



AS THE PROP TURNS

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



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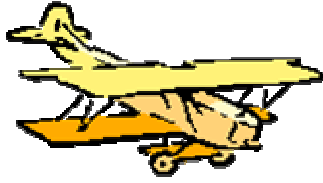
Minutes of the September 8th, 2008 Meeting

The September 8th, 2008 meeting of EAA Chapter 315 was opened at 7:40PM by President George Cowling. The minutes of the previous meeting were approved by voice vote.

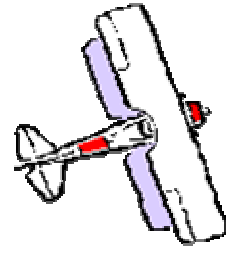
As the Treasurer was not present we did not have a Treasurer report.



AS THE PROP TURNS



OLD BUSINESS

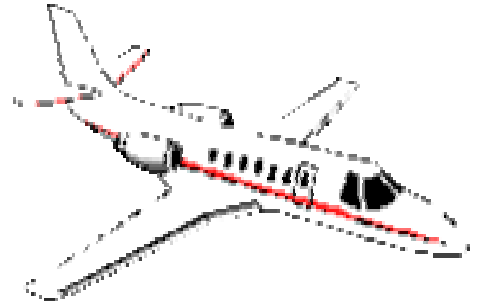


- **Video Projector**

- The subject of video projector was brought up for discussion. Glenn Stott has done some checking. He presented specs and figures for a ViewSonic. The cost would be approximately \$695.00. There was a discussion as to where we could use it and what size screen would be required. Glenn has a 10 foot screen, plus a smaller one in hangar.
 - Pros and cons - will we use it enough to warrant the cost? Based on programs and events of recent years, it is very likely.
 - By unanimous vote it was decided to purchase the projector using the funds from the treasury.
-
- We will pay EAA dues for Old Bridge airport manager—Paul.



NEW BUSINESS



- Lew Levison took the floor to speak about a young pilot from Ham-
monton – Jason Flood – aerobatic pilot, son of Flood. Jason re-
cently 1st place at Red Lion aerobatic contest. He won over 12 com-
petitors including his brother. Our congratulations to Jason.
- Lew made a motion to \$100.00 to Jason's education fund, it was sec-
onded by John Wooley , and approved by all. Jason plans to continue
with aerobatic flying
- Richie Bielak talked of a EAA resource for finding speakers (see
<http://www.eaa.org/chapters/speakers/>)
- Frank Fine was attending the Lakewood township meeting and will
fill us in next meeting.

- Frank asked that we discuss the possible Young Eagles Day for October. It was discussed and we voted to scrub October. We are going to start planning in March for the June date.
- **Upcoming Events**
 - "Wheels and Wings" at Millville will be held on September 20th and 21st. Roger Elowitz said that he was very impressed by all additions at Millville.
 - Bob Hartmaier spoke of the show to be held at the Golden Age Air Museum in Bethel, PA.
- **Miscellaneous**
 - Lew Levison said that Bill Gibson is not doing very well, he has not been eating. He needs our thoughts and prayers and cards.
 - 50/50 yielded \$7 for the chapter and a like amount for the secretary.

Next meeting October 6, at Old Bridge Airport Office at 7:30 PM.

Recorded by Secretary
Jane Finton



The following seems to be directed toward auto mechanics and restorers, but I think it will ring some bells with anyone who has worked with tools.

Tool Definitions more appropriate to their use.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted fender which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh shit!"

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Also effective in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG YELLOW PINE 2X4: Used for levering an automobile upward off of a trapped hydraulic jack handle.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER: A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS: See hacksaw.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are attempting to hit.

MECHANICS KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMMIT TOOL: Any handy tool that you grab and throw across the garage while yelling DAMMIT at the top of your lungs. It is also, most often, the next tool that you will need.

“Wings and Wheels” at Millville



These pictures were taken by my friend, Kevin Tyson, at the recent air show at Millville. Thanks Kevin!

