



# AS THE PROP TURNS

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



**EAA CHAPTER 315 ON THE WEB: [www.eaa315.org](http://www.eaa315.org)**

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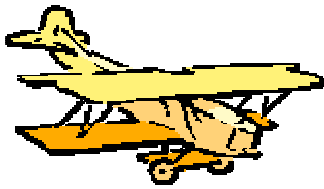
## Chapter 315 Minutes of the Meeting – June 6th, 2011

The June meeting opened at 7:30 pm on the 6th. President George Cowling called for a motion to approve the minutes of the last meeting. Jane Finton so moved and Roger Elowitz seconded. The motion was approved.

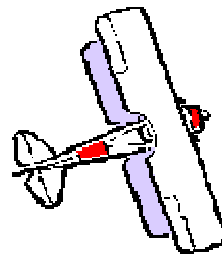
Treasurer Tom Goeddel reported a balance on hand of \$1715.67.

First order of business is a Biiiggg Thank you to Jayne Bielak for her wonderful article about Glenn Stott and his work to preserve and honor the work of our friend and member Howard Levy.





## OLD BUSINESS



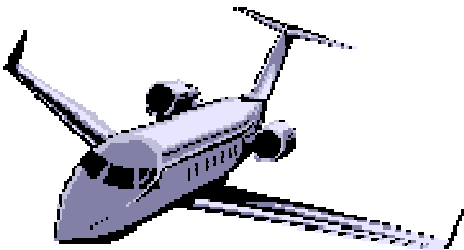
### Young Eagles Day

Young Eagles Day is set for Saturday, 11 June, at Allaire Airport (Monmouth), raindate 18 June. Insurance is in place, advertising is being done, Scout troops have been notified. There is an an article in the Coast Star, possibly in the Asbury Park Press. 6 or 7 pilots and planes have been lined up. Good weather has been requested.

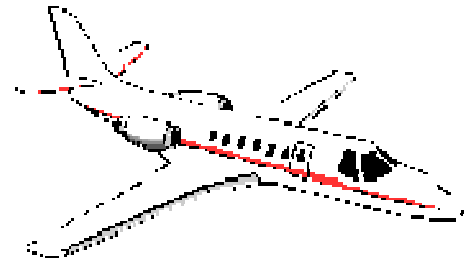
Lynn Cyrway reported that #898 is also doing a Young Eagles day on 11 June.

Michael Jackson said the Black Pilots Association is holding a picnic at Allaire on 11 June, and that EAA members are welcome.

Peter Weinhorn is planning to hold a Young Eagles Day at Eagles Nest in the fall. Chapters 315 and 898 will help . Date will be determined.



## NEW BUSINESS



- Frank Fine reported that all is quiet at the local airports.
- Lew Levison spoke about the Reading Air Show and what a great event it is
- Richie Bielak wrote and submitted a nomination for the EAA Major Achievement Award for Glenn Stott for his work on the life and work of Howard Levy.
- Eli Lieberman has ordered an RV 10 kit.

The 50/50 was won by Frank Fine, \$15.00. The meeting was adjourned by voice vote, and some members adjourned to the diner.

Next meeting will be 11 July, at Old Bridge Airport, 7:30 pm, Hangar 10.

*Secretary Jane Finton*

**Latest News:** On June 14th we received a letter from EAA HQ telling us that Glenn Stott has been selected to be one of the recipients of the EAA Major Achievement Award. Below is copy of the letter confirming the award:



June 14, 2011

Glenn Stott  
EAA Chapter 315  
36 Johnson Ave.  
Matawan, NJ 07747

Dear Glenn,

CONGRATULATIONS! Your chapter recently submitted your name for an EAA Major Achievement Award and we are pleased to inform you that you have been selected as a recipient for 2011! This is a very special award given out to a select group each year in recognition of your dedication to EAA and your local chapter, service to the aviation community and personal achievements in aviation.

The award will be presented to you on Saturday, July 30<sup>th</sup>, 2011 during the Chapter Leaders Breakfast in the Founders' Wing in the EAA AirVenture Museum. We ask that you contact the EAA Chapter Office at 888-322-4636 ext. 4876 to advise if you will be present for the awards ceremony. If you are unable to attend, please select a fellow chapter member to represent you at the ceremony to receive your award. If someone else will be accepting on your behalf, please pass their name onto us in the Chapter Office so that we know who to expect in your place.

