

AS THE PROP TURNS

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



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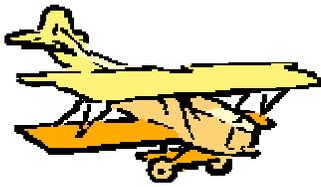
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Minutes on the May 2013 Meeting of EAA Chapter 315

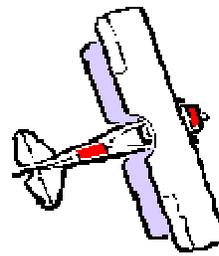
The May meeting was held at Eli Lieberman's house.

Tom Goddel reported that we have a balance of 1619.52 in the treasury. Tom also reported that we came out a few dollars to the good in respect to the awards dinner.





OLD BUSINESS



- *Our Chapter awards dinner was a success!*

Many thanks to all that helped make the evening happen! Thank you Lou, for making the arrangements for the dinner.

Thank you to all of the officers that served the past year. The chapter members reported many favorable comments, about the program and the food, from our guests and members.

- *Jay's Airstrip is confirmed for the July meeting.*

The meeting will start at 5PM on Monday July 8th. See the directions below. The meeting is starting early to try to get some airplane rides in before the meeting.

Tommy Gray is going to bring his cub. It won best J-3 Cub at Sentimental Journey!

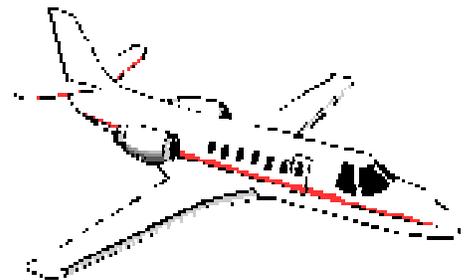
- *Young Eagles Day—June 8th 10 AM at Monmouth Executive*

Members please come out and support this event! Frank Fine has made the arrangements with the airport and has taken care of the paperwork and insurance with EAA headquarters. Thank you Frank!

Please let Frank know if you can fly, or help out as ground crew.



NEW BUSINESS



We had a vote for buying food for the July meeting to have a picnic.

- 1st - Jack Hamill
- 2nd - Greg Argila

The vote passed unanimously.

Members please let Richie know if you can make it so we can have a head count.

The Program for the June meeting is going to be a video about aerodynamics. The film was made by Alexander Lippisch, who designed the Messerschmitt ME163 Komet. Test pilot Rudy Opitz flew the Komet to 1123 KMH (698 MPH) in 1944.

The presentation is very visual and great for all pilots.

After the meeting we had refreshments, and then went to the basement to see Eli's airplane.

Eli is building a Vans Aircraft RV- 10. Progress is amazing compared to our visit last year! The fuselage is now enclosed and has the doors installed. Many of the mechanical systems are installed and ready to go.

The engine is also mounted on the aircraft. Avionics have been delivered and ready to be installed.

I was so excited to see all the progress I forgot to take pictures!!

Bob Lorber, President

P.S. June meeting will be at Old Bridge Airport Hangar E-10.

Directions to Jay's Airstrip:

This is for the July meeting

The address is:

105 Iron Ore Road.
Englishtown NJ

Plug it into a GPS. Coming out of Englishtown turn right on a dirt road just before the orange balls on the wires.

Young Eagles Flight Rally

Free Airplane Rides for 8 – 17 year olds

Experimental Aircraft Association Chapter 315
North Jersey Shore

Annual Flight Rally



Saturday, June 8, 2013 – 10 AM to 1 PM

Monmouth Executive Airport
Highway 34
Wall Township, NJ

For more information call:

Frank Fine – EAA Young Eagles Coordinator - 732-681-5286

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the June, 1993 issue of Sport Aviation featured Ken Johnson's Glasair III that won the Great Grand Champion award at Sun 'n Fun 1993. Ken lived in Erwinna, PA, but the plane was based at Sky Manor airport. Ken performed almost all the labor on the plane, including painting it in an improvised paint booth in his basement, and sewing up the all leather interior. With a 300 hp Lycoming IO-540 and constant speed propeller Ken reported that at 65% power the plane cruised at 233 kts (269 mph) while using fuel at 14.4 gph.

Christophe Robin introduced his new CR100 sport plane and aerobatic trainer. As a member of the French Dole aerobatic team he gathered input from other aerobatic pilots as he designed a plane that would offer excellent all-around performance while having lower operating costs than the popular CAP10 that was in widespread use at the time. The all-wood structure was stressed for +12/-9 G loads, and was powered by a 180 hp Lycoming engine with a fixed-pitch propeller. He added that a 200 hp engine and a constant speed propeller could also be used. He reported a top speed of 196 mph and flaps down stall speed of 58 mph.

Jack Cox contributed a detailed article about Sun 'n Fun '93 that included many photos. Again I am puzzled about some of the awards. As reported above, Ken Johnson won the Great Grand Champion award that is given to the plane that is the champion of all judging categories. One would think that this means it must also be the best composite. However, the best composite award was won by a Lancair 290 built by Tom Brynes of Livonia, MI. And Best Low Wing was a Lancair 360! Very confusing to this observer.

Richard Snelson, at the time the editor of the T-18 newsletter, gave us an article celebrating the 30th anniversary of the T-18 design. Bill Warwick of Torrance, CA looked over John Thorp's shoulder and made parts as fast as the drawings were completed. He flew the first example May 12, 1964. He talked about John's original vision of an open cockpit "new antique" that would be simple and economical to build and fly. He also described how the design almost immediately evolved into a fast cross country plane with a canopy and full pressure cowling.

David Timms described how he planned and completed a new altitude record in his Long-EZ. David had flown his plane to 27,000 feet on one occasion, and believed that with proper preparation he could not only break the existing record for planes with a takeoff weight of 661-1102 lbs., but could also make it to 30,000 ft. On December 5, 1992 he took off from Camarillo, CA, and climbed to 30,500 feet, held the altitude within plus or minus 50 feet for about 3 minutes, and set a new record.

Paul Poberezny added a guest editorial in which he attempted to make a case for two-year/200 hour annual inspections for non-commercial aircraft. He felt that any step to reduce the cost of aircraft ownership could help reverse the trend of fewer planes and pilots.

In "Hints for Homebuilders" Daniel Wood contributed a simple way to measure equal parts of small batches of T-88 glue by using large oral syringes intended to administer medications to babies. Bob Nuckolls described how to make a solid state dimmer for panel lights using common parts from Radio Shack and the Digi-Key catalog. Tony Bingelis offered a fuel system review, and Ben Owen also showed some do's and don'ts of fuel line design.

Bob Hartmaier
EAA 78889



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E.A.A CHAPTER 315 “As The Prop Turns”

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the
Experimental Aircraft Association— June 2013

Editor: Richie Bielak (732)-566-58791

**Next Meeting: Monday June 3rd, 7:00PM
E-10 Hangar at Old Bridge Airport**