



# AS THE PROP TURNS

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



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## Minutes of October 5th Meeting of EAA Chapter 315

The October 5th meeting of EAA Chapter 315 opened with President George Cowling asking for approval of the minutes of the last meeting. They were approved.

The Treasurer reported a balance of \$2183.08 on hand.

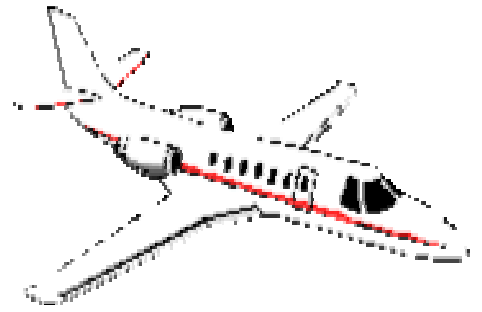
We had one guest – Colm O'Reilly, who became a member. Welcome Colm!

14 members were in attendance tonight.





## NEW BUSINESS



- It was suggested by George Cowling that a DVD player be purchased for chapter use. Jane Finton made a motion that DVD player should be purchased , Lew Levison seconded and the motion was approved. Glenn Stott will take care of the purchase for a \$50 expenditure was approved.
- Nothing new to report from Lakewood or Allaire airports—per Frank Fine.
- Saturday October 10th is the grand opening of Eagles Nest Airport in West Creek, NJ. Open house will be held from 10:00AM to 1:00PM (see photos from Glenn Stott in the following pages— *the Editor*)
- Old Bridge airport will be closed from October 12th until October 26th for the paving of the taxi ways (Actually closing seems to have been delayed until and is supposed to start on Monday October 26th—*the Editor*).
- Central Jersey Airport maintenance is closing – no FBO. Taiwanese Chinese pilots are being trained there and many others are being trained in Canada.

Jack Hamill won the 50/50 to the tune of \$14.50.

The business meeting adjourned for the showing of a film – “Barnstorming”.

It is about how a chance landing of two planes on a dairy farmer’s hay field in Ohio turned into an annual fly-in of like minded pilots and farmers. Very interesting and enjoyable!

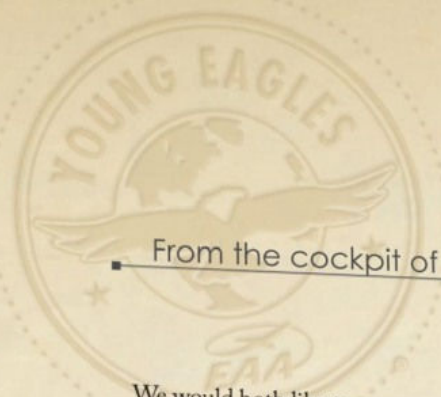
Next meeting will take place on November 2nd, 2009 at the Old Bridge Airport office at 7:30 PM.

*Secretary Jane Finton*

Scenes from the event at Eagles Nest airport—  
October 10th

(photos by Glenn Stott)





From the cockpit of Sully and Jeff

We would both like to express to everyone in the EAA community our excitement about our new roles as Co-chairmen of the EAA Young Eagles program. We are honored and humbled to accept this position within the EAA organization and look forward to working with you all to further this great cause.

Together, we share a kinship as aviators and a responsibility to inspire those who follow. Our passion for flight and our sense of family in the company of other aviators must be introduced to the pilots, aviation professionals and enthusiasts who will follow in our footsteps. The EAA and its many members have challenged themselves to take the lead in this effort. The Young Eagles program has harnessed the enthusiasm and drive of the entire EAA organization to promote aviation and encourage, inspire and enlighten the aviation leaders of tomorrow. The two of us share that commitment with you. Together we will move forward and build upon the solid foundation left by those that came before us, working to inspire youth into aviation and promote their many achievements.

The two of us come from different aviation backgrounds, but a passion for flight binds us together, as it binds us all within the EAA community. Through the Young Eagles program we look forward to partnering with you and sharing our passion with youth, both through our local EAA Chapters and our individual efforts. We are enthusiastic about moving forward with Harrison Ford's message that by applying themselves, being self disciplined and focusing on goals, a Young Eagle can "earn" the reward of flight. We would like to add our own emphasis on training, preparation and leadership to the EAA Young Eagles vocabulary. As professional pilots and through our experience on US Airways Flight 1549, the two of us know the value of these basic tenets of aviation and will promote and encourage their importance as our contribution to the EAA Young Eagle message.

