

AS THE PROP TURNS

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



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Minutes of the October 6th Meeting

President George Cowling opened the October 6th, '08 meeting at 7:30 PM.

Frank Fine moved that minutes of the last meeting be approved as printed in the newsletter. This was seconded and approved by a show of hands.

The Treasurer was not present.



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Lew Levison spoke about the death of Billy Gibson. He is missed by all who knew him.

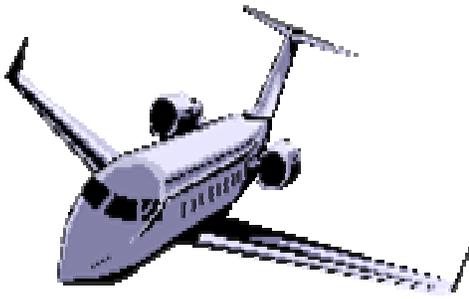
His wife donated many of Billy's books to Monmouth County Library, and to Vivian Tedrow (past member and still a friend of 315) who as a member of American Association of University Women, will put more of Billy's books in their annual book sale.

Billy had a very large collection of books, magazines, tapes, videos and pictures all relating to aviation and it's many forms and functions.

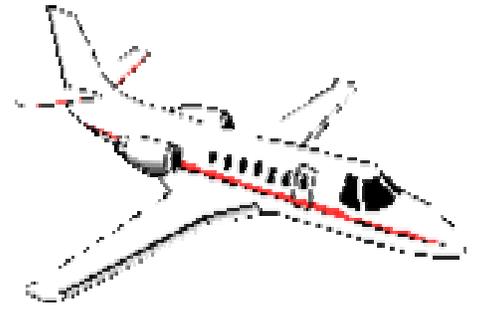
Mrs. Gibson has donated his video tapes to Chapter 315.



- Glenn Stott has purchased the video projector that was approved last meeting.
- Frank Fine reported on Lakewood Airport. The whole runway has been seal coated. It still needs stripes and runway lights. A question of lengthening the runway was raised. Currently the runway is 3500 feet. FAA may give grants to buy land, possibly SW into the industrial part area.
- I.D. Cards and readers were discussed as part of airport security. Homeland Security may give some money towards that.
- 1,000 balsa wood gliders were ordered to advertise the airport.
- There is very tight security at Lakewood Airport.



NEW BUSINESS



- Fuel tank at Old Bridge airport is still waiting for a part to get back into action.
- Gas was \$5.95 at Millville and \$4.75 at Central Jersey.
- Alloway Airport, a private field, had a Fly in and a cookout with 54 planes attending—all sorts of airplanes.
- Certified Fliers—a new flight school may go in at Old Bridge.
- Jersey Aero Club still exists—not at Allaire but at Old Bridge (see <http://www.jerseyaeroclub.org/>)

50/50 was won by Glenn Stott in the amount of \$15.00.

The President accepted a motion to close the business meeting after which Bob Hartmaier showed a video "1-6-R" about Van Nuys Airport.

Next meeting at Old Bridge Airport on Monday November 3rd, 7:30 PM.

Secretary

Jane Finton



T-6 showing off at Millville (photo: Kevin Tyson)

TWENTY YEARS AGO IN SPORT AVIATION

Barbara Ann Fidler's 1940 Piper J-3 Cub graced the cover of the November 1988 issue of Sport Aviation. Restored by Barbara and her husband Jerry, the plane won the Grand Champion Antique trophy at both Sun 'n Fun '88 and Oshkosh '88. They bought the Cub for Barbara to learn to fly in. Then they decided to recover it and "got carried away". Actually, they were old hands at turning out show winning quality work. Jerry had won Replica Grand Champion at Sun 'n Fun '85 with his plans-built Great Lakes 2T-1A. He and Barbara also converted a Piper Tripacer into a Pacer with a kit from Unavair and lots of labor and won Grand Champion Custom Class II at both Sun 'n Fun '86 and Oshkosh '86. Barbara also described the flight from her home in Florida to Oshkosh with fellow female pilot Marcia Sullivan. Due to weather issues they made slow progress, even for a Cub, including several unscheduled overnight stops. It eventually took them six days and 21 hours of flying for the entire trip. When they stepped out of the Cub after arriving at Wittman Field both of the lady pilots were wearing T-shirts with "Two Fast Women in a Slow Cub" written across the back!

Dick Cavin reported on the Grand Champion Rotorcraft winner, a RotorWay Executive built and owned by Dan Wilkinson of Kalamazoo, MI. Dan finished his helicopter in a deep red and white paint scheme with a matching deep red crushed velour interior. Norm Petersen described the PA-16 Clipper that won the Grand Champion Classic award at Oshkosh '88. It was restored by Jim Stanton and his son Jim Stanton, Jr. The plane was damaged due to a run through a ditch, but seemed to be repairable. Of course, as you can guess, when they removed the fabric and did a more careful inspection, lots of rust was found in the fuselage and about 85 feet of tubing had to be replaced. A second fuselage was obtained in order to get an engine mount, landing gear and other necessary parts. Both wings looked good from the outside, but it turned out that all the ribs and one rear spar had to be replaced. Of course, the leading edges, trailing edges, and wingtip bows were all replaced with new parts before covering as well.

Jack Cox provided Part Two of his report on the recently completed Oshkosh Fly-In Convention with details about the newest Questair Venture, the tri-gear RV-6A, and Richard Blackmore's Ford V-6 powered RV-4. With the radiator positioned under the fuselage, the "Flying Ford" RV-4 had more than a passing resemblance to a mini P-51 from certain viewing angles.

