



AS THE PROP TURNS

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



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February Meeting Non-minutes.

February meeting of EAA Chapter 315 was cancelled, due inclement winter weather. The next meeting will be on Monday, March 2nd at 7:30PM at Old Bridge airport.

We are planning a chapter breakfast fly out for Sunday March 15th. This time we'd like to go to a nearby airport, with possible choices of Sky Manor, South Jersey or Flying-W. The actual destination will be decided at the March meeting.

See you there!

The Editor



Glenn Stott - Member Profile



As is true with most pilots, Glenn's interest in aviation began at an early age. He still remembers when at eleven years old he was invited to visit the cockpit during a BOAC airline flight to London. The Captain must have been amused with Glenn's enthusiasm, because he let him sit in the right hand seat, then turned off the autopilot and let Glenn actually fly the Boeing 707. From that point on Glenn's fate was sealed. He was hooked on aviation for life.

After earning a degree in economics, Glenn joined the family business in Sydney, Nova Scotia. When the business slowed in the early 80s, Glenn then decided to try a military career and enlisted in Canadian Air Force (CAF). He qualified for the Direct Entry Officer Pilot program, and after thirteen weeks of basic training was commissioned as a 2nd Lieutenant and pilot. Next he moved on to jet training in the CT-114 "Tutor" at Moose Jaw, Saskatchewan. He received his wings in August 1985.

Glenn's first squadron assignment started in early 1986, with the 435 Squadron, a Search and Rescue unit flying C-130 "Hercules" aircraft. He started as a co-pilot and in less than two years moved to the left seat as Captain and Aircraft Commander. After few years of flying C-130s, Glenn became a flight instructor in the "Tutor", training future CAF pilots. Shortly thereafter he was appointed Wing Chief Instrument Check Pilot (WICP), with the responsibility for checking out check pilots and squadron commanders. In the early 90s Glenn was a Senior Maintenance Test Pilot, in control of maintenance and testing of 109 aircraft.

If you ask him nicely, he can tell you some interesting stories that you would expect a test pilot to tell. One interesting duty that Glenn performed was support for the CAF "Snowbirds"; often he and a mechanic had fly a replacement "Tutor" to an airshow, if one of the "Snowbird" aircraft broke down. He retired from the military in 1995 with about 2000 hours in C-130s and another 2000 in Tutors.



Flying a "Tutor".

In 1996 Glenn moved to New Jersey and a year later married a Jersey girl. In 2000 he acquired his first airplane, a four place Velocity, and around this time he joined EAA Chapter 315. We liked him so much that from 2004 to 2007 we elected him chapter President four times in a row!

In addition to flying, Glenn is also a top-notch photographer, specializing in (well, surprise) aviation photos. When he joined our chapter, Glenn became good friends with Howard Levy, the renowned aviation photographer. While Glenn helped Howard deal with the new technology of taking pictures - digital cameras and computers - Howard taught Glenn the skills necessary to take a great photograph. Since then Glenn's photos have appeared in magazines such as "Today's Pilot", "Kitplanes" and "The Smithsonian Air and Space"; and on numerous websites.



In Beijing, China.

When Howard died in 2010, Glenn realized that Howard's collection of aviation photos should be preserved, and he worked tirelessly to make sure that the collection found a home at the Smithsonian Archives. For this, in 2011, EAA awarded Glenn Major Achievement Award for Outstanding Service for preserving an important piece of aviation history.

In 2012 Glenn was appointed the Chief Instructor Pilot for the Falcon Fleet of business jets. Besides his training duties, Glenn also works as a pilot-for-hire in the Falcon 7X business jet, flying businessmen and executives all over the world.

On any given day Glenn can be found in his Velocity over the skies New Jersey, or jetting in a Falcon 7X over China. But if you want to see his work from behind the lens, visit the website <http://glennstott.com/> and checkout the photo galleries. Pay special attention to the one titled "Old Bridge Pilots"!



