

# AS THE PROP TURNS

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



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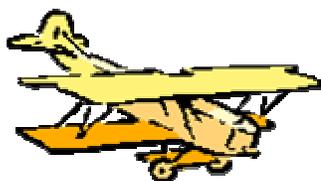
## Minutes of Meeting—February 4, 2008

February meeting of EAA Chapter 315 started at 8:15 PM. We started late because Lew Levison was late arriving with the key to the airport office. The minutes of the last meeting were accepted, with the following amendments:

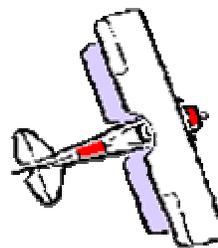
1. Bob Hartmaier had given Lew Levison a real add for a PA-12—not a copy.
2. We referred to Frank Hartmaier as Bob's grandfather. However Frank is Bob's uncle.

Treasurer Tom Goeddel reported a balance of \$2039.74 in our account and noted that all calendars have been sold out.





OLD BUSINESS



- Howard Levy was doing a story on Light Sport Aircraft in Sebring, Florida where he tripped over a tie down rope and hurt his knee cap. He had a operation to fix the knee cap and is fine.

A screenshot of the EAA Chapter 315 website. The top section features a blue background with the text "EAA Chapter 315" in yellow, "Monmouth &amp; Ocean County," in orange, and "New Jersey" in yellow. To the left is a photo of a group of people and the chapter's logo, which is a circular emblem with "EAA CHAPTER 315" and "NORTH JERSEY SHORE" around a central image of an eagle and a propeller. Below this is a yellow banner with the date "February 24, 2008". The main content area has a light blue background with a navigation menu on the left containing "About Us", "Meetings", and "Projects in". The "Our Mission" section is visible, starting with "To further the enjoyment of flying while encouraging safety and high standards in the design, construction, restoration and operation of all recreational aircraft".

- Our new website is up and running (see <http://www.eaa315.org>). Glenn is looking for members to supply captions for the pictures we have up on the website.
- The website has a "members only" area. To access it you will need a id and a password. Please talk to Glenn and he will give you the required information.
- Every member can have an email address using the "eaa315.org" name.
- There are number of useful files under the "Downloads" section, including Young Eagles forms and "Lycoming Key Reprints" book.

## 2008 Awards Dinner

We considered several options for places to have our Annual Awards Dinner. The choices were:

- *Woodies*— the same place we went to last year. The problem is with the room size, we can only fit about 40 people there.
- *The Cabin*— the room we could have does not have a door to separate it from the rest of the place.
- *The Runway 34 Restaurant* (at Allaire) - this place was too expensive (\$32++ per person).
- *The Empire Diner* (in Freehold) - we get a private room that can hold a lot of people, plus we get buffet dinner with unlimited salad bar.

After some discussion we decided on The Empire Diner. The date for the dinner is set for Thursday 3/27 at 7:30 PM.

### **IMPORTANT:**

Please bring the money for the dinner to the next meeting. The cost is \$25 per person. If you are not at the next meeting please mail your check to Tom Goeddel. We would prefer to have the money before the dinner.

Bob Hartmaier, George Cowling and Lew Levison will find a guest speaker for our dinner.

## Lakewood Airport News

Frank Fine reported on latest politics at Lakewood Airport. For now the airport seems OK.

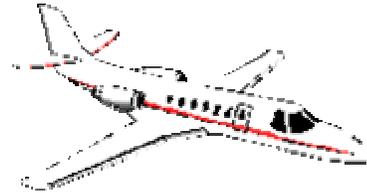
### **PEARLS OF WISDOM**

I hope you either take up parachute jumping or stay out of single motor airplanes at night.

