

# AS THE PROP TURNS

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



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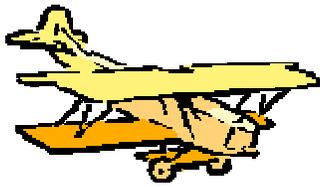
## Minutes of EAA Chapter 315 September 2013 Meeting

EAA 315 was called to order at 7:40PM by V.P. Lew Levison as President Bob Lorber was under the weather.

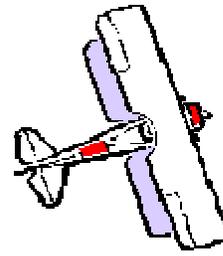
The minutes of the last meeting were read and accepted, except for a correction to the details of Bob Hartmaier's newly purchased plane.

The Treasurer reported \$1593.18 on hand as of this date.





## OLD BUSINESS



- **Young Eagles Day**

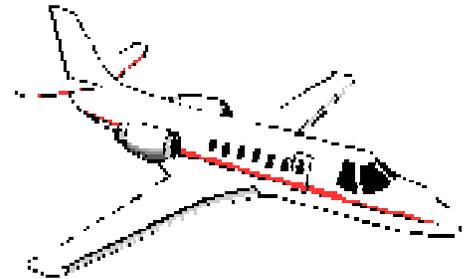
Saturday 19 Oct., is the date for Young Eagles Day to be held at Allaire Airport. Flyers are out and ads are in papers. Much thanks to Frank and June and also to Carol, who put notices on Facebook. Registration will start at 9:30-10 a.m., and will stop at 1 p.m.

(Facebook page: <https://www.facebook.com/EAAChapter315>)

- Bob Hartmaier flew his recently acquired plane to Golden Age Museum in Pennsylvania.



## NEW BUSINESS



- George Cowling spoke of what to do for identification if stopped by law enforcement.
- There will be an Air Show Sunday 15 Sept. at Ocean City airport. Ramp fee is not rescinded.
- Lew, Roger, and George attended a seminar at Flying W. They told us that Philadelphia class B air space changed shape from Millville to Miller.
- Chuck Pittman spoke about our chapter placing an ad in this years "Aviation Hall of Fame". Last year we gave \$100.00. After discussion, it was voted to do the same this year.
- Bob Lorber can get a friend to speak about the team to design the Osprey.

Lew Levison donated a 63 inch TV for use in the hangar for viewing tapes and films, which we did after the meeting.

The 50/50 was won by Jane Finton in the sum of \$10.00.

A motion to adjourn was made by Lew, seconded by George, approved by all.

*Secretary Jane Finton*

# **Young Eagles Flight Rally**

**Free Airplane Rides for 8 – 17 year olds**

Experimental Aircraft Association Chapter 315  
North Jersey Shore

## **Annual Flight Rally**



**Saturday, October 19, 2013 – 10 AM to 1 PM**

Monmouth Executive Airport  
1717 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 October 1993 issue of Sport Aviation as usual featured the winner of the Grand Champion Custom Built (Plans) award at the 1993 Oshkosh Fly-In Convention. This year it was a Falco F8L built and owned by Bjorn Eriksen of Bodo, Norway. Bjorn was the first Grand Champion award winner from outside the U.S., the first to fly the Atlantic Ocean to Oshkosh, and the first from above the Arctic Circle. Due to the fact that most of the materials had high shipping costs and an added 24% Norwegian import tax, Bjorn reported that the plane ended up costing something over \$130,000, but he was obviously very happy with the result. Equipped with a stock 160 hp Lycoming IO-320, he reported a 65% cruise of 170 knots (195 mph) TAS at 10,000 ft. For the transatlantic crossing he throttled back to 160 knots True that resulted in about 7 gph fuel consumption.

