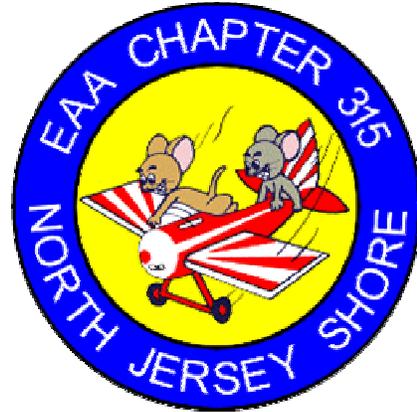


# AS THE PROP TURNS

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



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## Minutes of the Meeting – December 3rd, 2007

EAA Chapter 315 December meeting started at 7:40PM. Minutes from the previous meeting were approved as printed in the newsletter.

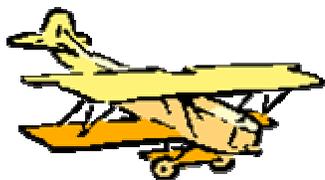
Treasurer reported that our annual dues of \$20 per member are now due for year 2008. Our current bank balance is \$1885.74. At the end of the meeting there were still 3 calendars left (they cost \$10 each).

The treasurer has submitted the required incorporations papers to the state for next year.

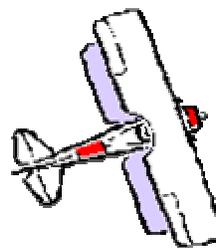


## AS THE PROP TURNS

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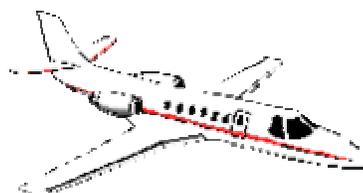
OLD BUSINESS



- Glenn Stott volunteered to be our new Web Master.



NEW BUSINESS



- John Corzine, the governor of NJ, has sent a letter to all state departments to raise their fees. The state is looking to raise more money to close budget gaps.
  - Lakewood airport received a letter from NJ to supply the state with the list of airplanes based there. Frank Fine reported this to AOPA. We suspect that NJ may want to charge a registration fee for airplanes based in the state.
- There was a show on HGTV called "Extreme Homes", which included a story about a Velocity pilot.
- Lew Levison talked about Billy Gibson. Billy has been incapacitated by prostate cancer and has been bed ridden for the last three years. Lew proposed that we should get a gift membership to EAA for Billy, as he really enjoys reading "Sport Aviation". Glenn Stott made a motion for the Chapter to pay for EAA membership for Billy. Frank Fine and Bob Hartmaier seconded. All present approved.

The business meeting was followed by a discussion of engine oils led by our new President George Cowling.

Editor, *Richie Bielak*

P.S. George also won the \$11 50/50.

# 2007 Highlights



- In January we visited IPS (Innovative Power Solutions) - our host was Eli Liebermann.

- In March we visited Dan Ludwig to see his project—a Mustang.



## AS THE PROP TURNS

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- Our Annual Awards Dinner was held in the end of March. Several of our members received awards for completed projects!



- June 9th was our annual Young Eagles day at Old Bridge. We flew over 50 Young Eagles.



- In August we met at the Keyport Steam Dock Museum and hear a presentation about Aero Marine Airways, given by Dan Kusrow:



- At the October meeting we heard a fascinating lecture about mountain flying by Joe Kuberka.



What fun year it was!

## TWENTY YEARS AGO IN SPORT AVIATION

The January 1988 issue of Sport Aviation featured an air-to-air shot of Shirl Dickey's recently completed E-Racer. The plane was loosely based on the Long-EZ but shared no parts with the Burt Rutan design and was conceived from the beginning to offer two-place side-by-side seating, a Buick V-8 engine, and a retractable landing gear. Shirl said that he spent a lot of time designing the landing gear since there was not a whole lot of room to hide the main gear in the fuselage without sacrificing fuel capacity, but it was really a matter of trial and error in the end. The drive train was the really unique and interesting part of the design. The flywheel end of the Buick engine faced aft, and a shortened auto driveshaft with U-joints at each end and a splined slip joint in the middle was attached to it. The other end connected to a modified SK class racing boat reduction gearbox to which was mounted the fixed-pitch wood prop. After flying it a few hours, he added a 15 pound flywheel to help smooth out the drive train at low rpm. Using a 1.75 to 1 gear ratio he got 2800 propeller rpm at 4700 engine rpm for takeoff. At cruise he reported 180 mph at 3700 rpm and about 8 gallons per hour fuel usage. Shirl also told Jack Cox that a Lycoming powered version was in the works, and that he would market plans and reduction gearboxes to prospective builders. He was doing all that to finance his real dream, a mid-engine unlimited racer built around a big block Chevrolet!