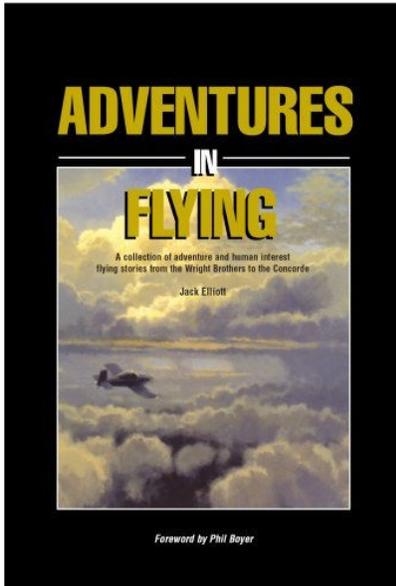
*Charles Lindbergh to Wiley Post, 1931*



NEW BUSINESS



- Glenn showed us a new book by Jack Eliot, called "The Adventures in Flying". Chapters 1 and 2 are about Claudio's trip to Brazil. The book is available on Amazon.com.



The 50/50 was won by Frank DiGennaro.

Next meeting will take place on March 3rd, at 7:30PM in the Old Bridge Airport office.

The meeting adjourned at 9:00PM and we stayed in the office to watch a short video about dog fighting in P-51 Mustangs.

*Submitted by the Editor.*

### FAA Safety Seminar in Middletown

#### "MIDAIR COLLISION AVOIDANCE!"

Topic: Strategies and Techniques for avoiding a midair collision event.

On Tuesday, March 4, 2008 at 7:00 PM

Location:

Middletown High School South  
501 Nut Swamp Road  
Middletown, NJ 07748

#### Description:

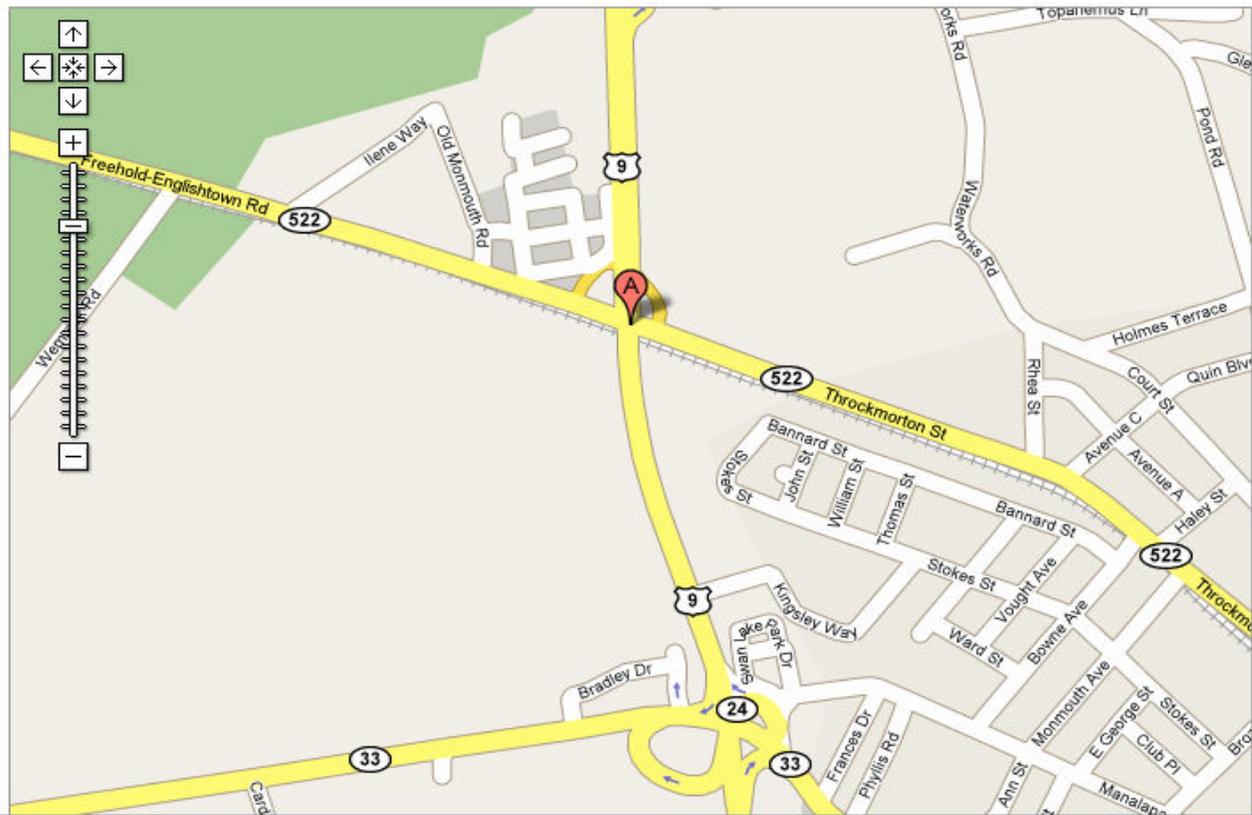
Collision avoidance, both in the air and on the ground, is one of the most basic responsibilities of a pilot flying in visual conditions. During primary training, pilots are taught to keep their eyes outside the cockpit and look for conflicting traffic. However, little formal instruction is usually given on the best way to visually identify potential collision threats - nor in procedures that can lessen their risk of occurring. This presentation is intended for experienced pilots and students flying in New Jersey's crowded airspace. We can all learn more about the environment we are operating in and maintain situational awareness. The FAA Team will also provide a briefing on the New Wings Program.

