

AS THE PROP TURNS

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



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December 5th, 2005 Meeting Minutes

The December meeting of EAA Chapter 315 was held at the new offices of Innovative Power Solutions, 373 South Street, Eatontown, NJ. President **Glenn Stott** called the meeting to order at 7:35 pm with 9 members present. A motion to accept the meeting notes as published in the newsletter was made by **Lew Levison**, seconded by **Dick Augusty** and carried by show of hands of all present.

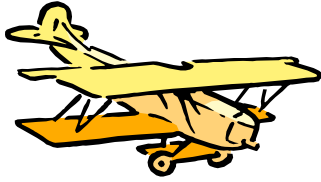
The treasurer's report was given by **Tom Goeddel**. We had \$2284.94 less current newsletter expenses in the bank. Our incorporation paperwork has been submitted to the State of New Jersey along with the required \$25.00 fee. Chapter insurance is due and \$154.00 will be sent to National along with the completed paperwork.

2006 EAA dues are due and can be paid at the next meeting or mailed to our treasurer at the address listed above.

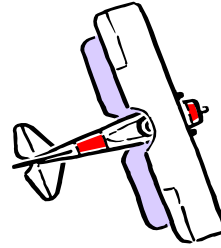
Eli Liebermann initiated a discussion among the members present as to a purpose for and uses of the money in our account. Old ideas resurfaced and it was generally acknowledged that whatever use we make of the money in the future, it would be only for EAA related activities and

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events. Therefore it was resolved to formally apply for a 503c status. Thanks to **Lew Levison** who said he'd talk with a lawyer acquaintance of his about the details and report back to us at the next meeting.



OLD BUSINESS



MCGUIRE RAPCON, TOWER & KC-10 TOUR - In response to last month's newsletter item about this tour, your about-to-be-ex-newsletter editor was asked if he'd arrange a tour for our members, and he said yes. I'll be taking names at the January meeting of folks who'd be interested in a tour similar to the one described in the last newsletter. If you're not able to attend the January meeting, please send email pmbs@optonline.net or call me at 732-761-1515 to add your name phone number and available Saturday morning(s) to the list for a tour. Details are as follows - the tour would most likely take place on a Saturday morning at McGuire Air Force Base starting around 9:30 or 10:00 am and can accommodate up to 12 chapter members at a time. If more are interested, I'll arrange for another tour. The tour will take about 3 hours to visit all three places, discuss and take pictures.

ELECTION WRAP-UP - After verifying that **Jane Finton** would continue in her position as Secretary, our full slate of officers is now confirmed - see page 1 of this newsletter for a full listing of this year's Chapter officers.

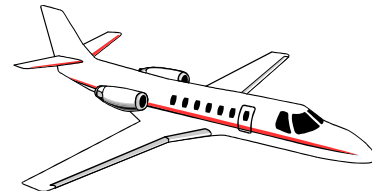
UPDATE ON FRANK FINE - With one of our Chapter's "cornerstones of knowledge and general all-around fun guy" missing for the last couple of meetings, your newsletter editor called him to find out how he was. It turns out that he was at the hospital, experiencing a gall bladder challenge during the first missed meeting and at another appointment with his wife and not able to get to the last meeting in time. He has since had surgery, remaining in the hospital overnight, and according to **Frank**, it was too long at that for the food was just awful!! We'll be looking for him at our next meeting.

UPDATE ON BILLY GIBSON - **Lew** Levison reminded the members present that **Billy Gibson** is home and would still love to have visitors.....give him a courtesy call before going over to visit.

YOUNG EAGLES EVENT AND STATISTICS - Stay tuned for details of our next event.....and plan to attend the next meeting to help with the planning for it!! **Dick Augusty** visited the EAA Young Eagles web site and downloaded a list of pilots from our Chapter who have flown Young Eagles. He passed the list around the room for members to review. It was observed that some members had flights conducted under more than one version of their name.....this probably can be corrected by contacting EAA and choosing one of the versions and continuing to use the same version for future Young Eagle flights.



NEW BUSINESS



EAA TOWN MEETING - AOPA President Phil Boyer was to attend a pilot town meeting being held in Secaucus, NJ on Thursday, December 8th. Perhaps one or more of our members also attended and can give details about the event at the next meeting.

