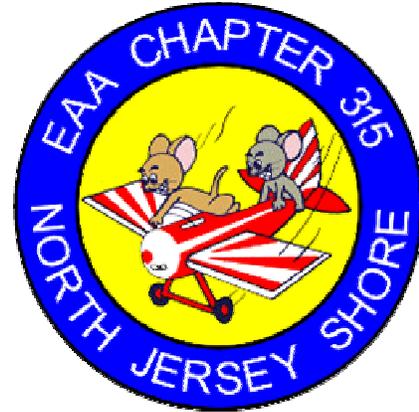


AS THE PROP TURNS

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



EAA CHAPTER 315 ON THE WEB: www.eaa315.org

President:

George Cowling
1152 Deal Road
Wayside, NJ 07712-2506
(732) 493-2485

Vice-President:

Lew Levison
11 Cromwell Lane
Jackson, NJ 08527
(732) 617-9521

Secretary:

Jane Finton
104 Arbor Court
Tinton Falls, NJ 07753
(732) 918-2111
JanFin51@aol.com

Treasurer:

Tom Goeddel
31 McCarter Avenue
Fair Haven, NJ 07704-3408
(732) 842-4387
tgoeddel@comcast.net

Young Eagle's Coordinator:

Frank Fine
3311 Belmar Blvd.
Wall NJ 07719-4616
(732) 681-5286
thefines@juno.com

Newsletter Editor:

Richard Bielak
2 Bartlett Court
Matawan, NJ 07747
Home: (732) 566-5879
Mobile: (732) 266-4461
richieb@gmail.com

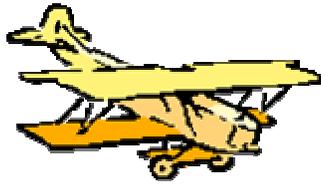
Minutes of the September 14th Meeting EAA Chapter 315

The September 9th meeting of EAA Chapter 315 was opened at 7:40PM by President George Cowling. 15 people were in attendance.

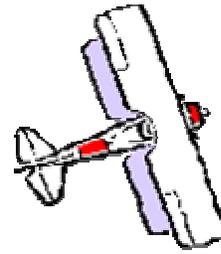
Minutes of the last meeting were approved.

The Treasurer reported balance on hand of \$2139.08.





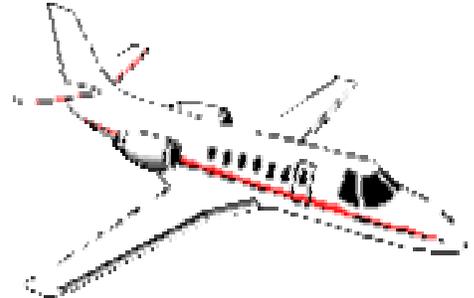
OLD BUSINESS



- Frank Fine was asked about the status of Lakewood Airport. He said "There is not much to report, all is quiet for now".



NEW BUSINESS



- There is to be an Open House at Eagles Nest Airport October 10th, 2009, from 10:00AM to 1:00PM. Rain date is October 11th. State and local FAA reps will be there. Food will also be available.
- A suggestion was made to schedule a tour of Lakehurst some Saturday morning. Maybe combine it with our meeting of the month.
- "Wings of Freedom" brought three restored airplanes to Monmouth County airport a B-24, a B-17 and a P-51 during the week of August 24.
- There is another blimp at Lakehurst.
- The possible showing of a film about the Glider pilots of WW II was discussed. Maybe next winter.

Chuck Pitman won the 50/50 in the sum of \$15.00.

Business meeting adjourned to watch Howard Levy's pictures from Air Venture '09. Good pictures Howard!

Next meeting will be on October 5th at the airport office, at Old Bridge Airport.

Sec. Jane Finton

From Lew's Albums—Lew and some old friends....



