

AS THE PROP TURNS

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



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Minutes of July 12th, 2004 Meeting

The July meeting of EAA Chapter 315 was held at Old Bridge Airport, Hangar E-10.

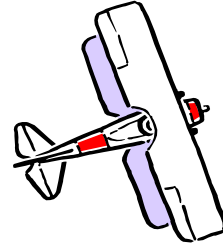
As published in the last newsletter, prior to the start of the meeting, several members arrived early to enjoy - yes, even in the rain - the "Annual After Young Eagle's Event Hot Dog Feast". For those members brave enough to come out on this stormy evening, the evening's menu began with salsa and chips and was followed by grilled hot dogs and potato salad. **Lew Levison** secured permission to hold the event at the hangar and brought a couple of pies to go with the other dessert items brought by members attending.....thanks to all who contributed !!

President Glenn Stott called the meeting to order at 7:55 pm with 13 members present. A motion was made to accept the June minutes as published in the July newsletter.

The Treasurer's Report was given by Secretary **Tom Goeddel**. There is currently \$1901.66 in the treasury (less approximately \$65.00 for newsletter expenses). A motion was made to accept the treasurer's report as presented, seconded and accepted by the members present.



OLD BUSINESS



LAKWOOD AIRPORT - **Glenn Stott** discussed the possibility of our need to clean up the club house at Lakewood Airport. **Lou Levison**, **Paul Bilodeau**, **George Honsch** and **Dick Augusty** will go look at contents. It was suggested that a truck or van will be needed to move the contents which are known to include a large wooden storage cabinet, several notebooks containing aircraft pictures and various other magazines / related items. **Glenn Stott** has a trailer available. The contents thus removed would be stored in hangar E-10 at Old Bridge Airport.

WINTER MEETING QUARTERS - **Lew Levison** told the membership that we may be able to use the front office of the Old Bridge Airport Manager's building during the winter months as *Paul Cerniglia* has relocated his office to the rear of the building leaving the front area open. More information to follow.....

YOUNG EAGLES DAY - This year's Young Eagles Day was scheduled and held on Saturday June, the 12th (pictures from the event can be seen in last month's newsletter available at our web site - see web site info later in newsletter). The Chapter flew approximately 36 Young Eagles and members were very busy early on. Unfortunately the flow of kids dried up earlier than we had hoped for.....more publicity for the Fall event in order?? The Chapter thanks **Jim Uccio** for donating the hot dogs and **Paul Cerniglia**, Old Bridge Airport Manager, for use of the facility to hold our event

2004 EAA NEWSLETTER EDITOR AWARD - **Glenn Stott** had entered your newsletter editor into the annual competition with final judging held and a winner announced at AirVenture/Oshkosh. Unfortunately there was a lot of competition among the 57 newsletter editor nominees and our newsletter editor garnered a "not selected" status and the chapter was encouraged to nominate him again next year.

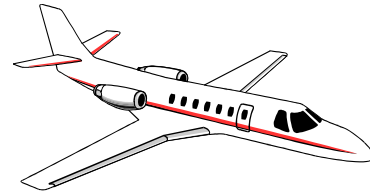
NEW JERSEY EAA CHAPTER PRESIDENT'S MEETING - **Glenn Stott** attended the meeting held in Alexandria, NJ. The purpose was to let them know of the movement to save what New Jersey airports remain. Some of the facts put forth: 4500 planes are based in NJ. There are 48 public use airports in New Jersey with 16 public owned airports handling 48% of the total aircraft in the state. There are 16 privately owned airports that handle approximately 42% of the aircraft in the state. Remaining aircraft are at "Non-core Airports" - 10 with unpaved surfaces and 6 with paved surfaces. This last group needs preservation and improvement via State Aid / Assistance while the 16 privately owned core airports need acquisition and rehabilitation using State Aid. The public airports fall into the Federal Aid sources for any needed rehabilitation. No new airports have been built in the last 20 years, and restrictions from environmentalists, etc. make it look like it is out of the question that a new airport will ever be built. Land is so valuable that there is a concern. Governor McGreevy is out to buy development rights around existing airports to discourage private airports from being squeezed out. The state has bought several airports to preserve them, and farmed out the operating rights.

SUNSET PATROL - A letter was read by President **Glenn Stott** voicing concerns about the previously reported participation of EAA Chapter 898's participation last year. **Lew Levison** volunteered to speak with the writer of the letter to correct any mis-understandings and gain further information about the program that we have been interested in participating in since early this year. More news at the next meeting.