MEMBER NEWS - President **Glenn Stott** reported that one of our members, **Rich Kruse** had paid his

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dues and was still flying his Glasair. **Len & Ellie Cackowski** have also paid dues for 2006. They, unfortunately, are selling their Cessna 172.....no further details available.

MEETING ATTENDANCE - **Lew Levison** and **George Cowling** volunteered to call members to remind them about the next meeting on the weekend before the meeting in order to get larger turn-outs for our meetings. We'll see the results of their phone-a-thon at the January meeting.....thanks guys!!

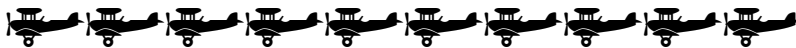
NEXT MEETING - Please join us at the next meeting on Monday, January 9th at 7:30 pm at the Old Bridge Airport Office / Meeting Room. **Claudio Tonnini** will give a talk about the final flight of his RV-4, Purple Passion - final for him at least. He delivered it to 3 buyers in Sao Paulo, Brazil. According to our President, this should be an interesting talk.



In addition, **Mario Escovar** will talk and show a video about his first flight - in his Mosquito Helicopter.....be a friend and bring a friend.



MISCELLANEOUS



- Various newsletters from other New Jersey Chapters, Chapter 315 Membership Lists, etc. were made available for members to view.
- A reminder about our EAA Chapter 315 web site - it now resides at www.eaa315.org. Please send articles/pictures to our webmaster **Dick Augusty** at eea315@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.
- The comment period on permanent ADIZs has been extended (approximately 45 days remain) and folks were encouraged to voice their opinions.
- This month's 50/50 was won by **Dick Augusty** who took home \$9.00 and broke the winning streak of **Paul Bilodeau**.

- A motion to adjourn was made by **Lew Levison** at 8:27 pm and the membership was given a tour of the new Innovative Power Systems facilities by our host **Eli Liebermann**.
- A very interesting program followed the tour with a talk given by our host “Aircraft Electrical Systems Overview” and a follow-on talk about “Next Generation Aircraft” where aircraft are moving more and more towards all-electric systems. We all left with a new perspective on the future or large aircraft electrical systems!!



EVENTS - - EVENTS - - EVENTS - - EVENTS



EAA CHAPTER 315 FLY-OUT BREAKFAST: Sunday, February 12th to Ocean City, NJ or one of the first two Sundays of March. Contact **Lew Levison** for more details and to indicate your interest and coordinate flying partners and planes. The fly-out date will be established during the January or February EAA meeting. Plan on leaving around 9:30 am and arriving around 10:30 am for a great brunch. **Lew's** contact information: by email lewlev@optonline.net or by phone 732-617-9521.



NEXT CHAPTER MEETING: 7:30 PM - Monday, January 95h at the Airport Office / Meeting Room at Old Bridge Airport, Old Bridge, NJ.



TWENTY YEARS AGO IN SPORT AVIATION

A Starduster Too constructed and owned by J.V. Withrow of Kentucky was on the cover of the January 1986 issue of Sport Aviation. J.V.'s Starduster Too had won the reserve Grand Champion award in the plans built category at Oshkosh '85. When J.V. began the project he was not a pilot and had absolutely no experience with aircraft at all. He became interested in building a plane when two friends approached him and suggested that all three of them should build an airplane each. It seems that in a former career working in a body shop, he had learned a skill that they lacked, namely welding. One of the other two gave up the idea after a while, but the third fellow finished a Baby Great Lakes with the help of J.V. to weld the fuselage. Jack reported that the fit and finish of J.V.'s Starduster were what you would expect of a former body shop man, which is to say outstanding. He used his painting experience to achieve a “wet look” finish without adding an undue amount of weight, but he allowed that he did spend a lot of time sanding.

Dick Cavin described another winner from Oshkosh '85, a customized 1947 Stinson 108-2 that won Best in Custom Class for 151 hp and up. Tom and Lorraine Zedaker found the ragged old Stinson at an estate sale and brought the pieces home to their garage and began the job of restoration and customizing. Besides replacing the original 165 hp Franklin with a 230 hp Lycoming O-470, they added

thicker windows and extra insulation to provide a quieter cabin. Custom upholstery and a full IFR instrument panel finished the interior. The exterior was finished in basic white with red, blue, and yellow accent stripes that came out looking much better than you might think.