To confirm your presence at the ceremony please arrive at the breakfast at the Founders' Wing on July 30<sup>th</sup> and check-in at the awards registration table no later than 7:45 AM (note breakfast begins serving at 7:30 AM). Once you have checked in please enjoy the breakfast and have a seat in the audience. When the presentation for the awards begins, your name will be announced to come up and receive your award.

Our most sincere congratulations on being a recipient of the 2011 EAA Major Achievement Award. Your dedication and achievements have not gone unnoticed and EAA is very pleased to be including you as part of this special recognition during AirVenture.

Sincerely,

Experimental Aircraft Association

A handwritten signature in black ink that reads 'Brenda Anderson'. The signature is written in a cursive style.

Brenda Anderson  
Chapter Administrator

cc. Richard Bielak

**July 25 - 31, 2011**

EAA Aviation Center, P.O. Box 3086, Oshkosh, WI 54903-3086  
920.426.4800 • fax: 920.232.7772 • www.airventure.org

# Young Eagles Day

On June 18 EAA Chapter 315 flew 47 Young Eagles out of Monmouth Executive Airport in Wall. Although the weather did not cooperate on the original date of June 11, it was near perfect on the 18th, our alternate date.

We had six planes in the air - Chapter President George Cowling flying a Cessna 150, Tom Smith and Terry Friedman flying their Piper Saratogas, Frank DiGennaro flying his Piper Dakota, Bob Hartmaier and Lew Levison flying the Piper Cruiser, and Bob Lorber in his Piper Warrior. They did a great job!

A big thank you to all of them. Registration and ground support was handled by Jane Finton, June Fine, and Carol Fine Hart (our daughter visiting from Virginia).

*Frank Fine*



As The Prop Turns - EAA Chapter 315



## TWENTY YEARS AGO IN SPORT AVIATION

Alan Tolle's new RV-6A was featured on the cover of the July 1991 issue of Sport Aviation. Alan had previously built two RV-3's, an RV-4, and an RV-6. His RV-6 was the first customer built example to fly and was completed in 6 months. He had settled on using a standardized package for his projects that included a 180 hp O-360 engine, a Hartzell propeller, the same avionics and instruments for the panel, etc. He would search out and purchase all the items ahead of time so the building process would not be interrupted. This allowed him to build very quickly since he had already solved any installation problems and knew what to expect. It also helped a great deal that his wife would drill, deburr, dimple, countersink and otherwise do a lot of the repetitive and mundane jobs while he was at work. He could then concentrate on making visible progress when he went out to the shop. When the RV-6A was first put on the market, he considered converting his RV-6 to the tri-gear configuration. After a little thought he realized that he had already collected all the components of his standard package in his shop, so he decided just build a new RV. He opened the first crate from Van's in early October of 1990, and made the first flight two weeks prior to Sun 'n Fun '91. Although not the first customer completed RV-6A, his plane did have the first sliding canopy that Van's supplied from the factory. Alan said that although the canopy installation and the nose gear added 17 pounds of weight, he did not really notice any loss of performance. He reported that he could cruise at 200 mph true burning about 13 gallons per hour, or slow down to 180 mph and use about 8 gallons per hour.

Mary Jones supplied a very detailed article about Homer Kolb's latest design, the two-place, low-wing Laser. A step up from his usual ultralight designs, the Laser was constructed with a fabric covered welded steel tube fuselage, but used a large round aluminum tube main spar and built up aluminum ribs in the wing structure. The prototype was powered by a Rotax 582 engine that gave a cruise speed of around 100 mph. Homer predicted a top speed of 120 mph with a Rotax 912 and a full canopy installation. The landing speed with two aboard was 40 mph.

Norm Petersen told us how the EAA acquired the prototype Aerocar from Molt Taylor in the early 1970's, but it had sat neglected for many years. In 1989 the Emil Buehler Trust of Ft. Lauderdale was tasked with bringing the flying car back to its original 1950's condition and the remains were shipped to Florida and inventoried. Many parts were missing, mostly from the flight configuration. They found that they had two left wings but no right wing and the Hartzell ground adjustable propeller didn't fit the hub of the Lycoming O-290 engine. Fortunately they got lots of help from Ed Sweeney, owner of Aerocar No.4, to figure out how to duplicate the missing parts. They also discovered that they had the prop that belonged to No. 4 Aerocar, and Ed had theirs! A swap solved two problems. Gene Chase got a check out and reported that the plane took off and landed at 45 mph, climbed at 58 mph, and at cruise it indicated 68 mph at 2350 rpm.

