

AS THE PROP TURNS

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



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EAA 315 Minutes of Meeting—September 12th, 2011

The October 10, '11 meeting of EAA #315 opened at 7:35 pm, with Pres. George Cowling asking for a motion to approve the minutes of the previous meeting. It was seconded and approved by all present.

Next, the Treasurer Tom Goeddel, reported \$1707.67 in the treasury.



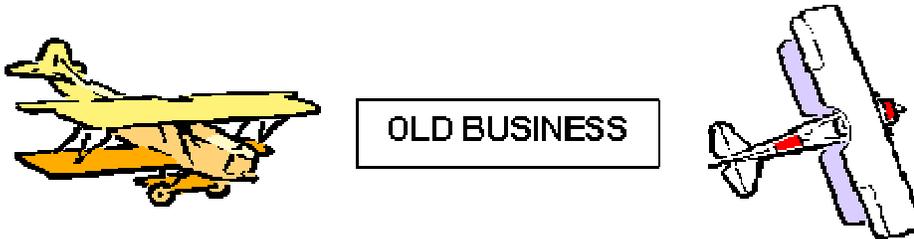
We had several guests present, including Joe Flood, whose son Jason, a banner pilot, had a bad accident with his banner plane 5 weeks ago. He is undergoing treatment and will require extensive therapy.

President Cowling suggested we consider a donation from #315 to help. A motion was made by Jack Kurtz that we do so. This was immediately 2nd and approved by all. A check for \$250 was immediately prepared by Treasurer Goedel and presented to Joe.

We wish Jason, and all his family, all the best in this stressful time.

Allen Airport held a pancake breakfast Sat.Sept.17, attendance was good, 11 planes arrived, it was a good day, good weather and good food. Also, donations of \$1500.00 were made for Jason.

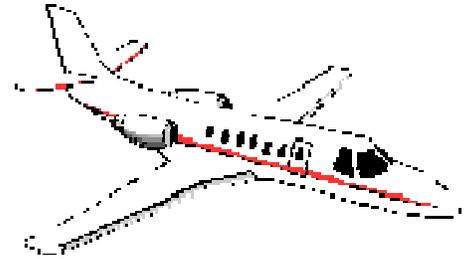
Eagle's Nest Airport, Manahawkin, NJ, will hold a Fly-In on Sept. 24, at which there will be a donation table for Jason. Also Eagle's Nest hats will be available for \$25.00 to benefit Jason.



- Peter Weidhorn spoke about the Young Eagles Fly-in 24 planned for September 24th at Eagle's Nest Airport. Ads have been placed in local papers, lots of fliers distributed, 100 water bottles purchased. There will be a DJ and food available. Lots of effort to generate community support. EAA 898 will attend, and also the Black Sheep-C.A.P., as well as members of 315.
- An above ground fuel tank has been ordered for the field. Approval for hangars has been given, and also the okay to remove some trees. N.J. has reactivated sign-off for design.



NEW BUSINESS



- Up for discussion next meeting...Election of Officers, and next years Awards dinner.
- Fran Fine reported on Monmouth Airport, a motion before the Wall Twp. Board for permission to build a cell phone tower was voted down. The FAA said no.
- Water was reported up to 6 feet deep in the pit ring at Monmouth.
- Vandalism at Old Bridge airport—in an effort to curtail it, a sign was posted, warning that "Vandalism is a Federal Offense with No Probation". Also at O.B. the weather internet is up after being down due to hurricane Irene.

There were 19 in attendance, including guests Paul Gaither, Rusty Richards and Ronnie Pankow. My apologies if I missed anyone.

The 50/50 was won by President George, who donated his \$20.00 winnings to Jason Flood.

October 8 is the last breakfast for the season at Allen Airport (one mile east of Flying W).

Next meeting October 3, 7:30 pm at Old Bridge Airport office.

Submitted by

Secretary Jane Finton

Peter Weidhorn talking about his experiences in running Eagles Nest Airport.