The Editor

(Howard you have some competition :-)



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the October 1988 issue of *Sport Aviation* featured Herb Gehlken's Smyth *Sidewinder*, the winner of the Plans Built Grand Champion trophy at the 1988 Oshkosh Convention. The aircraft had been described in the May 1988 issue, so Jack Cox filled in some information on Herb and how he came to be interested in custom built aircraft. Herb had begun building custom cars for himself, but his outstanding workmanship got the attention of those who have the interest and the money, but not the time, or skills, to build or customize a car themselves. Thus his hobby evolved into a very successful business of restoring and building custom cars for others. He eventually sold it, and used some of the money to learn to fly. When he discovered homebuilding, he knew he had found a new outlet for his creative urges, and bought the *Sidewinder* project. He said that he also had a Stits *Playboy* and a *Navion* waiting for his attention.

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Jack Cox had a chance to interview Roy LoPresti, and discuss his latest project, the *Swiftfire*, a highly modified *Swift* with a 420 hp Allison turboprop engine out front. The *Swiftfire* was a result of a program between Roy and Stuart Millar of Piper to try to improve out of production designs that had untapped performance potential. They reasoned that it was easier to modify an existing design as opposed to the very involved and expensive certification program for an all-new concept. Other proposed variations on the *Swift* theme included models with a 180 hp Lycoming engine, a tricycle landing gear, a four-place configuration, and pressurization. The *Swiftfire* was still undergoing flutter testing, so the top speed was limited, but Roy said that computer models showed it should top out at 354 mph, and cruise at 300 mph at 10,000 ft. Roy was also working on a new version of the *Comanche* that would cruise at 300 mph behind a turbo-charged TSIO-540 engine. I'm going to guess that the bean counters, lawyers, or marketing studies quashed these proposals, since I've never heard of any of them going into production.

Jack Cox also provided his annual overview of the recently completed Oshkosh Fly-In Convention with a summary of interesting aircraft and people in attendance. He devoted a lot of space to Burt Rutan's new five-place *Catbird* that he considered to be the most technically innovative and interesting plane at the show. Of course the *Catbird* was all composite, with a "T" tail at the back and small canard panels just forward of the firewall. The pilot sat in the "catbird" seat in front, with the first two passengers just behind with their feet outboard of the pilot's seat. The last two passengers sat behind them facing rearward. Burt was working on some simple, lightweight, ways to obtain pressurization, since the plane was designed to cruise most efficiently at 24,000 ft.

The ever busy Jack Cox also supplied an account of the filming of a made-for-TV movie on the life of Pancho Barnes. Charlie Hillard was engaged to put together the fleet of aircraft and pilots, and wearing a wig, he performed the role of Pancho in the flying scenes. Although Pancho Barnes was not known for physical beauty, Valerie Bertinelli was chosen to play her from the time she was a young girl through her time as the proprietor of the "Happy Bottoms Riding Club" Dude Ranch adjacent to Edwards Air Force Base. I don't remember this film; anyone know if it is out on video?

Frank Kingston Smith told of his new job as Piper Aircraft's "Aviation Ambassador". His function would be to travel the country in a *Turbo Arrow* and expound on the virtues of personal flying to non-aviation people. He wondered if he would lose his rapport with grassroots folks who build and restore airplanes as a hobby.

Some "how-to" articles included building a temporary, disposable paint booth and how to form a one piece aluminum landing gear. In the "Sportplane Builder" Tony discussed the various wood glues available for aircraft construction, and compared their advantages and disadvantages.

Bob Hartmaier
EAA 78889

Internet Fun

This video of a dead stick take-off and landing is from YouTube. Check it out!

<http://www.youtube.com/watch?v=z985xdXW-3w>

Until Next Month --- Fly Safely



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E.A.A CHAPTER 315 “As The Prop Turns”

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

**Next Meeting: October 6th, 7:30PM
Office at Old Bridge Airport**