

AS THE PROP TURNS

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



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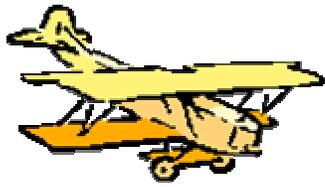
Minutes of the November 3rd, 2008 Meeting

The November 3rd, '08 meeting of EAA Chapter 315 was opened at 7:40PM by President George Cowling. He asked for approval of the minutes of the last meeting, Tom Goeddel moved for approval George Honsch seconded, and he minutes were approved.

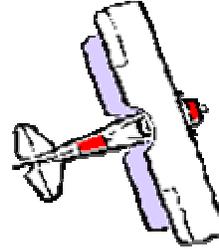
Treasurer Tom Goddel reported a balance of \$2160.71.



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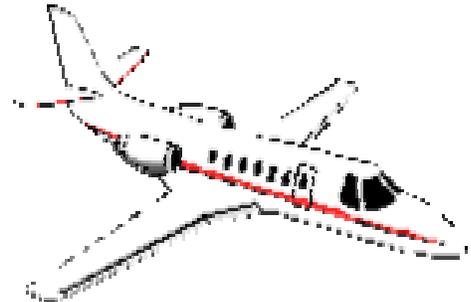
OLD BUSINESS



- It was decided, after a brief discussion, and show of hands to order 8 EAA 2009 calendars for sale to the members.
- Rich Jahn's mother send a Thank You letter to Chapter 315 for the concern and assistance following Rich's death.



NEW BUSINESS



- Frank Fine will attend the next meeting on November 10th regarding Lakewood Airport and report on it at our next meeting.
- Billy Gibson's wife has many, many of Billy's magazines to dispose of , most just like new. Members can call George Cowling if you'd like to have some.
- Billy's plane, a Piper Warrior is for sale. It has recently had an annual. It was listed in Trade-A-Plane for \$54,000. The price is possibly negotiable.
- Sandy Duma said that there is a plane at Old Bridge possibly for sale (a Cessna 150). The owner recently died.
- John Wooley has a Shell Oil video tape that has some footage of Bob Hoover doing some of his exiting aerobatics.

Miscellaneous

- Chuck Pittman won the 50/50—\$14.00

George Cowling showed us some papers and clippings from Billy Gibson's vast collection. One is a copy of the contract between Ed Brown and Billy Gibson establishing the Gibson Flying Academy. Interesting!

Billy probably never threw away any paper magazine, book or news clipping regarding aviation, nor photo, not slide or film. His memory for details of planes was phenomenal. It was an education to listen to him talk. He is missed by all who knew him.

Bob Hartmaier showed a video clip of a plane losing a wing in the air and then safely landing. The consensus of the group was "Faked Accident"

Frank Fine concluded the evening by showing a film called "How to fly a P-40 Warhawk".

Next meeting is on Monday December 1st, 2008 at 7:30PM at Old Bridge Airport.

*Secretary,
Jane Finton*



Full scale or model? Photo by Bob Hartmaier

Fall Fly in at Hammonton at Joe Flood's Hangar

Pictures by Howard Levy



As The Prop Turns - EAA Chapter 315

Fall at Grimes Golden Age Museum

Photos by Bob Hartmaeir



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the December 1988 issue of Sport Aviation featured the Grand Champion Warbird Award winning T-28B owned by John Harrison of Reno, NV. John's ship was one of three obtained from the Navy Museum in Pensacola in exchange for a PBX. He said that despite over 14,000 hours on the airframe, it had been well maintained by the Navy and was in excellent condition. He merely cleaned it up one item at a time and then kept it that way. John also won the Grand Champion Award in 1977 with a ground-up restored T-6.

