

AS THE PROP TURNS

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



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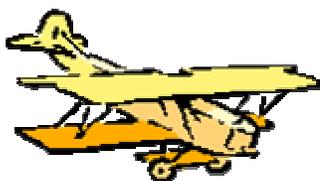
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Minutes of the Meeting—June 2nd, 2008

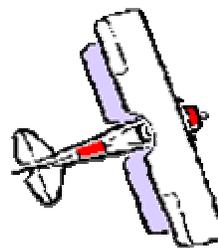
The meeting of EAA Chapter 315 was opened at 7:30 PM by President George Cowling. A motion to accept the minutes was made by Howard Levy, seconded by George Honsch and then approved.

The treasurer reported a balance of \$2230.96 in our treasury.





OLD BUSINESS

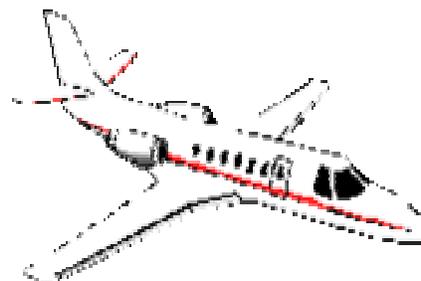


- Young Eagles Day—June 14th

- The president stated he applied to EAA National for the necessary insurance 2 weeks ago. Glenn Stott advised that it takes about 2 weeks. George will call to make sure it is being taken care of.
- George then read a press release about Young Eagles Day for our local papers.
- Rules for the safe operation of planes , airport and registration line were read and agreed to by all present.
- Frank Fine read the rules for pilots per EAA. Parents must sign a release form before their children fly, relatives of a child can sign as a guardian representing the parents.
- When the Chapter buys \$1,000,000 liability insurance, EAA National adds another \$1,000,000.
- The checklist for the day was reviewed and all is in order.



NEW BUSINESS



- A guest this evening was Bob Lorber, who is building an RV-7 and is taking tail-dragger lessons in preparation.
- Rich Johns plane flew perfectly.
- Frank Fine's plane is flying, beautifully. It has been flown by Frank and by Captain Hartmaier. Sandy Dumah saw it and agreed that it is beautiful.

- Lew Levinson proposed a cookout for the July 7th meeting. The chapter to provide hot dogs, hamburgers, rolls etc and soda. Members should bring dessert and guests. This was agreed to by all present.
- The 50/50 of \$20 was won by Eli Lieberman. It was the second time in 12 years—said Eli.
- The meeting was adjourned for a program presented by Howard Levy of airplane photos, mostly of the LSA class. The photos were taken by Howard in Florida in January and also in few other locations. Very interesting new planes.
- The next meeting will take place at Old Bridge airport (Hangar E-10). Bring your appetite and a chair. We'll start around 6:30.

Sec. Jane Finton

Young Eagles Rally

Our Young Eagles event went off as scheduled. It was a very hot day and we were done by 1:00 PM. We had four airplanes and we flew 26 kids.

The local press covered the event. There were pictures and articles in the "Suburban" and "News Home Tribune".

Other photos by Glenn Stott and "Butch" van Pelt.





JASON TOWLEN/Staff photographer

■ Ruchir Nanavati is fitted with a headset prior to his flight Saturday at Old Bridge Airport.

Pilots take youths to new heights

By ALYSSA GIACHINO
STAFF WRITER

OLD BRIDGE — Eleven-year-old Umang Pandit of Old Bridge gripped the yoke of the 1967 Piper Archer decisively, listening for instructions from the pilot as the Earth bobbed beneath him.

"You want to make a turn, turn really gently to the right," said Art Templeton, of Toms

River, who has flown small planes for "That's it. To more."

The plane tilted slightly to the roofs and slipped by below.

Umang was dozen youth brief flights from Bridge Airport day. The e

See PI



Pilot

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organized by the Experimental Aircraft Association, a national group of flight enthusiasts who modify or build their own planes.

The group tries to attract youngsters to aviation through its Young Eagles program that offers free flights every June to give them a taste of being airborne.

Frank Price, the Young Eagles coordinator for local chapter 335 and a former Marine, has trained hundreds of pilots, by his own estimation, over the last few decades. He said he likes to spend at least three hours a week in the air, more if he can because he finds it therapeutic.