Details see: [http://www.faasafety.gov/SPANS/event\\_details.aspx?eid=18198](http://www.faasafety.gov/SPANS/event_details.aspx?eid=18198)

# 2008 Awards Dinner

- **Where:** The Empire Diner in Freehold  
4135 US Highway 9 North  
(intersection of 9 and Rt 522)  
Freehold, NJ 07728  
(732) 625-0330
- **When:** Thursday March 27th at 7:30 PM
- **What:** Buffet dinner, salad bar and a guest speaker.
- **Cost:** \$25 per person.

Please pay Tom Goeddel ahead of the event.



## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the March 1988 issue of Sport Aviation featured an in-flight photo of a new composite design, the "Graflite". The new plane was the brainchild of Steve Kotula, and Brian Lundy, who lived and worked in Salt Lake City, Utah. Steve worked for a company that supplied carbon fiber parts to the aerospace industry, and Brian worked for the company that developed the carbon fiber Beach Starship fuselage. After considering and rejecting many ideas, they finally settled on an overall design that was similar in looks and performance to a Falco, but of course would be built entirely out of carbon fiber, and be the first carbon fiber kit offered to the homebuilt market. You might ask what is the advantage of carbon fiber structure compared to a fiberglass design such as a LongEZ. Well, it turns out that fiberglass is not necessarily the ideal material for airplanes because it does not have a lot of torsional rigidity. In order to get it torsionally rigid enough, it has to be made much stronger than it needs to be for the bending loads. When Burt Rutan was first optimizing his design, carbon fiber was just not available to him, and anyway didn't really suit his "moldless" construction method. A similar carbon fiber design could be made significantly lighter, but requires molds to be made first, which is more time consuming. By the time Steve and Brian became interested in carbon fiber as a construction material, it was coming into more widespread use in everything from rocket motors to golf club shafts, and consequently was not only increasingly more available but also coming down in price. After the Starship fuselage design was frozen, the CAD/CAM equipment at Brian's company became available to him, and the Graflite design was put on paper. He and Steve began making molds in 1985, and the prototype flew in July of 1987. They also experimented with resins and found that ordinary Saf-T-Poxy was fine but needed a special hardener so that it would cure at room temperature but also allow a finished product that didn't degrade at the warmer temperatures that could occur on a hot ramp in the summertime. At the time of the article they were still breaking in the engine but did report a preliminary figure of 155 kts cruise at 12,500 feet using a power setting 18 inches mp and 2350 rpm for the Lycoming O-320 engine. I can't remember how to use an E6B anymore, but that must be at least 200 kts true. They reported that a few more details were to be smoothed out such as doors for the retractable gear, but an information packet was available and they were interested to know if there was a demand for such a plane on the market. Once more, I don't remember ever seeing any completed examples in the pages of Sport Aviation and I wonder if kits ever went into production.

