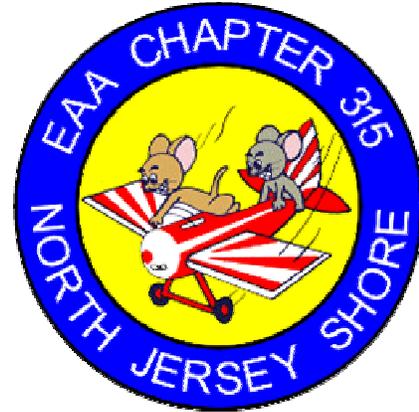


AS THE PROP TURNS

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



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Minutes of the August 3rd Meeting of Chapter 315

The August meeting of EAA Chapter 315 took place at Old Bridge Airport in Hangar 10E. The Secretary and Treasurer were absent, and the editor arrived late so no one took official minutes.

The Treasurer reported account balance \$2139.09 via Email.

We discussed Oshkosh plus some more local airport politics.

The meeting adjourned around 8:30PM to watch a video about the P-47 Thunderbolt.

The Editor



Miscellaneous

CONOCO-PHILLIPS YOUNG EAGLES FUEL REBATE NOW \$2 PER GALLON

Just a reminder to volunteer Young Eagles pilots that the Conoco-Phillips fuel rebate is now doubled to \$2 per gallon through December 31, 2009. Rod Palmer, general manager of Phillips 66 Aviation, made the announcement during AirVenture this year, and Phillips, presenting sponsor of Young Eagles, has been supporting the fuel rebate program since 1994. The rebate to volunteer pilots helped the program achieve its original goal of one million flights. More than 4,000 pilots have taken advantage, introducing more than 350,000 kids to the wonders of flight. For complete details, visit www.YoungEagles.org/volunteers and click on Phillips Rebate program.

The Hudson River Collision

Number of articles appeared in local papers about this accident. Here are couple of links to those articles.

<http://www.nytimes.com/2009/08/31/nyregion/31crash.html>

http://www.nj.com/news/index.ssf/2009/08union_leaders_say_air_traffic.html

Wing tip vortices are real!



Flying Circus Show at Golden Age Aviation Museum

Bob Hartmaier attended the Flying Circus show on August 23rd (it was the rain date) and took these pictures.



Newly restored Jenny.



Jenny in the air!



Visit the website <http://www.goldenageair.org/> to see a video of Jenny fly!!!

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the September 1989 issue of Sport Aviation featured the Glasair RG constructed by Skip Gdisis of Racine, Wisconsin. Skip, a tool and die maker by profession, built his plane to similar close tolerances. The result of his efforts was the Grand Champion Custom Built award at Sun 'n Fun 1989. Jack Cox cited one example of Skip's attention to detail in his description of the canopy doors. Instead of relying on rubber seals to fill the gaps and provide a wind and weather seal, Skip scraped, sanded and scraped and sanded again until his canopy doors fit so well that they will seal out water and wind noise without the use of a seal of any kind. Of course, any place where two panels adjoined one another the fit was perfectly straight and perfectly matched.

Frank Woznik's Double Eagle was a two-place negative-stagger biplane that very loosely resembled a Beach D17. Frank originally planned a fully retractable tricycle landing gear, but after getting the plane flying he was reluctant to take it back to the shop to finish the system. As of the time of the article all the structural provisions had been made but the actuating mechanisms were never installed. Frank gave us an extensive description of the all-wood structure and his building process.

Dick Cavin reported on the new all-composite amphibian Seawind 2000 that debuted at the 1988 Oshkosh Fly-In. The Seawind featured a shoulder mounted wing just behind the cockpit and the tractor engine mounted behind and aft on the front of the vertical stabilizer. The basic structure was molded in two halves, with the top and bottom surfaces of the wings integral with the top and bottom of the fuselage. The wing tips curved downward to act as tip floats during water maneuvering. A 200 hp Lycoming provided a cruise speed of 161 mph at 75% power.

In an article titled "Basic Diffuser Design" Dan Bond and Johnny Doo of Renaissance Designs used all kinds of complicated equations and graphs to explain how to reduce cooling drag in the engine compartment. I am a loss as to how to summarize it, so if anyone is interested in such info, let me know!

Budd Davisson contributed a very useful article concerning the different areas of knowledge and skill required to construct an airplane, and where and how to obtain the education needed.

The results of the CAFÉ 400 race held at Santa Rosa, CA on June 23-23 1989 were presented along with a technical discussion of the formula for the event. The winner was Klaus Savier in a 100hp VariEze who clocked a top speed of 158.5 mph at 47.73 MPG and just edged out last year's winning Q200 flown by Gene Sheehan.

In "Sport Pilot Medicine" Dr. Heath discussed the Third Class Medical and although he made a good case for eliminating it, he admitted that it probably would never happen. I guess the LSA rules have eliminated it for at least some folks so common sense has prevailed somewhat, although it did take 20 years for it to happen. In the "Craftsman's Corner" Ben Owen talked about trying to encourage small children to help in the shop and also gave some tips on how to prevent injuries from occurring. In the "Cockpit Classroom" Harold Holmes discussed some common mistakes made by pilots during approach and landing, and the roll of such errors in accidents. In the "Sportplane Builder" Tony talked about the care and feeding of the aircraft battery, what to do when it failed you, and described how to install a ground service receptacle.

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E.A.A CHAPTER 315 “As The Prop Turns”

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**Next Meeting: Monday, September 14th, 7:30PM
Old Bridge Airport, Hangar 10E**