MONMOUTH COUNTY FAIR - There were several ideas discussed about our participation at the Monmouth County Fair's Flight Night. Flight Night will be held on the first night of the fair, Wednesday 21 July from 5-11 P.M. The Monmouth Area Flying Club, The Jersey Aero Club, The Monmouth County Flying Club - Radio Control Modelers and EAA Chapter 315 have been invited to participate. Each will get a free 10 x 10 foot space booth. No tables or canopies will be supplied. There was a discussion of what could be displayed and who would man the booth. Suggested were an RV6 Horizontal Stabilizer, a VCR with a loop about our activities playing at the booth, pictures from members building their aircraft as well as a collage of pictures taken when flying. **Billy Gibson, Glenn Stott and Tom Goeddel** to man to booth during this event. We should have a report at the next meeting of how the evening went. A few pictures from "Flight Night" can be found later in the newsletter.



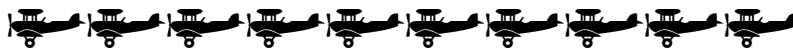
NEW BUSINESS



OSHKOSH AIRVENTURE - This year AirVenture will be held July 27-Aug 2. Copies of NOTAMS for Arrivals and Departures were handed out to prospective attendees. Updates and current information can be found at the EAA's web site: www.eaa.org and those from the chapter who attended may have details about this year's weeklong event !!

ANDREWS AIR FORCE BASE ALTITUDE CHAMBER TRIP - The Allaire Flight Instructor's Association sponsored a trip to the High Altitude Chamber at Andrews AFB. **Billy Gibson** was one of the local pilots to attend. He spoke about the experience and especially the chance to get to know one's individual response to lack of oxygen, a signature response for each individual pilot. There is a three hour classroom session followed by "the trip" in the chamber. Civilian pilots are brought up to 25,000 feet while military pilots are brought to 35,000 feet for their "ride". He encouraged chapter members to attend one of these trainings sessions if possible. Certificated pilots are eligible for a session in the chamber and can apply by submitting a copy of their pilot's license & medical certificate and paying a \$50 fee.

NEW JERSEY DEPARTMENT OF TRANSPORTATION'S "FLIGHT LOG" - a new newsletter from New Jersey Department of Transportation, Division of Aeronautics, is available to pilots and others interested in New Jersey aviation topics. In order to get on the subscription list, send an email with request "Subscribe" to: kerry@efkgroup.com



MISCELLANEOUS



- A reminder about our EAA Chapter 315 web site - it's up, active and available to anyone able to surf the world wide web at www.eaachapter315.org. Please send articles/pictures to our webmaster Dick Augusty. at ea315@comcast.net. Got something you wish to sell?? A new section, "For Sale / Wanted" is available for our use.....send Dick any items with pictures (in good taste) that you wish to list at the site.

- Your newsletter editor had copies of newsletters from other NJ Chapters and updated copies of EAA Chapter 315 membership lists for those desiring one.
- This month's 50/50 was won by **Rae Hoopes** who took home \$11.00 for his investment. He also donated 4 aviation books that were raffled off to lucky 50/50 ticket holders.
- Thanks to the Hangar E-10 owner's group for hosting our June Chapter meeting !!
- A motion to adjourn was made and seconded by all at 8:50 pm so that the members present could enjoy their dessert (the last course of the Hot Dog feast).



EVENTS - - EVENTS - - EVENTS



EAA AIRVENTURE 2004: July 27th - August 2nd, Wittman Regional Airport (OSH), Oshkosh, WI. Information at the AOPA web site: www.eaa.org or call 888-EAA-INFO (888-322-4636).

GOLDEN AGE AIR MUSEUM FLYING CIRCUS AIR SHOW: August 21st at Grimes Airport (8N1), Bethel, PA. For more information call 717-933-9566 or www.goldenageair.org.

EAA CHAPTER 1070 OLD AIRPLANE FLY-IN AND BREAKFAST: August 21st, 7:30 to 11:00 AM at the NEW Cooperstown/Westville Airport (K23), Route 166, Cooperstown, New York. All you can eat pancake breakfast, eggs cooked to order, real maple syrup, French toast, sausage, beverages and surprises! Adults \$4.99 Children under 12 \$3.50 Drive-in public Welcome! Come see the Old Planes!

2004 NIAGARA AIRSHOW: August 27-29 Niagara, NY. Information 716-236-2372 or on the web @ www.thunderoverniagara.com

32ND ANNUAL SUSSEX AIR-SHOW: August 27, 28 & 29th at Sussex, NJ Airport (FWN). For more information call Paul Styger at 973-875-7337 or on the web at www.SussexAirportInc.com

2ND ANNUAL BLUBERRT SKIES AIRFEST: September 11, Hammonton, NJ. Information 609-567-2086.