Norm Petersen described Russ Karns' Anderson Kingfisher and related Russ' flight from his home in Bellingham, WA to Oshkosh for the 1987 Convention Fly-In. Russ followed the plans for the most part, but used a PA-18 wing from Univair instead of a Cub wing as specified by Earl Anderson in order to have flaps. Russ reported that the takeoff performance from both water and land was definitely improved. On the way home after the convention the engine began to run rough as he was crossing the Continental Divide so he began following rivers and hopping from one lake to another until he was able to limp into Plains, MT. He discovered a broken piston, and with the help of some local EAAer's he was able to make repairs in one day and continue his trip home.

Norm also told us about Bill Plecenik's rare 1929 Travel Air 4-D Speedwing. Built as a B9-4000, during the restoration Bill installed a Wright J6-7 to make it a 4-D model. Bill finished the plane with a red fuselage and cream wings. He reported that it was a very stable flying plane with light controls. Edwin Poe of Phoenix, AZ supplied a report on his Thorp T-18, and James Jones of Hazelwood, NC told about his Loelhle 5151 scale P-51. And Ann Enman of Klamath Falls, OR told us about the Yak 11 that Bob Yancy purchased as a basket case and rebuilt as an unlimited racer with a P&W R-2800 power plant. With lots of help he got the ship flying and finished second in the Bronze race at Reno in 1987.

Norm also contributed an article in which he discussed some of the homebuilt prototypes that were in the Air Adventure Museum, including the first Pitts S-2 "Big Stinker", and Leon Stolp's "Starlet". Dave Gustafson was able to corner Curtis Pitts, Ray Stits, Lamar Steen, and John Dyke at the 1987 Fly-In Convention, and he shared the thoughts of these pioneer designers with us.