Jack Cox reported on the efforts of Jim Patton of NASA and Dr. John Perkins of North Carolina State to determine why two Velocity aircraft had suffered an unrecoverable deep stall condition and what modifications might be necessary to solve the problem. A series of high alpha tests were done with a full size plane mounted on a trailer and towed by a car, and then a series of flight tests were made with various CG locations and experimental leading edge cuffs placed at various points on the wing. They recommended that existing planes have a 60" leading edge cuff installed on the outboard section of the wing. Dan Maher of Velocity also designed a new wing that trailer tests confirmed solved the problem for future builders. By the way, in both deep stall incidents the planes merely descended almost vertically at a very low rate of descent, one landing in

a canal, and the other in the Atlantic Ocean. Both pilots escaped injury, and both aircraft were flying again within weeks. The second one, N81VA owned by Carl Pascarell, was the plane used for the subsequent flight test program.

Doug Haley of Universal Engineering contributed an extensive article about using auto V-6 and V-8 engines in aircraft. He made the case that if done properly, a water-cooled auto engine was cheaper to purchase and overhaul, more reliable, and could produce more power for a given installed weight.

In "Loran for Homebuilders" Peter Lert discussed the history and operation of Loran. He continued with a description of some available units from least expensive marine models to dedicated aviation Loran units. He mentioned the emergence of GPS, but since at that time it was still intentionally limited in its accuracy, he felt that GPS would only augment Loran and thought that Loran would still be the main system for certified approaches and such. Well, I guess he was proven wrong about that!

In "Hints for Homebuilders" David Black described a tool for putting a slight crease on the edge of a sheet metal part to help the component fit better. Scott McLain showed how to use Red Baron Aircraft polish and Red Baron Paint Sealant products to restore and preserve aircraft paintwork. In the "Sportplane Builder" Tony talked about weighing your homebuilt.

Bob Hartmaier  
EAA 78889

A Step Back in Time...

# GOLDEN AGE AIR MUSEUM

371 Airport Road, Bethel, PA 19507  
717-933-9566

*Visit our website for special event scheduling*  
www.GoldenAgeAir.org

## Biplane Rides

Schedule a Ride, Call 717-933-9566

*Experience the Thrill of Barnstorming...take a Ride in an Open-Cockpit Biplane!*



### 2011 Calendar of Events

**April 30**  
**Museum Opens for the 2011 Season**  
Tour hours: Friday & Saturday 10:00 am-4:00 pm; Sunday 11:00 am-4:00 pm.

**May 21, June 25, July 23, October 23**  
**Extended Evening Hours for Sunset Biplane Rides**

**June 11** (Rain date June 12)  
**Golden Age Flying Circus Air Show**  
Take a step back in time to the days of the barnstormer and the flying circus. Experience an authentic 1920's air show

Members- \$5.00 • Non-Members- \$8.00  
Children ages 6 to 12- \$4.00  
Biplane Rides- Gate opens at 10:00 am  
Show starts at 2:00 pm

**July 8, 9, 10**  
**Wings & Wheels Extravaganza Fly-In, Car Show & Big Band Dance**  
This year's theme is World War I. World War I aircraft, automobiles, rectorators, and memorabilia collectors encouraged to attend. The event kicks off Friday for members,

participant pilots and car owners. General public hours all day Saturday and Sunday.  
People's Choice Awards for best aircraft & automobile or motorcycle.  
Big Band Dance featuring the Lebanon Big Swing Band, Saturday at 7:30. Bring your dancing shoes and a lawn chair. Vintage attire welcome.  
Saturday 11:00 am- performance by the Hill-to-Hill Brass Quintet.

**-General Public Admission-**  
Members- Free  
Non-Members: Adults- \$7.00  
Children- Ages 6 to 12- \$4.00

**August 20** (Rain date August 21)  
**Golden Age Flying Circus Air Show**  
See June 11 for details.

**September 24 & 25**  
**Fall Fly-In**  
Biplane Rides- Breakfast, lunch and refreshments available.

**Fly in an Authentic 1929 WACO Biplane**  
15 Minute Ride:  
1 Person - \$99.00 • 2 People - \$119.00  
30 Minute Ride: 1 or 2 People - \$199.00  
*All rates are subject to change*

