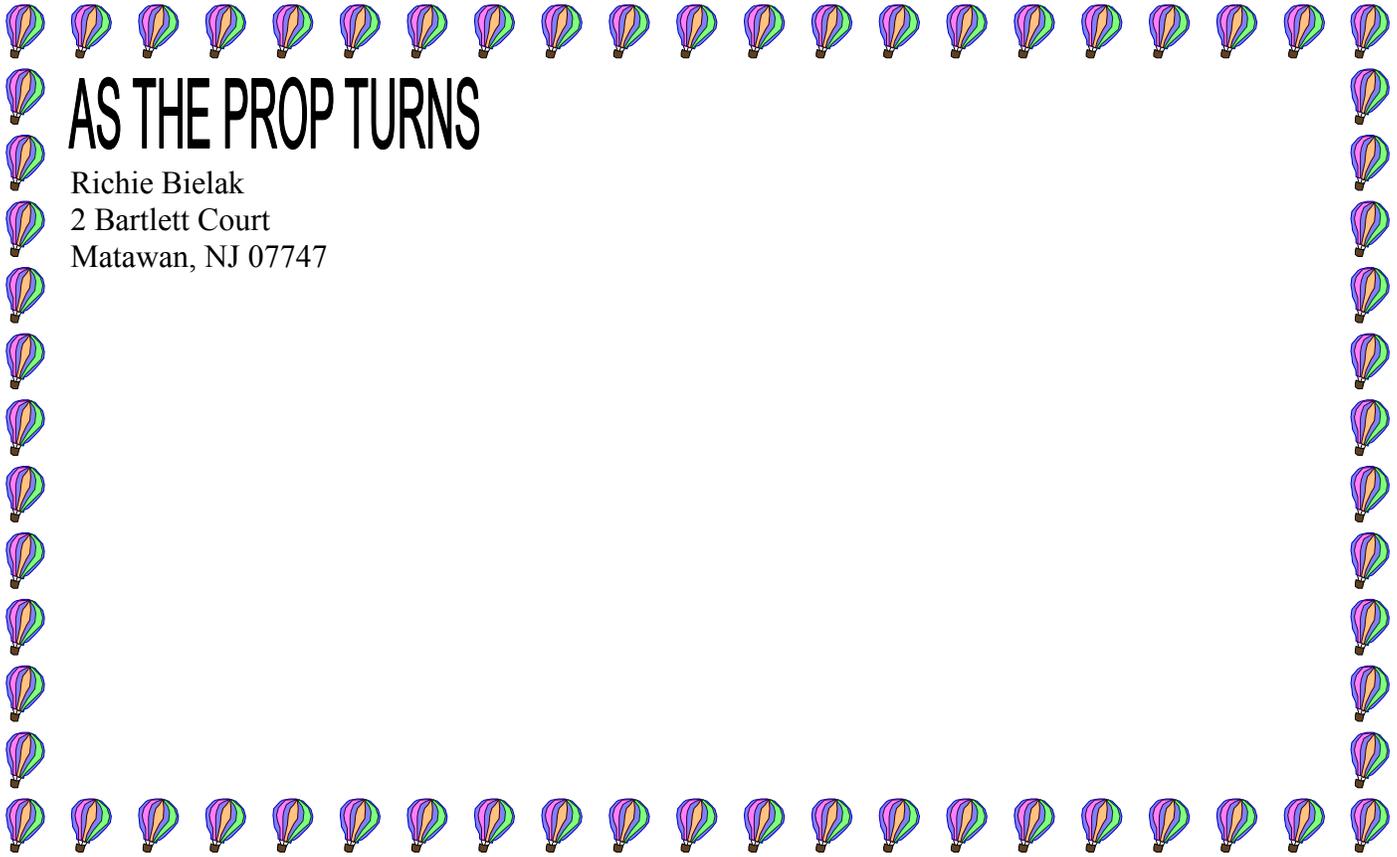
Bob Hartmaier  
EAA 78889

*Pearls of Wisdom*

The length of debate about a flight maneuver is always inversely proportional to the complexity of maneuver. Thus, if the flight maneuver is simple enough, debate approaches infinity.

– Robert Livingston, 'Flying The Aeronca.'

Until Next Month --- Fly Safely



# AS THE PROP TURNS

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

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**Next Meeting: November 5th, 7:30PM**  
**Old Bridge Airport**  
(*Program: Bob Hoover Video*)