In "EAA World", Jack Cox supplied his usual summary of some of the more significant happenings at the Oshkosh Fly-In Convention, along with lots of photos. One was the attendance of a Questair Venture built and owned by Rod Minkler of Chico, CA. The final finish on the plane was a candy apple paint scheme that used a silver base coat at the nose that faded to a darker silver, then charcoal, and finally black at the tail. Six coats of red tinted clear followed by two coats of clear completed the unique effect. The plane had also been touched by Tom Hahn who operated the Quesair Training and Building Center. He had gone over the plane to make sure that all areas of fit and finish such as gear doors and the canopy fit were perfect. Equipped with one of Henry Bouley's PMA 550 engines, the plane was capable of 308 knots (354 mph) at sea level.

A new design that caught Jack's attention was the UltraSport 254 ultralight helicopter. It met the Part 103 max weight limit with 2 pounds to spare. Due to the fact that the horsepower required for hover is so much in excess of that required for cruise, the "254" could easily exceed the Part 103 limitation of a 55 knot maximum speed. The FAA had allowed a special dispensation for the "254" to require that the air-speed indicator be marked with a 55 knot Vne, so that the pilot became responsible for meeting the letter of the law. The light weight was accomplished by extensive use of carbon fiber in the airframe and rotor blades that in turn allowed the use of a light weight Rotax 503 engine of 46 hp. The UltraSport was to be sold fully assembled and flight tested, and no kit version was planned. This is another one of those designs that I don't recall ever being built or sold. Did it ever catch on?

Also introduced at Oshkosh was the Katana DV 20 that was meant to break into the two-place trainer market in North America. Built by Hoffman of Austria and based on their sailplane and motorgliders, the Katana featured a tricycle landing gear and a Rotax 912 engine. They hoped that the 3.2 gph fuel usage would help FBO's to decide to put their tired old C-152's and Piper Tomahawk's out to pasture and plop down the \$90,000 for the DV 20.

Jack Cox also interviewed Henry Bouley of Precision Made Airparts to get the low down on the PMA 550 engine that he had developed for the amateur built industry. Although in the same class as the Continental -550 series and the Lycoming -540 series engines, the PMA 550 was built from scratch including the crankcase castings and machined billet crankshafts. Since he did not have the FAA certification costs Henry was able to sell his engines significantly less than a certified engine as well as being able to use newer and better materials and coating processes that reduce wear, friction, and aid in cooling. Although he said that he liked to restrict the engine to 300 hp during climb ops for longevity reasons, he reported that it was capable of as much as 370 hp. The price for the fuel injected normally aspirated version was \$24,000, and a twin-turbo version came in at \$32,000 with a manual wastegate. A web search reveals that Henry Bouley and Robert McLallan, owner of the company that produced the Questair kits, died in the crash of a Venture in January, 1995. Engine power was lost due to the failure of the crankshaft in two places, and the crash occurred when the plane spun in while attempting a dead stick landing at Des Moines, Iowa. I could not find any evidence that Precision Made Airparts is still in business.

Budd Davisson discussed using differential GPS to be able to use the diluted military gps signal and have it be accurate enough for CAT I approaches. I don't really understand such things, but I guess that since the Cold War is over, we get the accurate signal now and the differential gps idea is not needed anymore. Mary Jones of EAA headquarters related how Quicksilver Enterprises had received FAA certification for their GT-500 design in the recently approved FAA Sportplane class.

Dave Gustafson brought us up to date on the Breitling World Cup aerobatic competition, a series of six events held around the world and ending in a grand finale competition to crown an overall winner. At the time of the article events had been held in Paris, Italy, Switzerland, and Oshkosh. Leader was Yurgis Kairis of Lithuania flying a borrowed Sukhoi SU-31 who had won three of the four events. Patty Wagstaff of the U.S. had come 3rd at Oshkosh but fell to 8th at the Switzerland portion of the competition.

In the "Craftsman's Corner" Ben Owen shared some tips from two of aviation's all-time greats. He described a wing incidence tool devised by Curtiss Pitts, and a method for wing alignment that he had gotten from Johnny Livingston that used small dowels attached to suction cups. In the "Sportplane Builder", Tony Bingelis discussed propeller spinner installation.

*Bob Hartmaeir*



# 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— October 2013

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