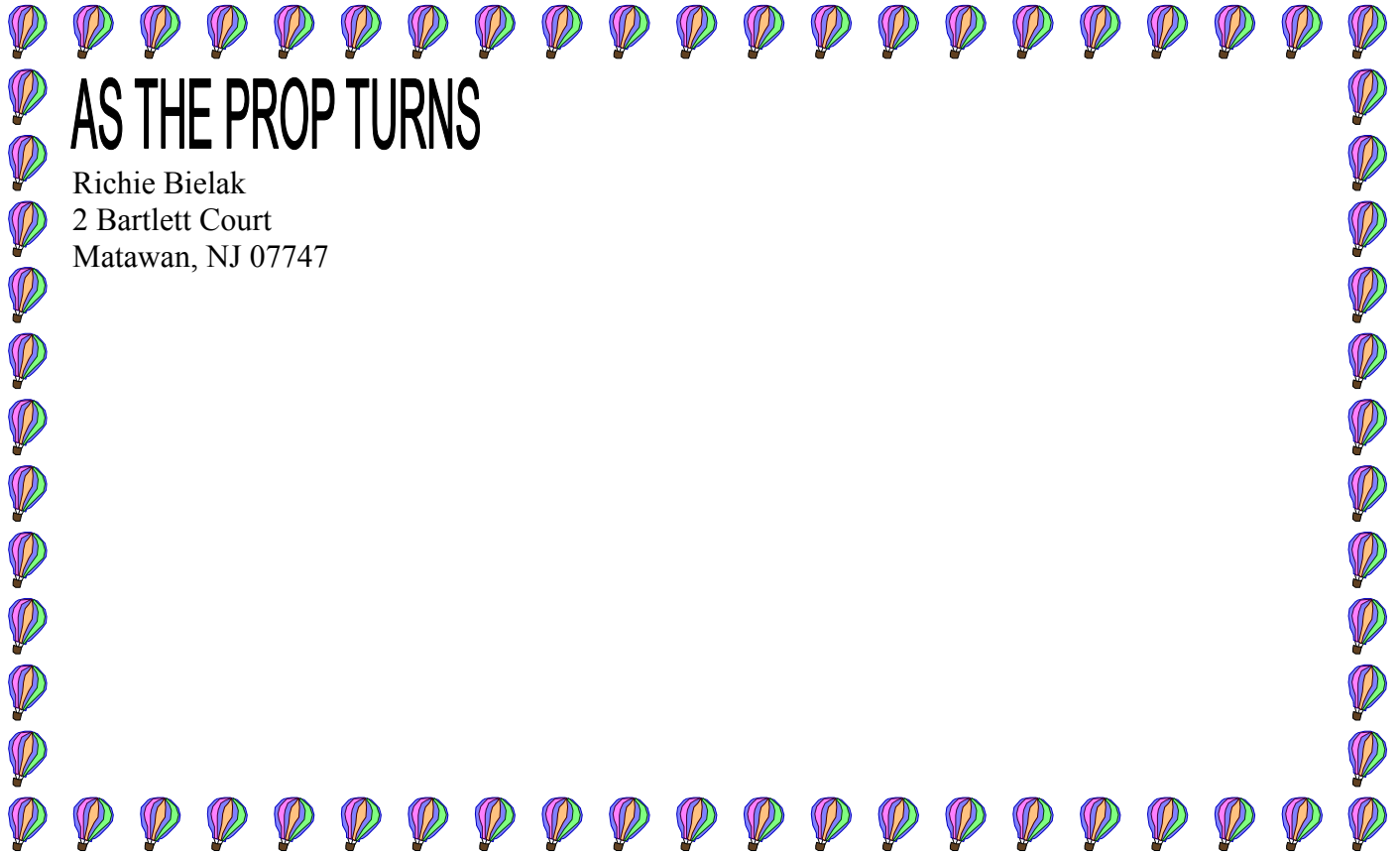
**September 24 & 25** cont'd  
**-General Public Admission-**  
Members- Free  
Adults- \$7.00  
Children- Ages 6 to 12- \$4.00

**September 30 - October 2**  
**Golden Age Radio Controlled Model Meet**  
Featuring model aircraft design from the Pioneer era through 1941. Sponsored by the Tri-County Sky Barons.

**-Registration Fee for Pilots-**  
\$20.00 Weekend • \$15.00 Single Day  
Admission: Adults- \$6.00  
Children- Ages 6 to 12- \$4.00

Museum flight demonstration by full size aircraft. Breakfast, lunch and refreshments available.  
Model flea market. • Primitive camping available

**October 30- Museum Closes for Winter**



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Richie Bielak  
2 Bartlett Court  
Matawan, NJ 07747

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

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the  
Experimental Aircraft Association— July, 2011  
Editor: Richie Bielak (732)-566-5879

**Next Meeting: Monday, July 11th, 7:30PM  
Old Bridge Airport, Hangar E-10**