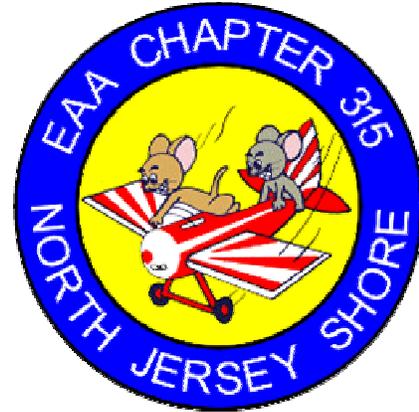


AS THE PROP TURNS

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



EAA CHAPTER 315 ON THE WEB: www.eaa315.org

President:

George Cowling
1152 Deal Road
Wayside, NJ 07712-2506
(732) 493-2485

Vice-President:

Lew Levison
11 Cromwell Lane
Jackson, NJ 08527
(732) 617-9521

Secretary:

Jane Finton
104 Arbor Court
Tinton Falls, NJ 07753
(732) 918-2111
JanFin51@aol.com

Treasurer:

Tom Goeddel
31 McCarter Avenue
Fair Haven, NJ 07704-3408
(732) 842-4387
tgoeddel@comcast.net

Young Eagle's Coordinator:

Frank Fine
3311 Belmar Blvd.
Wall NJ 07719-4616
(732) 681-5286
threefines@juno.com

Newsletter Editor:

Richard Bielak
2 Bartlett Court
Matawan, NJ 07747
Home: (732) 566-5879
Mobile: (732) 266-4461
richieb@gmail.com

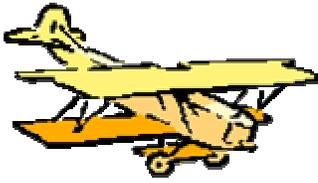
Minutes of the Meeting – March 3rd, 2008

EAA Chapter 315 met 3rd March 2008 at Old Bridge Airport. The meeting was called to order at 7:45 by President George Cowling.

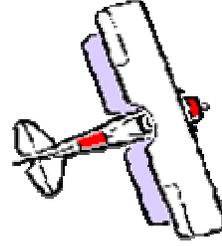
The minutes of the last meeting were accepted as printed in the newsletter.

The treasurer's report was given. We have a balance of \$2098.01 on hand. The deposit has been paid for the Awards Dinner.





OLD BUSINESS



• **Awards Dinner**

- March 27th, 2008 is the date for our Awards Dinner to be held at the Empire Dinner in Freehold. Cost is \$25 per person.
- Tim Chapp maybe the speaker, if not Glenn Stott will show a surprise video.
- Fran Fine will handle the awards

• **Chapter Website**

- Glenn Stott has set up Chapter 315 website. Each member will have an email address in the form first name initial followed by last name with domain "eaa315.org". (For example editor's email is "rbielak@eaa315.org"). Please speak to Glenn about your login password.

• **Status of Howard Levy**

- Howard Levy had his knee operated on again, he fell when he got home. He is staying at his daughter's house in Marlboro (ask Lew for direction if you'd like to visit)

The Guest Speaker for our Awards Dinner turned out to be Dan Kusrow, an aviation historian. He gave a talk with a slide show about Aeromarine Airways—the first international airline in the United States. Aeromarine was based in Keyport, New Jersey—where it produced flying boats that flew all the way to Florida, Cuba and the Bahamas. And this was in the 1920s.

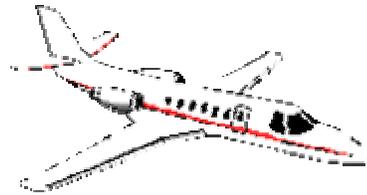
Dan has a website with many of the photographs he showed in his talk. Please take a look here:

<http://www.aeromarineairways.net>

The Editor



NEW BUSINESS

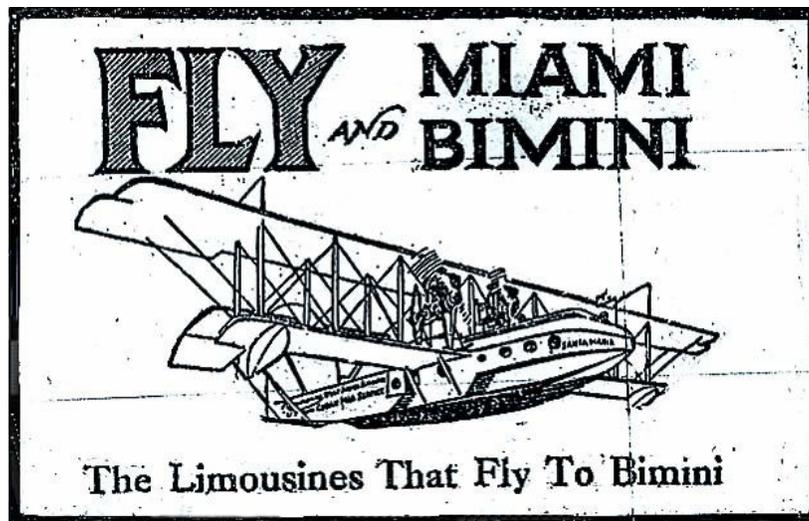


- Thanks to Jack Marin the Chapter has a proper IRS number.
- Young Eagles Day is set for June 14th '08.
- Frank Fine reported that Lakewood Airport news is quiet for now. The Mayor does not like the bright yellow color of the hangars and the canopy.
- Allaire airport is quiet too.
- Dan Ludwig reported that his Thunder Mustang is "still there".
- Lew Levison asked if there is any interest in a bus trip sometime this year. Some members expressed an interest in going to Rhinebeck.
- Sun-and-Fun starts in Florida on 8th of April, therefore our next meeting will take place on Monday April 14th at Old Bridge Airport.
- Dan won the 50/50—sum of \$13.00.