To advance and ensure the future of general aviation, we must all join as ambassadors for flight and share our experiences with the generation that follows. As part of this effort, the EAA Young Eagles program has introduced many children and teenagers to a world they might never have had an opportunity to experience, and we are thrilled to join the EAA community in continuing this noble effort into the future. As pilots, we are united by our unique ability to break the bonds of earth and reach for the clouds. In partnership with the EAA Young Eagles and youth education programs, we can share in inspiring and grooming the next generation of aviation enthusiasts and leaders. The two of us are eager to join with each and every one of you in making our mutual passion for flight the legacy we pass on to the aviators of tomorrow.

*Sully & Jeff*

## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the November 1989 issue of Sport Aviation featured Bill Halverson's Grand Champion Antique winner from the previous Oshkosh Fly-In convention, a Beach G-17S Staggerwing. The plane was originally owned by Bill together with a group of other pilots, but as each one gradually lost interest in the club, Bill ended up owning it outright himself. An AD on the Razorback fabric necessitated a recover, and as you might expect, Bill ended up doing a complete 12 year restoration. Included was a conversion to a 24 volt electrical system so that the gear would operate better and also so a complete IFR panel could be installed. The interior was reupholstered completely in leather following the original factory pleating, colors and seat patterns. "The leather used in the restoration of the seats may not have come from the original cow, but it did come from one of her descendants" he liked to say. The new covering was done in Ceconite with 30 coats of hand rubbed and polished coats of butyrate dope.

The theme of Oshkosh '89 was "From Jennies To Jets" and a good part of this issue was taken up describing the six Curtiss Jennies and their pilots that were present that year. Ken Hyde, owner and restorer of the Jenny that won the Grand Champion Antique award at Oshkosh in 1987, originated the idea of getting as many flyable Jennies as possible to Oshkosh. With the approval of EAA, he organized the program and became the coordinator among the Jenny owners and pilots. Ken was the only one who flew his Jenny to the event. One had been on loan to the EAA museum by owner Dan Neuman, and just before the event the plane was bought by Kermit weeks. All Kermit had to do was fly it from Pioneer Airport to the spot on the Convention site reserved for the Jenny contingent. The rest were disassembled and shipped courtesy of Allied Van Lines from various points on the West Coast of the USA. The program was so successful that there was talk that perhaps they should take the Jenny Air Force to Farnborough or Paris. Not sure it that ever came to pass.

The 1989 Grand Champion Classic award was won by a 1946 Globe Swift owned by Charlie Hoover of St. Paul, MN. The highly polished plane was as completely original as he could make it, including a C-85 engine inside the cowling. Some folks would say that it was underpowered, but Charlie reported that the key to successful operation was to avoid overloading the plane. He also revealed a trick to better take-off performance. He said that the wheel wells were rather far forward and disrupted the airflow over the wing in the three point attitude. The secret was to get the tail up early and high during the take off run to avoid this effect and accelerate better. He also predominately made wheel landings for the same reason.

The Grand Champion Light Plane award was won by Randal Berardi's 7/8 scale Nieuport 17. Powered by a Rotax 503 he reported a cruise speed of 73 mph at about 5 gallons per hour. Randal didn't want to do without brakes, so he adapted a set of bicycle disk brakes from Walmart. Lightweight and effective enough to hold the plane during an engine run up and for taxiing in tight spaces. He used the Blue River process for covering. He said the paint is non-toxic and washes out of clothes, and brushes. He didn't give any more info, but I'm guessing that it is some sort of water based finish.

In "Sport Pilot Medicine" Dr. Alex Webb extolled the virtues of a healthy diet and discussed the recommendations of the American Heart Association and the American Cancer Society. In the "Craftsman's Corner" Ben Owen described a fiberglass fuel tank insert that is used to replace rubber bladders. And Tony Bingelis covered a few "useful hints" on painting, making metal fairings, and making fuel tank vents.

Bob Hartmaier  
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# AS THE PROP TURNS

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## E.A.A CHAPTER 315 “As The Prop Turns”

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**Next Meeting: Monday, November 2nd, 7:30PM  
Old Bridge Airport, Airport Office**