50TH ANNUAL FLY-IN/DRIVE-IN BREAKFAST: September 12th, Pottstown, PA. Sponsored by Pottstown Aircraft Owners and Pilots. Information: 610-495-6366 or on the web at www.paop.org

2004 NANTUCKET AIR SHOW: September 18-19, Nantucket (ACK), MA. More information at 610-466-7340 or on the web at www.schultzairshows.com/nantucket2004.htm

2004 ANNUAL AIR FESTIVAL: September 25th, Ocean City Municipal Airport (26N), Ocean City, NJ. More information at 609-399-0907.

EAA CHAPTER 1376 PANCAKE BREAKFAST: October 16, Hammonton Airport (N81), Hammonton NJ. Breakfast will also be held every third Saturday of the month from 8 - 11 AM (November 20th, December 18th, January 15th, February 19th, March 19th and April 16th). For more information call 609-567-2086.

EAA CHAPTER 315 BUS TRIP TO WASHINGTON, DC: New date of October 9th (mark your calendars) - we've plans to visit the new branch of the Smithsonian Air and Science Museum. Look for a sign-up form and chapter contact person towards the end of the summer in this newsletter.



NEXT CHAPTER MEETING: 7:30 PM - August 2nd at Hangar E-10,
Old Bridge Airport, Old Bridge, NJ.



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the August 1984 issue of Sport Aviation was graced by one of the first plans built example of the Mini-IMP. Built and owned by Pat Hart of Vancouver, WA, the new ship deviated from Molt Taylor's plans by using a Continental O-200 engine, and a longer nose cone. The engine change did mean that some structural changes were necessary, but Molt had anticipated that some builders would want the "aircraft" engine instead of the VW that powered the prototype, and all necessary mods were already on paper. The extended nose cone allowed for more baggage space as well as providing a place for the battery in order to help balance the heavier engine. Pat reported that with a cruise prop he tried out at 180 mph at full throttle at sea level. He was hoping to be able to use one the line of variable pitch propellers that Molt was developing to improve his 800 foot take off run without losing his top speed.

In another report John Foy described his newly completed DuRand Mark V, a two-place, side-by-side, negative stagger cabin bi-plane. As there were only 13 hours on the aircraft at the time of the article, John would not give any performance figures, but did say that speed was not his primary goal, but instead was looking for short field performance and all-around fun. Vin Syracuse also reported on his all red RV-4 that he called Strawberry Tabs. The "Strawberry" in the name came from his nickname for his wife, and the "Tabs" was due to the fact that he made four trim tabs before getting one right!

Jack Cox also gave us a preview of a new design being developed by Steve Wittman. Looking like a large "Tailwind", the fuselage of the as yet unnamed ship was welded up and on the gear, with a Continental 0-470 engine hanging on the nose. A cruise speed of around 240 mph and a no-wind range of 1250 miles were expected. Steve wanted everyone to understand that this new ship was intended to be his own personal transportation between his summer home at Oshkosh, and his new Florida home on Jimmy Leeward's Air Ranch, and no plans would be sold to homebuilders. I don't remember any of the details of Steve's fatal crash on a trip northbound from Florida, but I presume it was in this aircraft.

In "Is A Horizontal Tail Necessary?" George Collinge talked about tailless designs over the years. His conclusion seemed to be that they are possible, but not really practical since there is so little tolerance for variation of CG position. Of course, he probably didn't anticipate the computer controlled fly by wire flight control systems of today that make flying wings and inherently unstable aircraft both possible and practical.

Gene Beggs, a member of the US Aerobatic Team for 1984, provided an article in which he described a universal spin recovery technique. I won't go into the details of his reasoning, but here is Gene's four-step emergency spin recovery:

1. Cut the throttle!
2. Take your hand off the stick!
3. Kick full opposite rudder until the spin stops!
4. Neutralize the rudder and pull out of the dive!

He claimed that it worked very quickly in any and all the aircraft that he had tried it in and had the added advantage of working no matter whether the spin is upright, inverted, flat, normal, accelerated, power-on or power-off.

In the "Craftsman's Corner" Bob Blaine began a two-part article discussing how to make molds for forming high quality parts. In "The Sportplane Builder" Tony talked about electrical bonding of wood and composite designs. One of the reasons that he gave for needing such bonding was to be able to take advantage of the latest fad, LORAN! My how times have changed.

I have been very busy the last couple of months, having to go out of town (in fact, out of the country!) on business, eight days of training for the job, as well as a trip to Virginia to accompany my wife to a Memorial Service for her recently passed father. I'm still WAAY behind, but things are slowly returning to normal, and I promise that these articles will be start appearing regularly again and I thank you all for your understanding.