Dick Cavin also reported on a new design that he spotted at the previous Oshkosh Convention, the PT-2 "Sassy". The PT-2 was designed by Paul Seales of Houston, and the PT stood for ProTech Aircraft, the company Paul established to market plans and kits. The basic design was conventional, with a fabric covered, welded steel tube fuselage, and one piece spring steel landing gear. The wing featured an all aluminum structure using stamped ribs and .20 skins, and had full-span flaperons on the trailing edge. The wings could also be folded back against the fuselage by two people in about 9 minutes. Paul designed his own airfoil, and was delighted that it stalled at only 29 mph. The 75 hp Revmaster engine gave a top speed of 115 mph, and at a normal cruise of 105 mph sipped fuel at a rate of 3.5 gal. per hour.

David Gustafson offered a retrospective on Pete Bower's "Fly Baby", and reported on the "Fly Baby" 25<sup>th</sup> Anniversary Reunion held at the 1987 Fly-In Convention. Some of you may remember that the Fly Baby won the EAA's 1962 design competition for a simple, easy to build, easy to fly, airplane. It was based on a low-wing design from the 1950's by Tom Story, but Pete substituted all wood fuselage for ease of construction and a folding wing to satisfy the design competition rules. There were also provisions for other versions, including a biplane, a parasol using the biplane center wing section, and floatplane.

Neil Bingham offered an analysis of the KR-2 design that not only gave some reasons why many completed planes didn't fly the way that Ken Rand advertised, but also suggested some changes and improvements that might help the situation. Of course, the main idea was that most builders went so far overboard adding features that the plane ended up way too heavy to get the performance of the prototype. He also had a few ideas about reducing pitch sensitivity and changing the landing gear. His most radical suggestion was to narrow the fuselage and make it a single-place aircraft, since most builders ended up with planes that were so heavy that they couldn't carry full fuel and a passenger anyway.

In the August 1987 issue retired fighter pilot Don Norris and Mustang II owner had dismissed the RV design as having too fat a wing and too low a wing loading to be the fun kind of aerobatic mount that he was looking for in a two-place low-wing airplane. Well Dick VanGrunsven subsequently showed up at Don's airport in Ohio with the prototype RV-6 for prop-to-prop showdown. Both Don and Dick offered their views on the outcome of the mock dog fight, but I'll spare you the suspense: the RV could climb with the Mustang, out turn it, and with similar power settings was slightly faster at cruise as well.

Frank Kingston Smith described a flight he took to Oshkosh from Ocean City in a friend's Grumman Tiger equipped with Loran. He reminisced about learning to fly in a plane that didn't even have a radio, and how avionics had evolved to modern times. He also related the last part of the flight when the friend turned off the Loran, gave the controls to Frank, and let him fly the remaining miles to Oshkosh. Frank tuned the ADF to the wrong frequency, and immediately got lost. When he finally consulted a chart and looked out the window, they were 40 miles east of Lake Winnebago, instead of over Ripon as they should have been! He said the friend was a real gentleman, never mentioning the gaffe to anyone else.

In the Cockpit Classroom, Harold Holmes talked about cold weather operations. In the Sportplane Builder, Tony explained how to use a rivet gun. In Sport Pilot Medicine, Dr. Mohler discussed carrying animals, specifically his dog, in a lightplane. He also digressed somewhat from aviation and related an incident in which his dog became very ill from a flea collar that emitted toxic fumes. When the bad collar was discarded in favor of one from the personal vet, the dog recovered and was fine. In the Craftsman's Corner Ben Owen offered some ideas for reducing cabin noise. He recommended thin foam material as the best without a significant weight penalty. Aluminum foil covered foam was better at reducing noise, but weighed about twice as much.

