

AS THE PROP TURNS

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



EAA CHAPTER 315 ON THE WEB: www.eaa315.org

President:

Glenn Stott
36 Johnson Avenue
Matawan, NJ 07747
732-441-3840
hotel80@aol.com

Vice-President:

Richard Augusty
3 Trafalgar Place
Shrewsbury, NJ
07702-4545
raugusty@comcast.net

Secretary:

Jane Finton
104 Arbor Court
Tinton Falls, NJ 07753
732-918-2111
JanFin51@aol.com

Treasurer:

Tom Goeddel
31 McCarter Avenue
Fair Haven, NJ 07704-3408
732-842-4387
tgoeddel@comcast.net

Young Eagle's Coordinator:

Frank Fine
3311 Belmar Blvd.
Wall NJ 07719-4616
732-681-5286
threefines@juno.com

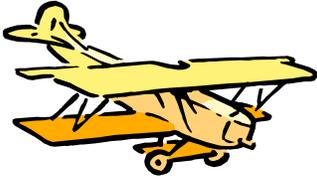
Newsletter Editor:

Richard Bielak
2 Bartlett Court
Matawan, NJ 07747
Home: (732) 566-5879
Mobile: (732) 266-4461
richieb@gmail.com

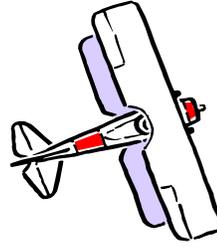
Minutes of Meeting - 8th May, 2006

The meeting was opened at 7:35PM by V.P. Dick Augusty in the absence of President Glenn Stott. Minutes of the last meeting were approved as published in the newsletter.

No treasurer's report was presented at this meeting, as Treasurer Tom Goeddel was absent. He sent word that the treasury "is in good shape". We were \$250 short on the awards dinner, which will be covered from the treasury.



OLD BUSINESS



Awards Dinner

The Awards Dinner was enjoyed by all. Speaker Kurt Hofschneider was very interesting . Some wished for him to continue for another hour. Many thanks to Kurt and to Lew levinson for suggesting Kurt as a speaker.

We also had a treat of mandolin music and songs by a visiting English pilot Christopher Wild.

Young Eagles

Next order of business was Young Eagles Day, 10th June at Old Bridge airport. Necessary permission has been obtained from Old Bridge Airport management.

George Cowling proposed that we meet June 6th, instead of June 12th, so we can me again before Yong Eagles Day.

Frank Fine is handling newspaper and TV coverage of the day. Tom Goeddel will send material to June Fine for the Boy Scouts. Dick Augusty will put the info on the Web site and Glenn Stott will contact EAA national and take care of the insurance coverage.

Planes to be flown – Rich Bielak, Bob Hartmaier, Jack Kurtz, Frank Fine and maybe few others. Need proof of insurance on each airplane.

Handheld radios will be provided by Frank Fine and Frank DiGenaro.

Food and beverages – hot dogs, soda and water – will be offered. A donation box will be available.

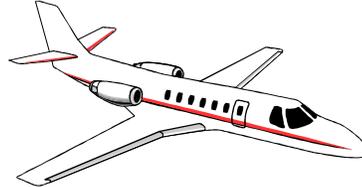
Literature about EAA and Young Eagle Program will be available.

Lew Levison and Jane Finton will be away. We will need someone to help June Fine at the registration table.

Members will be called to remind them to come out for young Eagle Days. Rich Bielak's son will be there to help.



NEW BUSINESS



- Butch Van Pelt took pictures at the Awards Dinner. Dick Augusty will make copies of the CD with the pictures.
- The Canadian Lancaster will be at Oshkosh Air Venture this year.
- Lakewood airport – Frank Fine reported all is quiet at this time (but volatile). Our thanks to Frank for all his efforts on this front.
- A meeting is to be held at Mercer County airport to discuss the consolidation of air museums in New Jersey.
- The McGuire outing was a success. Enjoyed by all who went.
- The 50/50 was won by Dick Augusty. He won 7 dollars.

Meeting was adjourned at 8:30pm. See you June 6th at Old Bridge, Hangar 10E.

Sec. Jane Finton

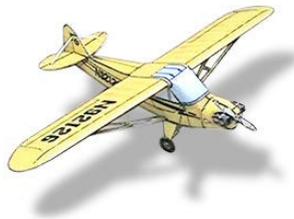
Funny

Part of a Flight Attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of us here at US Airways."

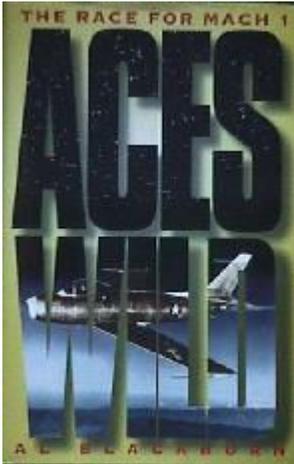
After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced: "Please take care when opening the overhead compartments because, after a landing like that, sure as Hell everything has shifted."