Mark Phelps introduced us to Jim Robinson and his Combat Jets Flying Museum, based at Houston Hobby Airport. Jim was inspired to try to save some first and second generation jet fighters after he heard that F-86's were to be outfitted with radio control and destroyed as target drones. Included in the collection so far were two F-86's, a MiG 15, one Hawker Hunter, an A-4, a CF104, a T-33, and a MiG 21. Most of the pilots were former military pilots that had time in such aircraft. Chief Pilot Ed Schneider spent 15 years in the Navy including an exchange where he flew for NASA at Edwards AFB. The most well known pilot for the museum was Robert "Hoot" Gibson who not only spent 19 years in the Navy, but you may remember also commanded two early Space Shuttle missions. Doing a quick web search indicates that this museum no longer exists, and that the collection now belongs to the EAA. Can someone who has been to the EAA museum lately enlighten us?

Jack Cox continued his "EAA World" description of significant people and planes that he noticed at the EAA Oshkosh '88. He had a long conversation with Danny Maher, the maker of Velocity kits, about a new engine installation that he was developing. The basis was a GM aluminum block V-6 engine and a reduction unit of his own design. He admitted that the weight and power were comparable to a 180 or 200 hp Lycoming, but the advantage was that a builder could go to a local GM dealer and purchase a brand new crate engine for about \$2,300, which was of course much less than the Lycoming. I wonder how that project came out. Jack also described a Baby Great Lakes that had been modified with a slightly longer fuselage to accommodate a two-place "buddy seat", that was similar to a motorcycle seat. With two folks aboard, the forward seated person had the controls. It could also be flown solo, as there were two sets of rudder pedals and throttles, and the "S" shaped stick could be swiveled around to enable the pilot at the back end of the seat to reach it. Jack also interviewed Nat Puffer and got the low down on Nat's new 180 hp, 4-place Cozy. The fuselage was wider, longer, and the wing span was increased, and various places were beefed up to accommodate the increased weight and horsepower. Nat called it the Cozy Mark IV. And it seems that Jim Bede had formed another new company to design and build a supersonic homebuilt called the BD-10J. With a tandem cockpit and twin rudders the model looked to me as if someone had grafted the front of a T-38 onto the back of an F-14. It was to be powered by one GE CJ610 engine, which is the same engine as the T-38's J-85 but without the afterburner. The price for a kit was to be \$160,000, and the builder supplied the engine. Well, I don't believe that this project ever got "off the ground". Does anyone know any more about the BD-10J?

Lance Neibauer introduced his new Lancair 320. Although his philosophy was always to provide outstanding performance as inexpensively as possible with his Continental O-200 and Lycoming O-235 powered designs, many people asked for more. So he broke down and designed an new plane that would accept the 150 to 160 hp Lycoming O-320 engine. As you might expect, one change led to another, and the Lancair 320 turned out to be about 80% new. There was not enough time on the plane to have solid data, but Lance said that on the trip to Oshkosh he cruised at 230 to 240 mph burning about 8 gph at around 8,000 feet.

Molt Taylor discussed the advantages of the inverted “V” tail configuration, such as he used on his Mini-IMP design. And Don Black described the new KFM 112 4-cylinder, 4-cycle aircraft engine.