TWENTY YEARS AGO IN SPORT AVIATION

An in flight photo of Fred Keller's *Prospector STOL* was featured on the cover of the October 1989 issue of Sport Aviation. For those of you who may not remember, Fred was a Kentucky native who had been living in the Anchorage, Alaska area for the previous 25 years or so. He had been interested in aviation and homebuilding for most of that time, building an early *KR-1* in a small garage with basic hand tools. He trailed it to Oshkosh in 1973 and won the best auto-powered homebuilt award. In 1978 he built the first *VariEze* to be completed in Alaska, winning best *VariEze* and best workmanship awards at Oshkosh that year. After two years of improvements on the *VariEze*, he won the Grand Champion homebuilt award in 1980. He also worked with Burt Rutan on the *Defiant* program, completing the first plans built example in 1983. At the time of the article the *KR-1* and *VariEze* were in museums, but he still owned and regularly flew the *Defiant*. Looking for a new project as well as a plane to get himself, his wife, and building materials to his vacation home on a lake 180 miles southwest of Anchorage, he began thinking about a 150 hp Lycoming powered bush plane that could carry 12 foot long boards, and get in and out of short, unimproved runways. The *Prospector STOL* was the result. The plane used the Burt Rutan "moldless" composite construction method, and featured a mid mounted forward swept wing. Fred liked the good visibility afforded by the bubble canopies of his previous planes, but also knew that in rough field operations the wing needed to be as high as possible. The mid-wing configuration was the solution. The forward sweep allowed the spar carry through structure to pass behind the seats while keeping the center of lift in the proper place. Although the plane had logged about 43 hours at the time, Fred reported that a thorough test program was still in progress, and would give no performance numbers. It should come as no surprise of course; the *Prospector STOL* won the Grand Champion Plans Built Homebuilt award at Oshkosh '89.

The Grand Champion Kit Built award was won by an *RV-4* built and owned by Buzz and DJ Lauritsen of Boone, Iowa. Yes, DJ was pretty much involved every step of the way, as she bucked most of the rivets, and also did all the upholstery work in the cockpit. Jack Cox's very thorough article covered their efforts during the whole building process.

Mark Phelps also contributed an article about the replica of Lincoln Beachey's *Little Looper* that was built in 1968 by Walter Bullock and was now owned by Vern Dallman. The replica used a LeRhone rotary engine in place of the Gnome rotary that powered the original because it was considered to be more reliable. As it turned out, that may have been a mistake, since Beachey seemed to have no problem with his Gnome powered machine, but Vern had not looped the *Little Looper* since he had yet to figure out how to keep the LeRhone engine running when pulling more than about 2 G's.

In "EAA World", Jack Cox covered some of the significant events at the 1989 Oshkosh Fly-In Convention as well as commenting on the progress and changes he had noticed over the previous decade.

Dave Gustafson interviewed FAA Associate Administrator for Aviation Safety Keith Potts and gleaned some info on FAA's new "kinder and gentler" program with respect to enforcement and compliance issues. On a related subject Fred Zimring discussed the Aviation Safety Reporting Program, better known to some as the NASA report, since NASA was responsible for the administration of it. His FAQ format answered many common questions about the program.

Jack and Golda Cox attended the 1989 Reno races and reported the results for us. Everyone was anxious to see how the homebuilt unlimited Tsunami would perform, but engine problems kept it from reaching its potential. Lyle Shelton, fresh from setting a new straight line speed record of 528.329 mph in his R-3350 powered Bearcat *Rare Bear* dominated the Unlimited class. He was the fastest qualifier at 467.378 mph, won all of his heats and then won the championship race at a speed of 450.91 mph. Tom Aberle captured the Biplane class, Ray Cote won his 12th Reno championship in Formula One, and Tom Dwelle won the T-6 class by just nosing out top qualifier Eddie Van Fossen.

In the "Craftsman's Corner" Ben Owen discussed selecting a welder. In "Sport Pilot Medicine" Dr. Lawrence Desanto talked about Tinnitus and proper hearing protection. "Hints For Homebuilders" described how to make a small sheet metal shear out of two pieces of ¼ inch steel. And in the "Sportplane Builder" Tony Bingelis suggested some tools that could be useful to homebuilders for sanding and grinding and other such finishing jobs.

Bob Hartmaier
EAA 78889

"You can always tell when a man has lost his soul to flying. The poor bastard is hopelessly committed to stopping whatever he is doing long enough to look up and make sure that the aircraft purring overhead continues on course and does not suddenly fall out of the sky. It is also his bound duty to watch every aircraft within view take off and land".

Ernest Gann, Fate is the Hunter



AS THE PROP TURNS

Richie Bielak
2 Bartlett Court
Matawan, NJ 07747

E.A.A CHAPTER 315 “As The Prop Turns”

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the
Experimental Aircraft Association— October 2009
Editor: Richie Bielak 732-566-5879

**Next Meeting: Monday, October 5th, 7:30PM
Old Bridge Airport, Airport Office**