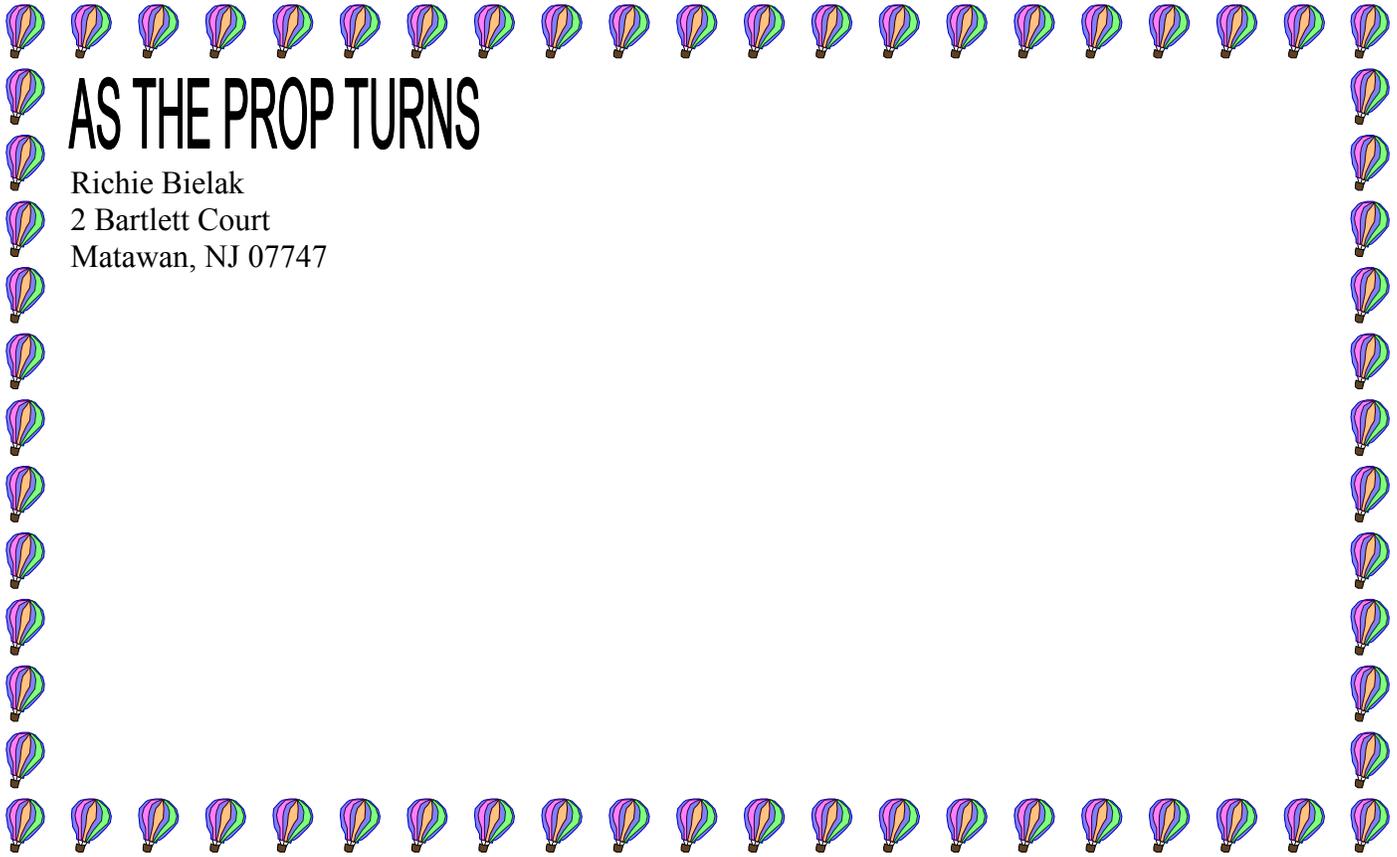
Frank Kingston Smith talked about the efforts that Cape May County EAA Chapter 287 took to try to educate the general public about recreational flying. Their first fly-in event was held in the Fall of 1986 at Cape May County Airport. One Boy Scout Troop offered to camp for the weekend and help with collecting parking fees and crowd control. A few local politicians showed some interest, but none would make a commitment. One mobile food truck signed on and one portable john was rented. A good turn-out of planes included five J-3 Cubs that came in from Accomack, VA. The local populace did show up. All admitted having an enjoyable time, and some even showed interest in recreational aviation. The next year, the organizers were astonished by the local response. Three Boy Scout Troops fought to participate, and the local authorities supplied a flat bed trailer mounted stage and a professional sound system. The local police offered traffic control and the newspapers sent reporters. Although a strong cold front accompanied by driving rain and howling winds moved through on Sunday morning and cut the event short, all agreed that it had been a success, and everyone was looking forward to coming back the next year. Frank's point was that with a little effort aviation could be taken back to the grass roots level and perhaps the general public could be educated about recreational flying in a positive way.

In the "Cockpit Classroom" Harold Holmes discussed fuel system management and leaning. In the "Craftsman's Corner" Ben Owen talked about the importance of understanding the "V-N" diagram (also called the flight envelope) of your aircraft. In "Sport Pilot Medicine" Dr. Mohler warned about unnecessary hearing loss and some ideas for preventing it. And in the "Sportplane Builder" Tony explained how to stretch form Plexiglas parts.

Bob Hartmaier  
EAA 78889

Until Next Month --- Fly Safely

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

**Next Meeting: March 3rd, 7:30PM  
Old Bridge Airport**