Glenn and his Velocity

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the March 1995 issue of Sport Aviation featured yet another new aerobatic design, the Edge 540 designed by Bill Zivko and his team at Zivko Aeronautics. Bill originally was asked by several folks who owned the Stephens Acro and Lazer types that had wood wings if he could come up with a composite replacement that would be stronger. John Roncz designed a new airfoil while Boeing composite engineer Dave Boldenow did the structure. The result was a new wing that was stressed for 20 G's and was about 25 pounds lighter. He then decided to design a complete new plane around the wing, and give it a six-cylinder engine in order to compete with the current designs in the unlimited competition ranks. The resulting Edge 540 was powered by a 310 hp Lycoming IO-540 and had an empty weight of 1170 pounds. In addition to the composite wing, the steel tube fuselage was designed from a clean sheet to be strong but light. Future plans called for replacing the wire braced, steel tube and fabric empennage with a completely composite unit. Performance figures were not given, but Budd Davisson reported that the take-off was like a cat shot off a carrier deck, and that any time he was in a slow speed mode and pushed the throttle up it the resulting acceleration was as if JATO bottles had been engaged.

Budd also visited Gary Hertzler who was flying one of the fastest and most efficient VariEze's around. Gary built his VariEze to be light and as low drag as possible, and powered it with a modified Continental A-80. Gary not only set a class C.1.a record by traveling 2490 miles at a speed of 157 mph using 42 gallons of gas, but he also won his class in the CAFE 400 efficiency contest 6 out of 9 times he entered. Then the CAFE 400 closed course format was dropped in favor of the CAFE Challenge, an out and back flight that covered 500 total miles and would compared to a datum established by Dick Rutan flying his brother Burt's Cat Bird. The catch for Gary was that the plane must reach 10,000 feet within 25 miles of the departure point. Gary's little A-80 would have required a circle or two to make the restriction, so more horsepower was needed. Gary selected a Lycoming O-235 with high compression pistons and added an Ellision throttle body and Lightspeed electronic ignition. The VariEze was able to better the Cat Bird's performance by 5%, and actually reached the 10,000 foot mark by 18 miles. Gary felt that with a different prop he should be able to do even better. He also reported that his top speed had increased from 176 mph to 228 mph, while specific fuel consumption decreased from 2.68 gph to 2.4 ghp.

Ed Kolano, a test pilot and instructor at the U.S. Naval Test Pilot School, was privileged to fly Stallion 51's full scale TF-51 as well as Stewart 51's 70% S-51D powered by a 400 hp Chevy V-8 engine. He covered such items as control response, stick forces, stalls, aerobatics and other such flying qualities. He also added a lengthy flight review of the S-51 and concluded that it was a fun to fly sport plane and that Jim Stewart got it right.