In another story about a resurrected wreck, Donald Owens told how he and a friend bought a wrecked C-150 with the intention of repairing it, adding a tail dragger kit and selling it for a tidy profit. As it turned out they ended up with much more money invested in it than it was worth on the open market, so they kept it and had enjoyed flying it ever since. They also applied a red, blue and yellow stripe over a basic white paint scheme, and the result was very appealing.

Jack Cox also provided an article about several aircraft that attended the 1985 Oshkosh Fly-In that he felt were significant. One was a 180 hp RV-3 that was painted, what else, red, blue and yellow! I wonder why that particular combo was so popular in the mid 1980's? Another was a Long-EZ that had a four inch wider fuselage to accommodate a full IFR instrument panel in the front seat.

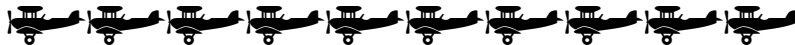
Jean Sorg gave us the results of the 1985 National Aerobatic Championships at Denison, TX that also determined the U.S.A. team for the 1986 World competition. Overall winner was again Kermit Weeks, with the rest of the men's team consisting of Clint McHenry, Henry Haigh, Gene Beggs, and Harold Chappell. Debby Rhin finished in 8th place in the unlimited category to top the women finishers, and other women who qualified for the World's competition were Julie Pfile, Linda Meyers, Patty Wagstaff, and Brigitte de Saint Phalle.

Martin Hollmann contributed a very thorough article about structural load test, using a Lancair 200 wing as an example. He provided a Macintosh computer program that he used in sizing the Lancair wing as well as the procedures that were used to test a prototype wing to destruction.

Frank Kingston Smith's column covered the Pratt & Whitney 60th anniversary Open House that took place in October 1985 at East Hartford. The idea was to try to have as many examples of P&W powered aircraft in attendance as possible to provide a history lesson as well as an entertaining day. Frank called it the "Big Cat Show" since the missing man fly-by consisted of a Wildcat, Hellcat, Tigercat, Bearcat, and an F-14 Tomcat. The F-14, symbolizing the "missing man", lifted out of the formation, kicked in the afterburners, and disappeared straight up into the bright blue sky in a very emotional as well as impressive display.

In the "Craftsman's Corner" Dick Roemer talked about measuring airspeed. In "Sport Pilot Medicine" Dr. Mohler discussed high altitude flight. Harold Holmes covered the overbanking tendency in the "Cockpit Classroom". And in the "Sportplane Builder" Tony talked about getting his newly completed Falco to the airport and making the first flight.

Bob Hartmaier
EAA 78889



Innovative Power Systems Pix • Courtesy of Glenn Stott

Here's the start of the tour where conventional equipment is reconditioned and sent back to the customer.



This area used for "newer" aircraft generator type reconditioning.

Eli explains electronics and drives to those attending - testing under load among other things is done here.



From Short Finals ... This Month's Humor

Overheard while approaching the control zone in Wellington, New Zealand.....

ZKxxx: Request entry into the zone with Charlie 1021, currently 20 miles to the south west at 2500.

Wellington Tower: Cleared to enter the zone via the Sinclair Sector 1500 feet or below.

ZKxxx: Cleared to enter the zone via Sinclair at 1500 or below. (A few minutes later...)

Tower: ZKxxx, suggest you descend to 1500 immediate to avoid a fast approaching pile of paperwork.

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When communications run afowl...(Overheard May 15, 2004.)

Tower: Landing traffic, be advised that there's still a turkey on the runway.

Pilot (speaking immediately): Tower, Cessna ### clear of the active.

Tower: Thank you ... (laughter) ... but I meant the real turkey.

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(NewsWire - May 10 2004)

From our "Finer Points of Maintenance" file...

"Remember, you really only need two tools: WD-40 and duct tape.

If it doesn't move and it should, use the WD-40.

If it moves and it shouldn't, use the duct tape."