"You come back after an hour of flying and your mind is set and done," he said.



Bob Hartman's airplane.

Daniel of Marlboro speaks with pilot Bob Hartman of Monroe prior to their flight Saturday in Hartman's airplane.

expert. "I mostly got up at night and on a Saturday," Rucker said. "I wanted to be the first one up."

"Though perhaps a little sleep-deprived, Rucker was startled with the experience of flying."

"When I went up my ears really popped," Hartman said. "I fell back in my seat when he really pulled the plane."

But he quickly got the hang of it, said pilot Terry Friedman, of Monroeville.

"He's going to be a pilot, no doubt about it," Friedman said. "He did some turns, some banking. He did super. You just got to remember to make small corrections."

Rucker's father, Joseph Rucker, 62, said he was slightly nervous watching his son take off. "I was just thinking this is a little risky," he said. "But you have to take a risk to do anything."

Arnelle DeLoach, 31, also of Old Bridge, made her own 40-year-old son's first flight. "This was her third year participating in the Young Eagles program, and now her son is the one who has reached the age 10 for the Young Eagles program."

"Anything with heights, I know," she said, raising her voice as another lesson. "I want to go to the moon one day, that's the most extreme thing."





As The Prop Turns - EAA Chapter 315

TWENTY YEARS AGO IN SPORT AVIATION

The July 1988 issue of Sport Aviation featured a highly polished North American Navion owned by father and son Steve and Scott McLain. After purchasing the plane from the previous owner in San Diego, they installed a new interior and proceeded to polish the entire plane. After experimenting with lots of other polishes they discovered an industrial product that was used to polish the huge rollers in paper making machines called "Rolite". Well, it worked wonderfully, but still took many hours of work to bring entire plane to a highly polished state. After cleaning up the airframe they had it finished in a Navy paint scheme similar to one that would have been on a Korean War vintage L-17 Navion.

Mark Brown of Aero Designs provided a description of his new "Pulsar", a two-place composite Sportplane powered by a Rotax 532. The fuselage came in the kit as two halves that are cemented together by the builder. The structural heart of the plane was a pre-molded sandwich made of "pre-preg" fiberglass skins and a thin foam core. The bottom of the engine cowling is already attached and has a built in cradle style engine mount for the 64hp Rotax. The wings are made of closely spaced foam ribs attached to a wood spar and covered by a thin plywood skin. The wings could also be easily removed for trailering. Advertised cruise speed was 130 mph with a stall speed of 42 mph.

Jack Cox supplied an article about an unusual aircraft that was seen at the previous Sun 'n Fun. The "Sunshine Clipper", an amphibian biplane homebuilt that used a 1940's 14 ft. aluminum fishing boat for the hull/fuselage. The bottom of the boat had to be modified to include a step so that it could lift off of the water, and in the back the sides were extended up to prevent the bow wake from flooding the back/aft portion. Builder Hank Palmer of St. Petersburg decided on a biplane configuration so that he could have a low wing loading and still be able to get it in a rather small hangar. It was powered by a pusher A-65 engine mounted in between the wings. The wings and tail surfaces were built up from parts salvaged from wrecked Piper Cubs, Super Cubs, and Tri-Pacers. Most observers though it was a prank, sort of like the flying outhouse that was seen for many years at Oshkosh. But it not only flew, but Hank said that the 40 hour test period had been flown off, and he was free to aviate slowly around the state of Florida, following water ways and dropping in to fish whenever and wherever he wanted.

James Zazas of Carthage, NC described his trip around the U.S. in his 1946 Luscombe 8A. In this issue he talked about his preparations for the flight and the first half of the trip that ended with him in California. Along the way he visited local EAA chapters, and stayed overnight with old friends while taking in some sightseeing along the way.

In the "Craftsman's Corner" Leonard Dopke described how to build an engine pre-heater form a lawn mower engine. In the "Cockpit Classroom" Harold Holmes talked about check ride "check-it is". In the "Sportplane Builder" Tony discussed electrical wiring practices.

Bob Hartmaier

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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Experimental Aircraft Association—July 2008
Editor: Richie Bielak 732-566-5879

Next Meeting: July 7th, 7:30PM
(but cookout starts at 6:00 PM)
Old Bridge Airport, Hangar E-10