

# AS THE PROP TURNS

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



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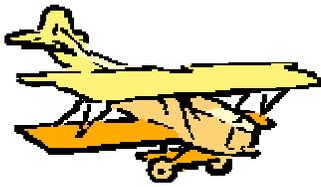
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## Minutes of the February 4th Meeting of Chapter 315

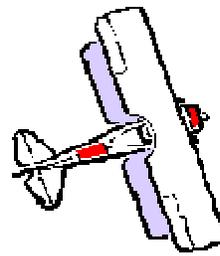
We were unable to hold an official meeting due to lack of officers. We were hampered by sickness, vacation, and business commitments

Tom Goeddel sent an e-mail with the treasury statement so I reported to the group that the treasury has \$1234.22 after all the recent dues paid for 2013 and \$305 expense for the chapter renewal and insurance.





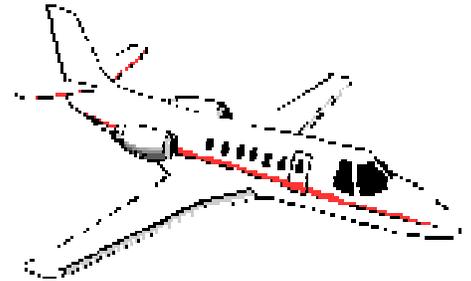
OLD BUSINESS



I reported about the phone conversation I had with Lew Levison regarding the awards dinner. He informed me he would make arrangements with the diner when he returned from vacation.



NEW BUSINESS



I brought a video about IFR communications but we could not play it because we did not have a DVD player. Everyone seemed pretty happy about that.

We talked about our favorite flights and this brought a much better response. The thought came about that we should post them on our website so that others may follow. Some however are no longer possible.

Sandy had several favorite flights:

- San Juan, Isle Grande.
- Real Foot Lake TN: Airport and motel with bungalows. A boat rental that "was like a trip on the African queen"
- Kentucky dam state park: Rooms for pilots and things to do in the area.
- Jackson Hole Wyoming: Rented there and flew in a huge valley
- Oshkosh: Ride on the SST Concord
- 

Dave said he liked Nantucket Mass. His advice was to be careful of the weather. He also liked his flight to Schaumburg Ill.

Chuck's favorite was First Flight, Kill Devil Hills NC.

Butch had many favorite jumps including: Salisbury MD., Red bank, The Rockford Ill. Air show, the EAA fly in 1962, Lake Hopatcong, Seaside, several water jumps and a jump from 17'500 feet.

Greg liked an event he flew back in the 80's that was time, speed, fuel and distance.

Favorite Airports with restaurants:

- Sky Manor
- Wildwood,
- Blairstown
- Central Jersey
- Flying W

Let's all add to this list!

As reported by

*Bob Lorber*

## TWENTY YEARS AGO IN SPORT AVIATION

David Anders' RV-4 was featured on the cover of the March, 1993 issue of Sport Aviation. Dave won the Reserve Grand Champion Kit built award at the Oshkosh '92, and Jack Cox provided us with a report. Dave was a first time builder who had the advantage of having two others building RV-4s' in the same shop, one of which had already completed an RV-3. One change that caused some difficulty was the installation of a 200 hp Lycoming IO-360 that was wider and longer than the usual 160 hp O-320 or 180 hp O-360 engine installed in an RV. This required the building of a complete custom exhaust system as well as a major reworking of the Vans supplied cowling. Instead of painting the plane, Dave and his father chose to polish it out. Thanks to his care during the construction process, it came out very well, but Dave said that it required a full polishing every 6 months or so, and constant touch ups. He admitted that a painted plane requires much less work to keep up.

Mary Jones contributed a description of the Avid Flyer built by Jim Prideaux. Jim bought an early Avid Flyer airframe and then proceeded to modify it extensively to bring it up to the latest specs. He also sold the Rotax 532 engine that came with it and installed a Rotax 582. Another modification that he added was a baggage compartment that he reported came in quite handy when he traveled from his home in Idaho to the 1992 Sun'N Fun fly-in. And he would also need the extra space to carry home the Grand Champion Light Plane trophy that he won.

Peter Phillips of the U.K. introduced his "Speedtwin" design that he planned to offer in kit form. The all-metal, two-place tandem, twin-engine, tail dragger design featured two Continental O-200 engines. He reported a top speed of 182 mph, and hoped that production kit models would be faster due to lighter weight, flush riveting, and more streamlining efforts. He did not report the stall speed, but claimed that every pilot who flew it said it was very easy to land. It was also fully aerobatic and he said that he did hammerhead turns by retarding one engine at the top of the maneuver to make the plane swap ends. This is another design that I have never seen mentioned since; I wonder if some examples were ever completed in Europe.