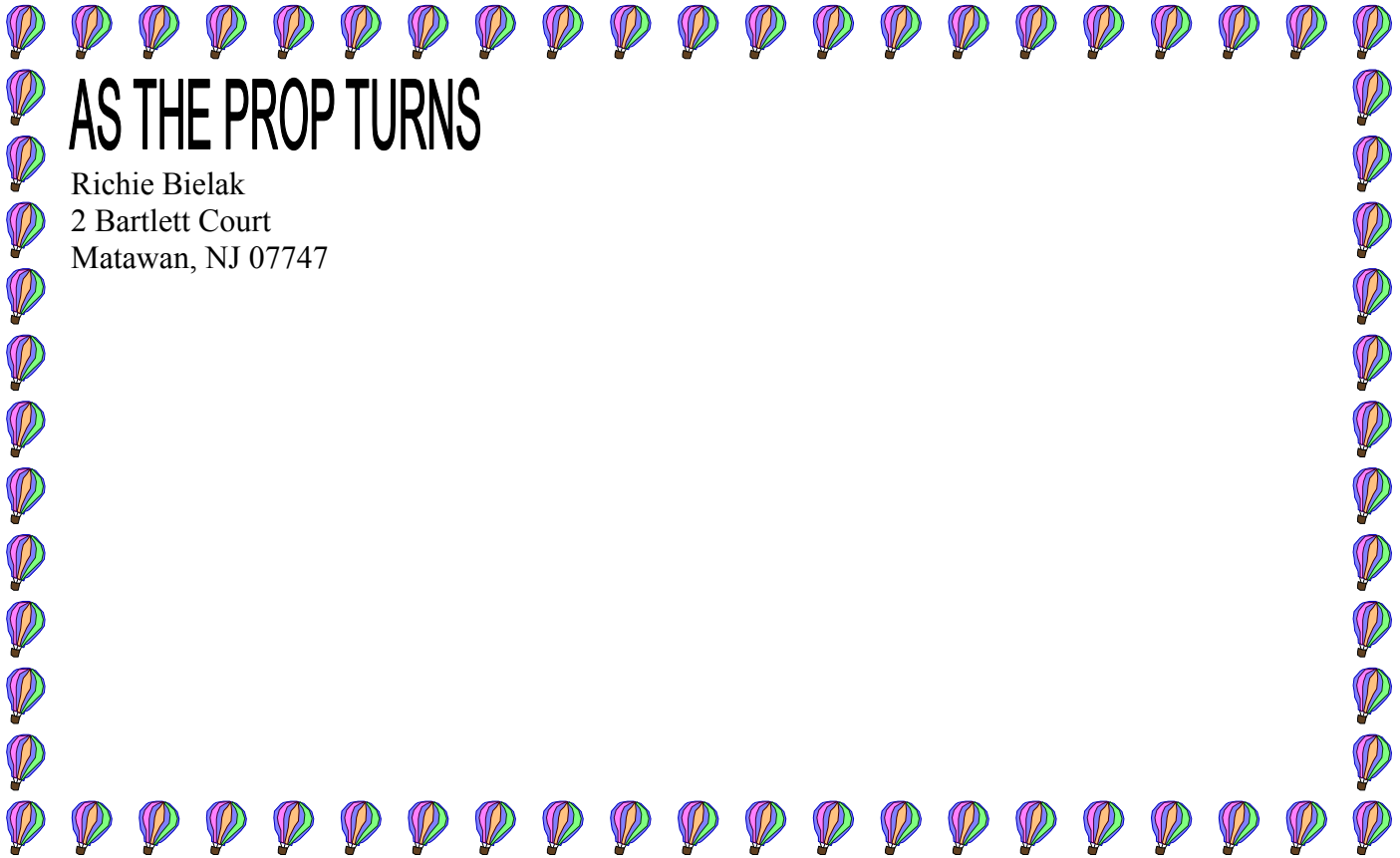
Jack Cox visited Earl Ody and provided us with a bio of Earl from his early pilot experience as a P-38 pilot in the European theater during WW II, and the Thorp T-18 that he presently flew around the country.

Chuck O'Mahony treated us to a day at a gliderport. He talked about beginners starting out in a two-place Schweizer, and described his ride in a Grob with a 55 foot wingspan and a respectable 37 to 1 glide ratio. If you had the big bucks you could spring for the majestic German built Nimbus 4 that featured an 84 foot wingspan and a glide ratio of 64 to one. In a related article Andrew McKittirck introduced two new homebuilt sailplanes from Advanced Soaring Concepts, the American Spirit, and the American Falcon. The kits came with all the pre-molded composite parts needed as well as all nuts, bolts, stock for making any steel or aluminum fittings, and even the basic VFR instruments. The 42:1 Spirit was intended as a high performance but relatively simple standard class ship for the average weekend pilot and the kit sold for just under \$18,000. The 44:1 Falcon was a racing ship that featured full span flaps that had settings for negative camber as well as detents for most efficient thermaling. Its price was just under \$25,000 delivered to your door.

In "Zero Thrust Glide Testing", Jack Norris described how he conceived of a way to measure zero thrust so he could accurately determine a plane's gliding performance. He came up with the simple solution of taking advantage of the small play in the crankshaft thrust bearing. By placing a piece of music wire behind the prop hub and wiring it to a light in the cockpit, he could tell when the prop stopped producing thrust and moved slightly backwards into a drag mode. He promised more information in a future article.

Robert Nuckolls talked about building external battery packs for handheld electronics. Dick Harrington described a jig to make scarf joints with a router. In "Hints for Homebuilders" Williams Wade described how to make a landing gear indicator system for your retractable homebuilt, and Bob Brumwell showed his RV-6 tow bar made from wood and PVC tubing. In "The Sportplane Builder" Tony gave some suggestions on aircraft wiring.

Bob Hartmaier



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