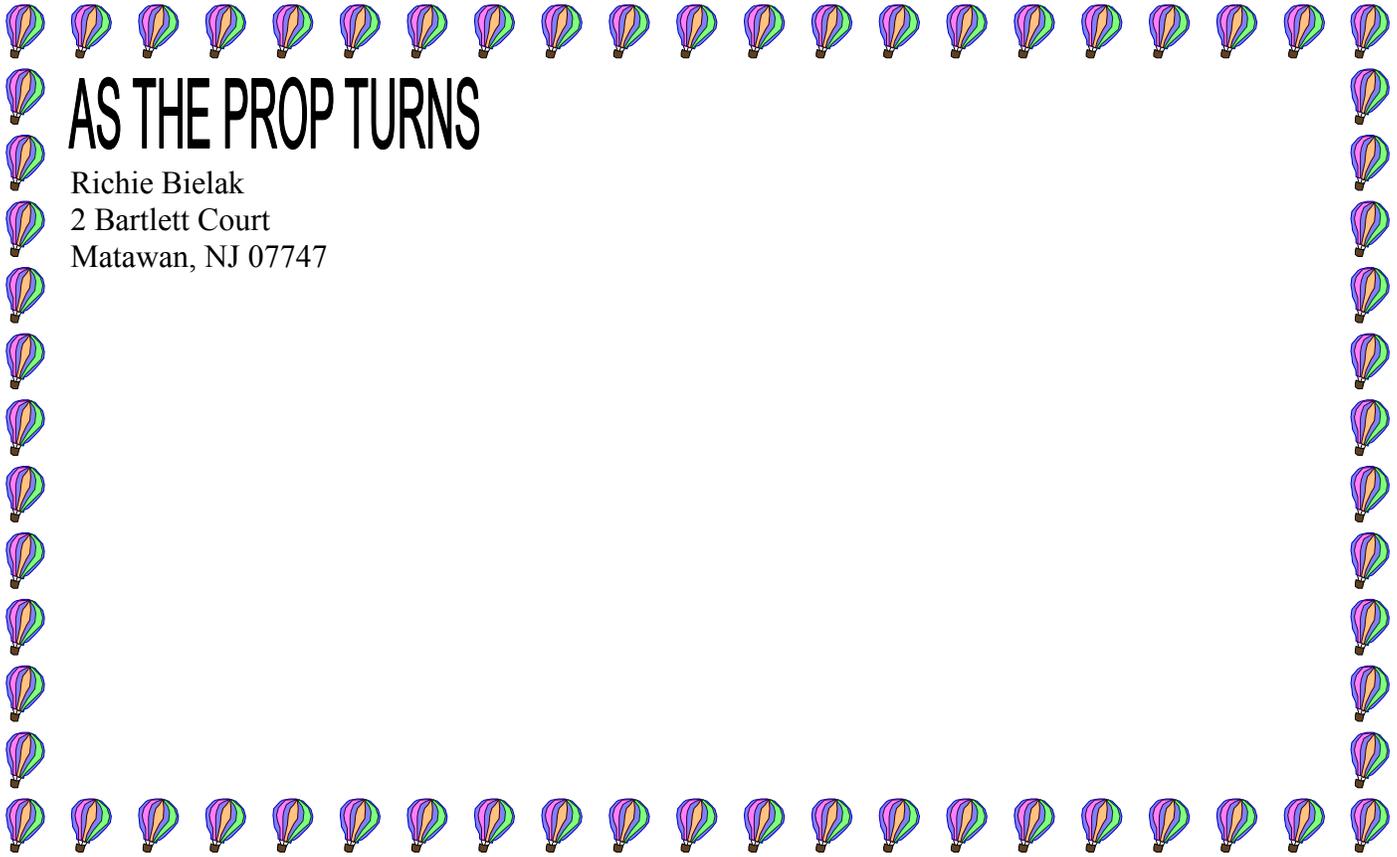
Bob Hartmaier  
EAA 78889

## Pearls of Wisdom

Lady, you want me to answer if this old airplane is safe to fly?  
Just how in the world do you think it got to be this old?

— *Jim Tavenner*

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

**Next Meeting: January 7th, 7:30PM  
Old Bridge Airport**