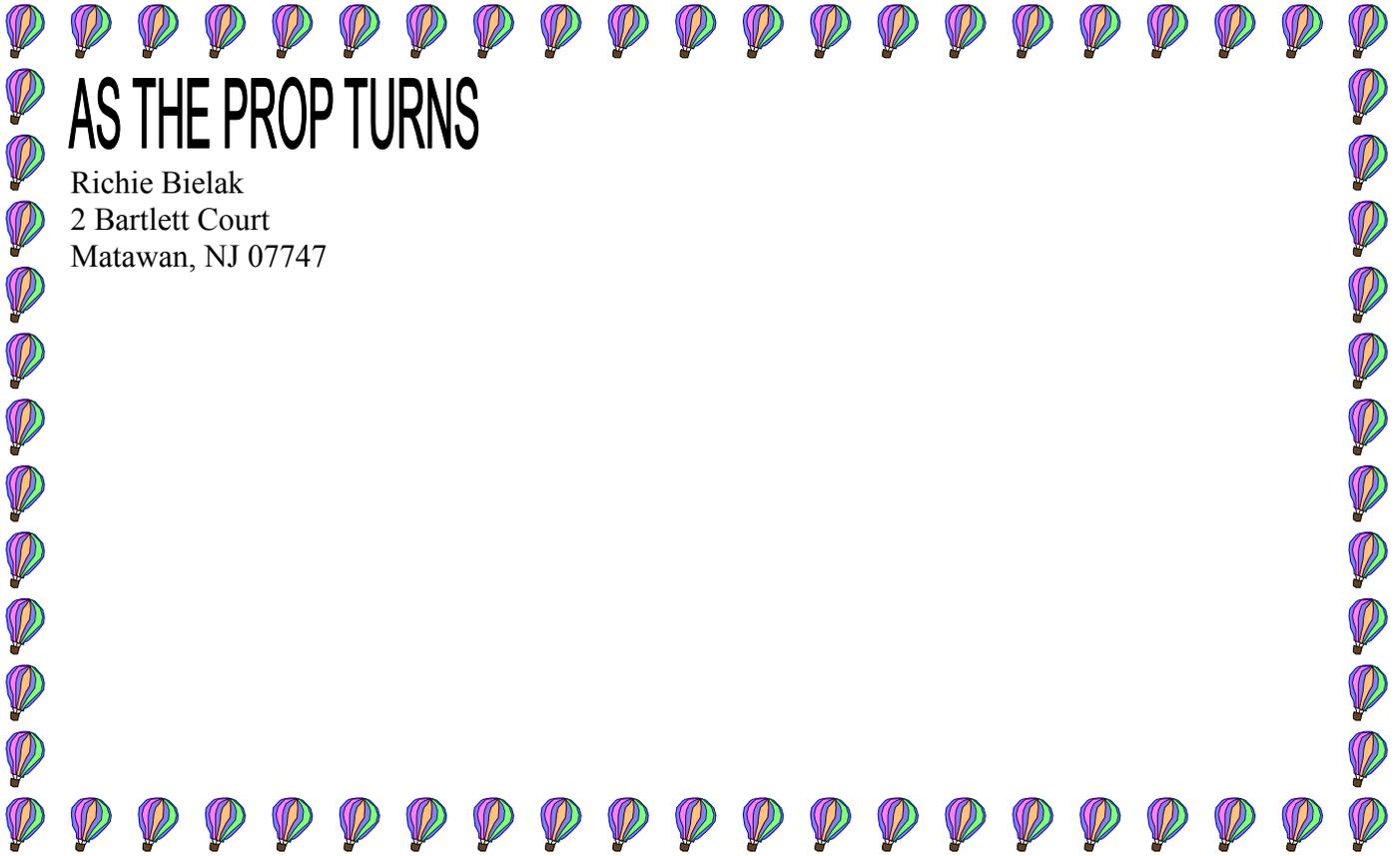
In the “Craftsman’s Corner” Ben Owen put together a list of required and optional electrical system items along with the weight and cost of each. In “Sport Pilot Medicine” Dr. Alex Webb talked about aerobic exercise and supplied tables to use as a guide for one’s minimum and maximum heart rate goals. My goal should be at least 120 beats per minute(roughly double my resting rate), but no more than 150. In the “Sportplane Builder” Tony described various wing tip designs, along with the advantages and disadvantages of one over another. He concluded that there is probably not much difference in efficiency and you should most likely be content with whatever design appeals to you aesthetically or is easiest to build and install.

Bob Hartmaier
EAA 78889

On the lighter side!
On the lighter side!

- “Look at Moses. He spent 40 years searching for the Promised Land and wound picking the only spot in the whole Middle East with no oil!” – *Ed Slott*
- “There was a time when a fool and his money were soon parted, but now it happens to everybody” – *Adlai E. Stevenson, commenting on the U.S. tax system.*
- “I am proud to be paying taxes in the United States. The only thing is – I could be just as proud for half the money.” – *Arthur Godfrey*

Until Next Month --- Fly Safely



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E.A.A CHAPTER 315 “As The Prop Turns”

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**Next Meeting: Monday, December 1st, 7:30PM
Office at Old Bridge Airport**