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the October 1991 issue of Sport Aviation featured a Long-EZ owned and built by Bob and Ginny Greider that won the Grand Champion Plans Built award at the Oshkosh '91. The two had discussed building an airplane, and had settled on the Long-EZ as the design that best fit their needs. While Bob, an Air Force C-130 pilot, was on an extended trip to Europe, Ginny bought a partially completed project that included the fuselage, wings and canard, hauled it back to their home, and placed it in the garage where Bob normally parked his car. She placed a "get me finished" sign on it that Bob could not help but see when he returned home. Shortly after that, Bob was transferred to Davis-Monthan AFB in Tucson, where they met George Nopper and Gary Lichte. Gary's Glassair won the Kit Built Reserve Grand Champion award at Oshkosh in 1989 and George's Long-EZ won the Plans Built Grand Champion award in 1990. Under their tutelage Ginny and Bob's craftsmanship improved dramatically, so dramatically that they ended up building a new canard, wings and fuselage and set loftier standards for fit and finish for the remainder of the project. Building a new fuselage also allowed them to lengthen it 5 inches to give more leg room for both pilot and passenger. The engine was a stock 150 hp Lycoming 0-320, but it was disassembled in order to inspect it, and so that it could be carefully reassembled to insure that it would meet their cosmetic standards and not leak oil. Knowing that the judges awarded points for owner-built items, Bob bought a book and learned to carve the propeller. Ginny rented an industrial sewing machine, taught herself to use it, and did all the upholstery.

Arthur Gallant provided an account and lots of photos of the construction of his Lancair 320 that won the Kit Built Grand Champion award. He received an early kit and had to make some of the parts from the plans since they were not available from the factory when he was ready for them. He was a former drag racer, so he disassembled the engine and after a mild massaging that included oversize cylinders, porting and polishing, blueprinting and balancing, he estimated that it delivered 180 hp to the Hartell constant speed propeller. Arthur reported a 75% power cruise speed of 240 mph and a clean stall speed of 70 mph.

Jack Cox contributed one of his very thorough descriptions of the KIS-1, and all-composite two-place side-by-side design powered by an 80 hp Limbach engine. The max gross weight was 1200 lbs, and the top speed was 150 mph. I'm surprised we haven't seen this design with a Rotax engine marketed today as a light sport aircraft. At the time they were also considering a Continental 0-200 version that would max out at 1400 lbs.

Dave Gustafson supplied two articles describing some of the military efforts in Operation Desert Storm. In the first he interviewed General Chuck Horner, the head of all air operations during the 43 day war. General Horner not only ran the show and answered only to General Schwarzkoph, but he stayed current, and stayed knowledgeable on the latest fighter capabilities, by flying his own personal F-16. Of course one of the stars of Desert Storm was the F-117A Stealth Fighter, so Dave also made sure to sit down with Capt. Rob Donaldson who had logged more hours and missions than any other F-117A pilot who participated in Desert Storm.

Jack Cox also reported on the goings on at the 1991 Oshkosh Fly-in Convention with information on new designs, attendance figures, highlights, and of course, lots of photos.

In "From the Archives" Dennis Parks offered some early homebuilt designs that were discovered during the EAA Aviation Foundation's effort to document the history of homebuilding in America. The first, and so far the earliest officially published, was a foot-launched biplane hang glider very similar to the 1896 Chanute-Herring glider. The plans were originally published in Popular Mechanics in 1907. In 1910 Popular Mechanics published the plans for Alberto Santos-Dumont's Demoiselle. In the interest of fostering progress in aviation, Santos-Dumont had released the design to the public unencumbered by any patent rights. Well, Alberto was independently wealthy thanks to his father's coffee plantations in Brazil, but it was still a nice gesture.

In the "Craftsman's Corner" Ben Owen offered tips on landing gear alignment and using kitchen drawer slides for a sliding canopy. In the "Sportplane Builder" Tony discussed joints in aircraft woodwork, including types of joints, making test samples, and scarf joints.

Bob Hartmaier
EAA 78889



Members and guests at
the last meeting



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**Next Meeting: Monday, October 3rd, 7:30PM
Old Bridge Airport Office**