

AS THE PROP TURNS

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



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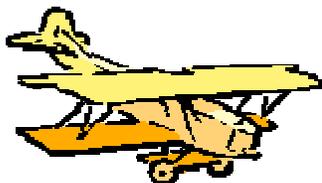
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Minutes of the January 2012 Meeting of EAA Chapter 315

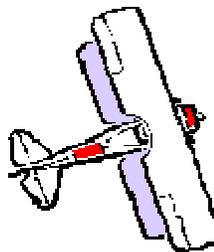
Newly elected President Bob Lorber opened the Jan.9,'12 meeting of EAA Chapter 315 at 7:40 pm. George Cowling called for approval of the minutes, Lew Levison seconded the motion, which was then approved by all.

Treasurer Tom Goeddel reported \$1455.67 in the treasury with expenses of \$158.00. EAA 2012 calendars are on hand for purchase from Tom.





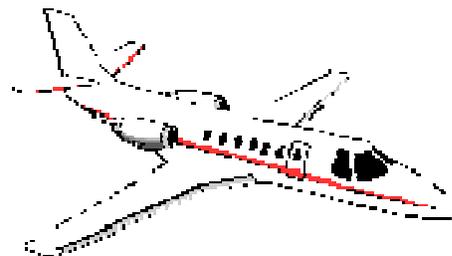
OLD BUSINESS



- Word from Frank Fine is that a new terminal is being built at Miller Airpark. Nothing new to report from Monmouth or Lakewood.
- News from Eagles Nest...trees are down and cleared away, taxi-way is 3/4 done, Jay Lazewski moved much dirt for that. Fuel tank will be in soon. Peter needs to pick an electrical contractor to get a permit for a hangar. Work is progressing, soon to be An Airport!
- Jason Flood is doing well, driving himself to physical therapy.



NEW BUSINESS



The Annual Awards Dinner will be held April 19, 2012 at the All Seasons Diner on Rt.9 north of Freehold. The time will be 7:00 pm and the cost will be \$30.00 per person.

We will have as speaker Bernice Haydu who served with the WASP in WW2, she is the author of "Letters Home" about her experiences. Two members have heard her speak and said it was a very interesting evening.

We had further discussion on how to create more interest in the Chapter. Bring a friend night was one suggestion, a bus trip to Rhinebeck was another. A group trip to "Golden Eagles" field was suggested by Bob Hartmaier.

Sun and Fun will be held in Florida March 27th thru April 1st.

The 50/50 was won by Mark Pierce...\$13.00 .

Next meeting will be 6 February, 7:30 pm, Old Bridge Airport office

Submitted by secretary,
Jane Finton

Summary of rules for flying the Hudson Corridor.

New York Class B Airspace Hudson River and East River Exclusion Special Flight Rules Area (SFRA)



<p>Preflight Planning</p> <ul style="list-style-type: none"> Be familiar with SFRA rules, procedures, and current charts
<p>In BOTH Exclusions</p> <ul style="list-style-type: none"> Airspeed - Not more than 140 knots Anti-collision lights - ON Aircraft position/navigation lights - ON Landing lights - ON (recommended) New York TAC or Helicopter Route Chart – Onboard (current edition)
<p>SKYLINE ROUTE (Class B VFR Transition Route)</p> <ul style="list-style-type: none"> Obtain clearance prior to: <ul style="list-style-type: none"> Verrazano Bridge, Northbound – 127.85 (Newark Tower) Alpine Tower, Southbound – 126.05 (LaGuardia Tower)
<p>HUDSON RIVER EXCLUSION (CTAF 123.05)</p> <ul style="list-style-type: none"> Fly in proper altitude range <ul style="list-style-type: none"> Transient operation* [1,000 ft up to, not including, 1,300 ft MSL] Local operation** [Surface up to, not including, 1,000 ft MSL] Fly within the boundaries of the exclusion along the: <ul style="list-style-type: none"> Southbound - West shoreline Northbound - East shoreline Self-announce at mandatory reporting points (CTAF 123.05) <ul style="list-style-type: none"> You must include: aircraft type, current position, direction of flight, and altitude
<p>EAST RIVER EXCLUSION (CTAF 123.075; LGA 126.05/263.00)</p> <ul style="list-style-type: none"> Fixed wing aircraft are prohibited unless authorized by ATC <ul style="list-style-type: none"> Contact LaGuardia Airport Traffic Control Tower prior to Governors Island on 126.05 or 263.00 ALSO, monitor and report on CTAF 123.075

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Rev. 1 (11/09)

New York Class B Airspace Hudson River and East River Exclusion Special Flight Rules Area (SFRA)



Mandatory reporting points shown.
Note: Not for navigational purposes.