The meeting adjourned to the program of a video of "P-51 Dogfight" brought in by Richie Bielak.

Secretary

Jane Finton



TWENTY YEARS AGO IN SPORT AVIATION

Dan Denny's Kitfox was on the cover of the April 1988 issue of Sport Aviation. Inside, Dave Gustafson provided a rather lengthy and thorough article describing the new design in detail. Lots of photos accompanied the text, including the prototype on floats and skis. Dan reported that the conversion from wheels to floats or skis took less than an hour to perform. Engine choices were the two-cylinder, two-cycle Rotax 503 or 532 or the four-cylinder KFM 112M. The 64hp Rotax 532 and the 62hp KFM 112M both produced similar performance, but the four-stroke KFM 112M promised quieter running, better fuel efficiency, and a 2000 hour TBO. The fuselage is welded together from round and square 4230 tubing in the tradition of the 1930's light planes. In a carry over from ultralight technology, the wings feature aluminum tube spars with birch plywood ribs epoxied in place. Polyfiber is then glued in place and heated to the proper tautness. Of course the wings fold back along side the fuselage for ease of trailering back and forth to the airport. Dave reported a rate of climb of 1600 fpm solo, and a cruise speed of 85 mph. At least this is one new design that we know became very popular and maintains that popularity today.

Jack Cox reported on the new longer, wider Lancair 320 designed to use the Lycoming O-320 engine. Lance Neibauer originally envisioned a composite design that would give outstanding performance on the relatively low power Continental O-200 or Lycoming O-235 engines. Before the first prototype even flew potential builders were asking him about using a larger engine. Don Goetz of Santa Paula, CA was the first to beef up the structure, lengthen the landing gear, and install an O-320 engine. Lance finally accepted the fact that if builders were going to put larger engines in the plane despite his misgivings, he should get involved in the process and do it right! Since the heavier engine required a longer fuselage, he took the opportunity to widen the cockpit as well, so the Model 320 is actually a completely new design. The landing gear is 3 inches taller to accommodate a larger prop, and the tail surface area is increased. Lance said that he expected the cruise speed to be in the range of 250 mph and the rate-of-climb would of course be much better as well.

Dick Cavin visited the Prescott factory in Wichita and flew the improved Prescott Pusher II prototype. The only outwardly apparent difference was change to a one-piece windshield by the removal of the 4 inch wide center joining strip. However, the landing gear was moved 5 inches forward to make take-off rotation easier, a constant-speed propeller was added in place of the original fixed-pitch wooden one, and the fuselage fuel tank was removed in favor of integral wing tanks. Dick did not offer any numbers, but only said that take-off and climb performance was dramatically improved with the new prop and lighter weight.

Neil Stevenson of New South Wales, Australia contributed an article about his Evans VP-2 Volksplane. Since his country required that a plane had to be built strictly according to plans from a proven design, he had to satisfy his creative urges by modifying it to enhance appearance and creature comforts. Some of his additions included a full pressure cowling for the 2100cc VW conversion, raised turtle deck and sliding canopy, hydraulic toe brakes, Hoerner type wing tips, and sound proofing foam under vinyl upholstery in the cockpit

In a Guest Editorial Duane Cole made a solid case for what was then known as the “recreational pilot’s license”. It only took just less than 20 years for us to finally have the Sport Pilot Rating! In another article Jack Cox discussed the new FAA proposal to increase the TCA’s to 40 nm radius and require Mode C above 6,000 feet anywhere in the country. He gave some ideas of how to word the letter to your congressperson when you wrote to protest such insanity. I suppose the present system with the 20nm Class B’s and the 30nm Mode C veil isn’t so bad after all compared to what the FAA wanted to do 20 years ago! Frank Kingston Smith wrote about a flight he took from Philadelphia to Las Vegas to scout out a route for a Junior Chamber of Commerce air race between the two cities. He related how apprehensive he was of engine failure early in his flying career, but now he didn’t hesitate to launch the 250 Comanche and head across the country. He did learn some things about high density altitude performance during the journey out West!

John Hanson of Ann Arbor, MI discussed checking you plane for mice, especially if it hadn’t flown for a while. Molt Taylor provided some info on cooling pusher engine installations with an aux fan. In the “Craftsman’s Corner” Ben Owen gave some pointers on propeller installation including a discussion of the drive lugs and propeller bolt torque. In “Sport Pilot Medicine” Dr. Mohler described how spatial disorientation can develop and what can be done to prevent it. And in the “Sportplane Builder” Tony talked about the first test flight and formulating a complete flight test program.

Bob Hartmaier
EAA 78889



Aeromarine flying boat.

Until Next Month --- Fly Safely



AS THE PROP TURNS

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—April 2008
Editor: Richie Bielak 732-566-5879

**Next Meeting: April 14, 7:30PM
Old Bridge Airport**