Jack Cox continued his series celebrating the 40<sup>th</sup> anniversary of the founding of EAA by recounting some of the goings on in the organization as well as significant events around the country and the world. One item that caught my attention was that in 1953 the population of the U.S. was just over 157 million, 600,000 of whom were licensed pilots. As of 2012 the population was 313 million, and I believe the number of licensed pilots is about the same, or maybe even less. Food for thought.

Frequent contributor Budd Davison educated us on some considerations when doing aerobatics in homebuilt designs. He advised that one should evaluate a design based on how serious the builder was about doing aerobatics, getting training, practicing, and insuring that the plane is capable of what the pilot wants to do with it.

Stanley Thomas related the story of Vitas Lapenas and his Ercoupe. Vitas, a Lithuanian, was a member of the Soviet Union Aerobatic Team who had been injured in a practice crash when he hit a tree while recovering from a low level inverted maneuver. He had been severely burned to the extent that the fingers of his left hand had to be fused together, and he lost his left leg. No one believed that he would ever be able to fly again. Patty Wagstaff and Randy Gange of the Canadian Aerobatic team determined that he would, and enlisted the services of the Emily Griffith Opportunity School, an A&P vocational school in Denver, CO, to build an Ercoupe for Vitas. Two damaged airframes were donated, and the school rebuilt the one with the metal wings while using the tail group and other parts from the other to get a complete aircraft. Univair also donated various parts that could not be used from either original plane. The finished plane was presented to Vitas in October, 1992 at an airshow in Tucson, and Evergreen Airlines transported it to Germany aboard a 747 freighter.

Steven Durtschi described the engine pre-heater that he built using an inexpensive ceramic heater. He merely built an aluminum box that fit the heater and provided flange on top where he attached a length of 4 inch aluminum dryer duct. He inserts the other end of the duct into the air outlet in the bottom of the cowling. He suggested that a custom engine cover or just an old blanket helped to keep the heat inside the cowling and shortened the amount of time it took to get the oil temp gage to show a reading.

An interesting article about medical certification discussed color blindness. Failing the "dot test" can result in a limitation prohibiting flying at night or into a controlled field. It seems that if an applicant fails the "dot test" in the examiner's office, it is possible to apply to for a practical light signal test to obtain a "Statement of Demonstrated Ability" waiver. Good news is once an applicant successfully performs the test, the waiver is permanent, and the "dot test" never has to be performed ever again. EAA member Preston North described the process he went through to receive authorization to get the practical test, and Dr. Buck Wagon added a few further comments on the subject.

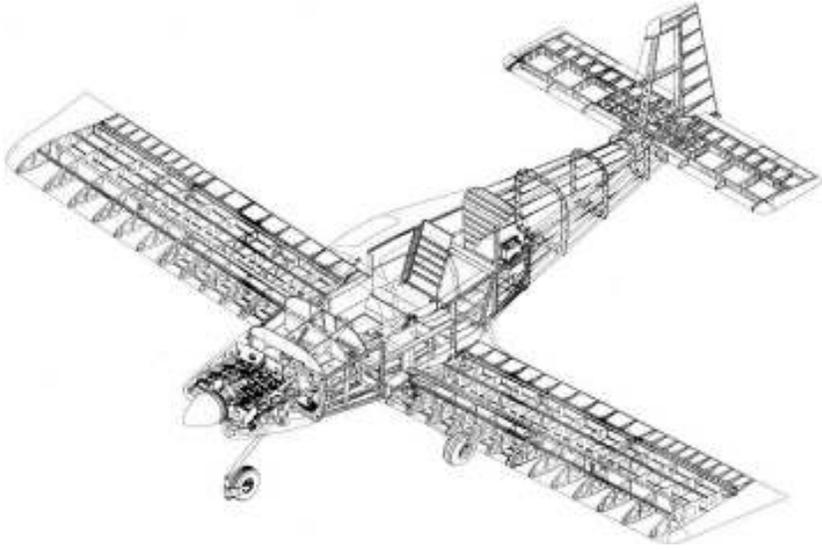
In "EAA Chapter Activities", we saw how Chapters 71 and 123 restored the first aircraft built in the state of Texas. Looking much like a Curtiss "Pusher", the plane was completed in 1911 by John Piska, and Gray Coggin. The newly restored plane was then put on display in the terminal at the Midland, Texas airport. And Chapter 93 in Madison, WI, built a non-airworthy replica of a Corben "Super Ace" using a Ford Model A engine. It went on display in the atrium of Dane County Regional Airport in Madison.