Your Obedient Servant
Bob Hartmaier
EAA 78889



AS THE PROP TURNS



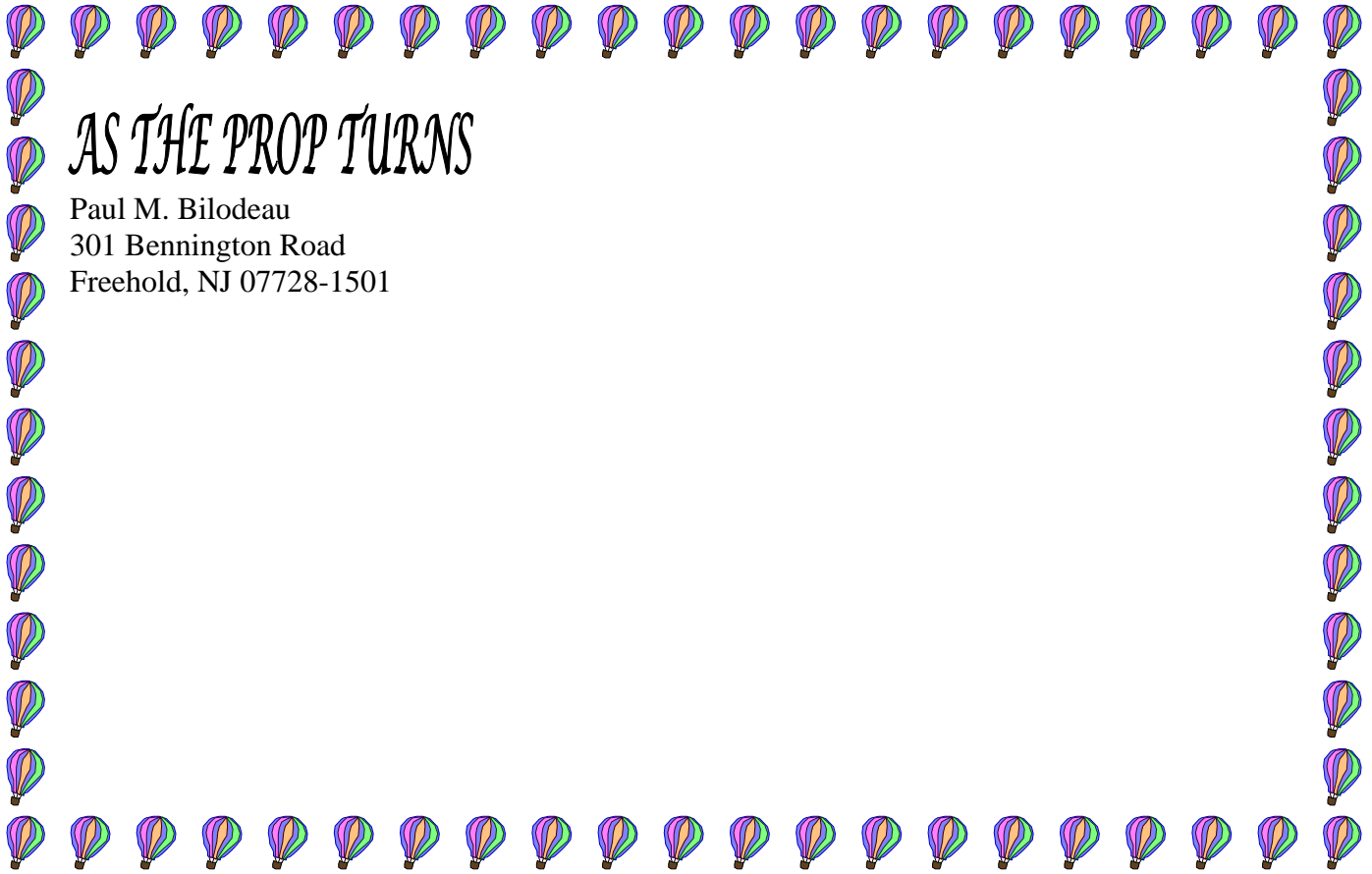
Our spot at "Flight Night" on the first evening of the Monmouth County Fair.

Billy Gibson and Tom Goeddel during a lull in the action.....



Dan Ludwig and Tom Goeddel chat with visitors to the EAA Chapter 315 display.

Until Next Month • Fly Safely



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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 - AUGUST 2004
Editor: Paul Bilodeau 732-761-1515

**Next Meeting: August 2nd @ 7:30 PM
at Hangar E-10, Old Bridge Airport,
Old Bridge, NJ**