Harry Riblett contributed an article in which he discussed Wortman Airfoils. In the "Craftsman's Corner" Ben Owen explained a drafting method for developing streamlined shapes on paper. In the "Cockpit Classroom" Harold Holmes provided some of the questions and answers that came up in the Flight Instructor forum at Oshkosh '88. In "Sport Pilot Medicine" Dr. Mohler talked about recent developments in crashworthiness and the lack of FAA support in research in this area. In the "Sportplane Builder" Tony Bingelis continued his discussion of glues and other adhesives used in building wood aircraft structures.

Bob Hartmaier
EAA 78889

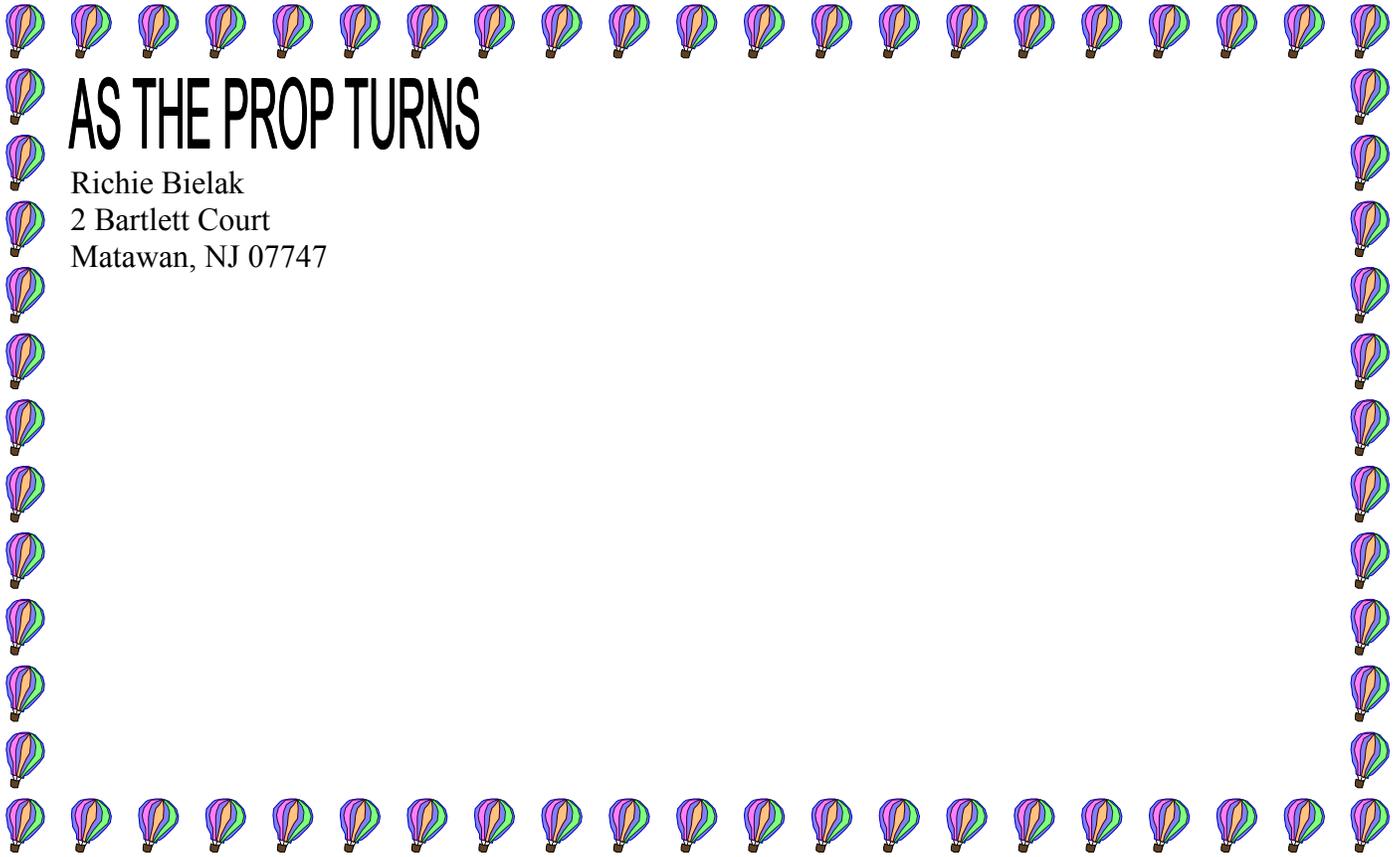
ACUTAL REMARKS TAKEN FROM ROYAL NAVY AND MARINES' FITNESS REPORTS:

- His men would follow him anywhere, but only out of curiosity
 - I would not breed from this officer
 - This officer is really not so much as a has-been, but more of a definitely won't-be
 - When this officer opens her mouth, this is only to change out whichever foot was previously there
 - He has carried out each of his duties to his entire satisfaction
 - He would be out of his depth in a car park puddle
 - Technically sound, but socially impossible
 - This officer reminds me very much of a gyroscope – always spinning around at a frantic pace, but not really going anywhere at all
 - This young lady has delusions of adequacy
 - When he joined my ship, this officer was something of a granny; since then he has aged considerably
 - I wish this officer would understand that nought is a mark
 - Since my last report, he has hit rock bottom and started to dig
 - She sets low personal standards and then consistently fails to achieve them
 - He has the wisdom of youth, and the energy of old age
 - This officer should go far – the sooner he starts, the better
 - This man is depriving a village somewhere of an idiot
 - The only ship I would recommend this man for is citizenship
1. Works well under constant supervision and when cornered like a rat in a trap



B-25 at Millville (photo: Kevin Tyson)

Until Next Month --- Fly Safely



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**Next Meeting: November 3rd, 7:30PM
Office at Old Bridge Airport**