In the "Craftsman's Corner" Ben Owen described the English Wheel and how it was used to form compound curves in sheet metal. In "Hints for Homebuilders" Terry Wilwerding described how to construct an inexpensive tool to check magneto timing. Terry was careful to note that the legality of "Setting" the timing depends on the class and certification of the aircraft, but that there is no restriction on "Checking" the timing of any aircraft engine. Tony Bingelis went back to basics and discussed some considerations for someone who is thinking about beginning a homebuilt project.

*Bob Hartmaier*

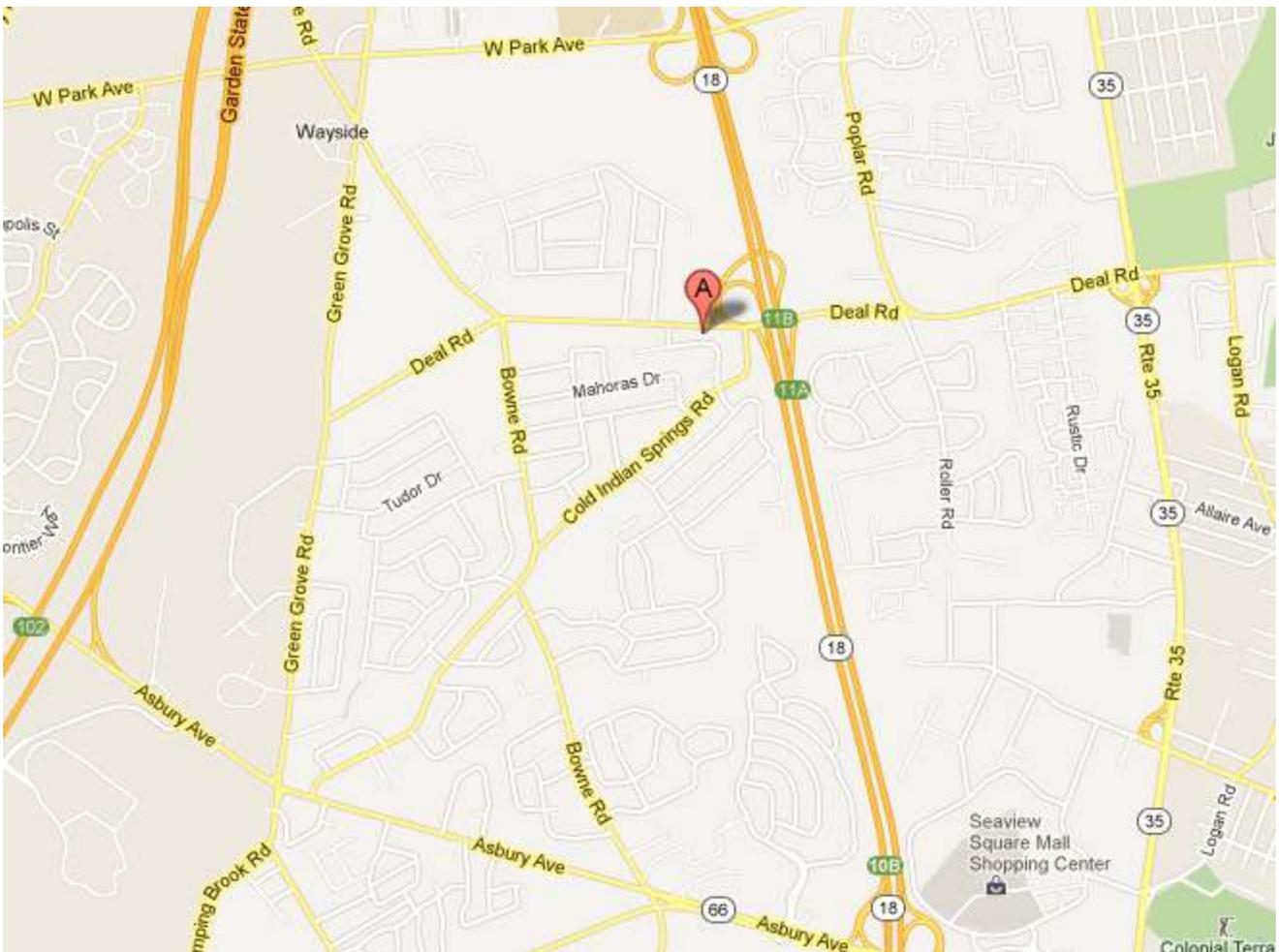
Next Meeting will be at Eli Liebermann's RV-10 Factory  
(his house)

March 4th, 7:30PM



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# AS THE PROP TURNS

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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— February 2013

*Editor:* Richie Bielak (732)-566-58791

**Next Meeting: Monday, March 4th, 7:30PM**  
**Eli Lieberman’s House**  
**(see inside for directions)**