Important Frequencies

East River operations	123.075
LGA Tower Authorization	126.05 or 263.00
Hudson River Operations	123.05
Skyline Route Southbound	126.05 (LGA)
Skyline Route Northbound	127.85 (EWR)

Circling the Statue of Liberty

- Do so at the highest practical altitude below 1,000 feet MSL
- Circle in a counter-clockwise direction
- Be aware that local helicopter tour operators fly an irregular pattern near the Statue of Liberty at approximately 500 feet
- Remain especially vigilant for other traffic in the vicinity of the Statue of Liberty



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TWENTY YEARS AGO IN SPRT AVIATION

An inflight photo of Pete Land's *White Lightning* graced the cover of the February 1992 issue of Sport Aviation. The original *White Lightning* was designed by Nick Jones, and at the time was the fastest four-place, single-engine, propeller driven aircraft in the world. In the 1987 CAFE 400 competition the prototype finished in first place with the highest score ever achieved in the race. Well, Pete read about Nick and the plane in the alumni newsletter from the Citadel, and after meeting him and getting a ride in the prototype, he ordered the kit. To get more headroom, he added one and one half inches in between the top and bottom fuselage halves. This added frontal area resulted in a cruise speed of 240 mph and a top speed of "only" about 250 mph, as opposed to the prototype's record of 272 mph.

Dave Gustafson contributed an article about three builders who decided to build Wittman *Tailwinds* together. They were able to give each other support, and get a better price when ordering materials. At Oshkosh Dave sat down and talked to two of them, Jerome Thiessen of Baraboo, WI, and Jim Clement who was from nearby Merrimac, WI. They originally started to build the W-8 model, but each time they visited Steve Wittman, he would give them some penciled in changes to the plans, changes that improved the wing and beefed up the structure for a more powerful engine. What he was actually doing was giving them the modifications that make the Model W-8 into a Model W-10, at the same time as he was designing it. With a Continental O-300 engine they could cruise at 190 mph, or slow down to around 170 mph for puttering around at economy cruise.

Bud McHolland of Sheridan, WY, wondered what a Cub would be like with a more modern airfoil, so he built one. His wing used an NACA 23012 wing section, and he hung a 100hp Continental O-200 engine on the front. This combination resulted in a cruise speed of 108 mph and a stall speed of 38 mph. The fuel system consisted of two 12 gallon wing tanks and a 1.5 gallon header tank. He reported that the plane had better control response than a Cub and a better roll rate. Bud next planned to install a turbocharger and promised to give us an update on the resulting performance improvement.

In 1992 EAA announced that judging would include a new "contemporary age" category for aircraft built between 1956 and 1960. Jack Cox offered a brief history of those years with a "big picture" that reviewed the major events of each year and a more detailed description of what was going on in general aviation and EAA at that time. Jack reported that in November 1959 Max Conrad took off from Casablanca, Morocco, in a 180hp Piper Comanche, landing in El Paso, TX, 56 hours and 26 minutes later, after flying 6,976 miles, to set an FAI Class III record that still stood in 1992. Jack also very ably related the changes in civil aviation that resulted from the creation of the FAA and the appointment of Lt. General Elwood "Pete" Quesada as the first FAA administrator.

Peter Lert introduced us to GPS navigation, explaining how it worked, what receivers were on the market at the time, and the advantages of each. At that time the lowest priced panel mount unit on the market was II Morrow's Flybuddy at between \$2200 and \$2600 depending on what database cards you ordered with it.

Mark Brown, designer of the Pulsar, reported on his comparison of the two-cycle Rotax 582 engine and the four-cycle Rotax 912. He concluded that while the two-stroke was significantly rougher at idle, at typical cruise rpm settings it was just as smooth as the four-cylinder, four-stroke 912. And though two-stroke powerplants had gained a reputation for being less reliable, he blamed that on operator error, poor maintenance, and severe operating conditions. He reported that when operated at mostly 75% power and given proper care, the 582 was just as reliable as the 912.

Matty Holtzberg of Franklin Lakes, NJ, introduced EAAer's to his composite engine that he called the Polimotor. The block and cylinder heads are molded out of a chopped fiber reinforced phenolic composite compound. Cast iron cylinder liners and traditional materials are used for most of the other moving parts. The oil pan and cam covers are made of a carbon/Kevlar material, and the camshaft and crankshaft sprockets are molded out of a carbon fiber reinforced injection molding compound. He already offered a limited production auto racing engine that had performed quite well in endurance events. It was a 2.3 liter, inline 4, dual overhead cam, 16 valve engine that produced 171 hp at 5250 rpm and weighed only 175 pounds less the exhaust. He did not specifically offer an aircraft version, but of course felt that by the beginning of the 21st century all engines would be built this way.

Fred Wimberley of Arlington, VA explained how he developed a cockpit readout of the Mode C altitude that is being sent to ATC. The plans were \$10 and he would supply a full kit of the required parts for about \$85. Bill Husa, owner of an aerospace design and engineering firm, talked about some considerations for selecting the proper airfoil section. In "Hints for Homebuilders" D.E.Baker showed how to make mandrels for assembling Aeroquip 303 hose and 491 fittings. And Terry Schubert shared a simple circuit for an instrument panel lights dimmer. And in the "Sportplane Builder" Tony discussed some considerations when preparing to install an engine.

Bob Hartmaier



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E.A.A CHAPTER 315 “As The Prop Turns”

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Experimental Aircraft Association— February 2012
Editor: Richie Bielak (732)-566-5879

**Next Meeting: Monday, February 6th, 7:30PM
Old Bridge Airport Office**