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(NewsWire - Jul 14 2003)

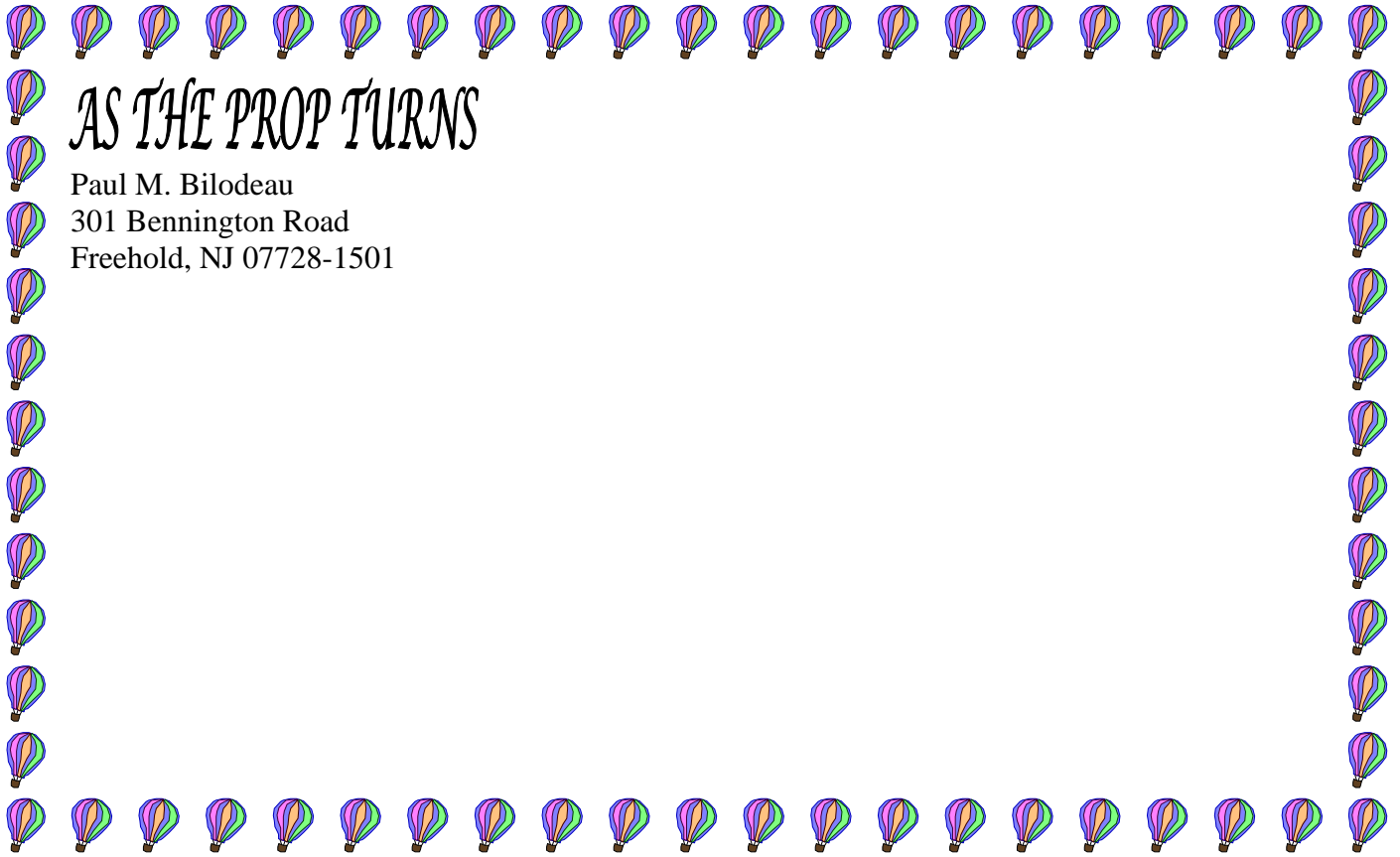
After holding short of runway 4, with no traffic in sight and the vice-president of the company riding shotgun ...

Pilot: "Cessna 123, still holding short."

Tower: "Cessna 123, Hold your taters."

Tower: "Cessna 123, release taters, [chuckle] Runway 33, position and hold." The VP was impressed and the pilot is now known company-wide as "Tater".

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 - JANUARY 2006
Editor: Paul Bilodeau 732-761-1515

Next Meeting: January 9th @ 7:30 pm
Airport Office / Meeting Room, Old Bridge Airport,
182 Pension Road, Old Bridge, NJ 07726