Calendar of Events

<i>Date</i>	<i>Airport</i>	<i>Event</i>	<i>Contact</i>
6/17	Hammonton, NJ	Fly-in/Driver-in breakfast from 8:00AM to 12:00 noon. \$6 all you can eat.	John Fortis: (609)-567-0623
6/17, 7/15, 8/19	Cooperstown/ Westville Airport (K-23) Cooperstown, NY	EAA Chapter 1070, Cooperstown, New York Presents the: 2006 Old Air- plane Fly-In and Pancake breakfast. All you can eat Pancake Breakfast with eggs cooked your way, real maple syrup, French toast, sausage, beverages and surprises! Adults \$4.99 Children under 12- \$3.50	Info: flybo@gpoconnect.net
6/10	Old Bridge, NJ	Young Eagles Day	Frank Fine: (732)-681-5286
6/10	Cross Keys Air- port, NJ	Young Eagles Rally	Rich Cheeseman (856)-589- 4195
6/11	New Garden (N57), PA	"All-you-can-eat " Pancake Breakfast 8 AM - 12 PM.	Pat Scott 610-745-6057
6/21 thru 6/24	Lock Haven, PA	Sentimental Journey Piper Fly-in.	(570) 893-4200 or (570) 893-4207



Book corner



"Aces Wild - the Race for Mach 1" - Al Blackburn

By now we all know the story of how the sound barrier was broken. It was the rocket powered X-1, flown by the legendary Chuck Yeager, that busted past the speed of sound in October of 1947. These images were recently re-enforced by the book and especially the movie "The Right Stuff". That's why I was surprised to come across a book that would question the validity of this clearly established history.

When I started to read Al Blackburn's "Aces Wild" I was very skeptical and ready to dismiss his claim that someone other than Chuck Yeager and the X-1 went through the sound barrier first. However, after reading the book I have changed my mind. Although there is no official evidence, it is entirely likely that the events he describes took place and that another pilot and a different airplane were the first ones to fly faster than sound.

First, let's consider the contending pilot. His name was George Welch. You may not know who he was, unless you studied the details of the Japanese attack on Pearl Harbor. George Welch and Ken Taylor were the two fighter pilots who got off the ground that Sunday and who shot down a dozen of the attacking airplanes. They both received the Distinguished Service Cross for that day's flight.

Later in the war, George fought in the Pacific, flying P-39 "Aircobras" and later P-38 "Lightnings". Of the two airplanes, the P-39 was a poor performer when matched against the Japanese "Zero", so the P-39 pilots were eager to transition to the P-38 as soon as possible. When George inquired as to when his squadron was to switch to the P-38s, the answer was "when you run out of P-39s". George and the other pilots came up with an unofficial way to speed up the attrition process by experiencing "engine failures" over the waters of Redscar Bay, just north of Port Moresby. The pilot only had to bail out, paddle to shore in his raft and walk back to base. Although jumping out of a "disabled" P-39 was not without risk, it was much safer than facing the Japanese "Zeros" with such an outdated airplane.

George Welch finished his career as a fighter pilot with 348 combat missions and 16 victories. In 1944, on recommendation of general Hap Arnold, George was asked to join North American Aviation as an engineering test pilot. He accepted the position, moved to L.A., and spent the rest of the war flight testing the new variations of the "Mustang".

AS THE PROP TURNS

Next let's look at the airplane. North American Aviation is the company who's design team produced the P-51 "Mustang", perhaps the best fighter airplane of World War II. Their design to follow the "Mustang" was code named XF-86 and became the famous F-86 "Sabre", the swept wing jet fighter. The XF-86 prototype was finished in late summer of 1947 and this was the airplane that George Welch began testing in the fall of that year.

It is well known that the F-86 can easily exceed the speed of sound in a dive so it is very likely that during the first flight of the XF-86 George Welch sped past the "barrier" with no difficulty. The reasons given by the author why such a flight could not be made official were mostly political. Consider that the Bell X-1 project has been sponsored by the newly formed Air Force and it would be "politically incorrect" to have the sound barrier easily broken by different airplane built with private funds.

The entire story is more believable when you consider that the author himself was a test pilot for the Navy and then for North American Aviation, and was a founding director and the third president of the Society of Experimental Test pilots.

Although the question of who flew faster than sound first is certainly important to consider, I found the sections of the book that described the author's flight test experiences far more interesting. For example, in one chapter Al Blackburn describes how production versions of the F-86F "Sabre" were tested to show that each aircraft would hold together in the "upper right corner" of the performance envelope. This test required demonstration of maximum allowed g-load at maximum indicated airspeed.

The indicated airspeed, that is the speed shown by the airspeed instrument on the panel is determined by measuring the pressure of the air that hits the airplane as it moves forward. At high altitudes, where the atmosphere is thin, it is impossible for the airplane to reach high indicated airspeed, because there is not enough air. Therefore to conduct this demonstration in the densest air, the "Sabres" were tested above the Salton Sea in the southern California. Salton Sea happens to be 235 feet below sea level. The actual test consisted of diving towards the ground to achieve the required indicated airspeed, and when this speed was reached a 7.3 g pull up was executed. Typically the pull up would occur few hundred feet above the water.

Sadly, it was in a 1954 demonstration of the "upper right hand" corner on the F-100A that George Welch was killed, when the airplane he was testing came apart. This is perhaps one of the main reasons why his claim to the breaking of the "sound barrier" has been nearly forgotten.

I enjoyed reading "Aces Wild" for two reasons. First, I found the story of George Welch and the sound barrier fascinating. However, I think that the first person descriptions of flight testing were the best part of the book.

Richie Bielak, Editor

ISBN:0-8420-2732-7 Published by: Scholarly Resources Inc.

TWENTY YEARS AGO IN SPORT AVIATION

Bob will be back next month. Be back next month.

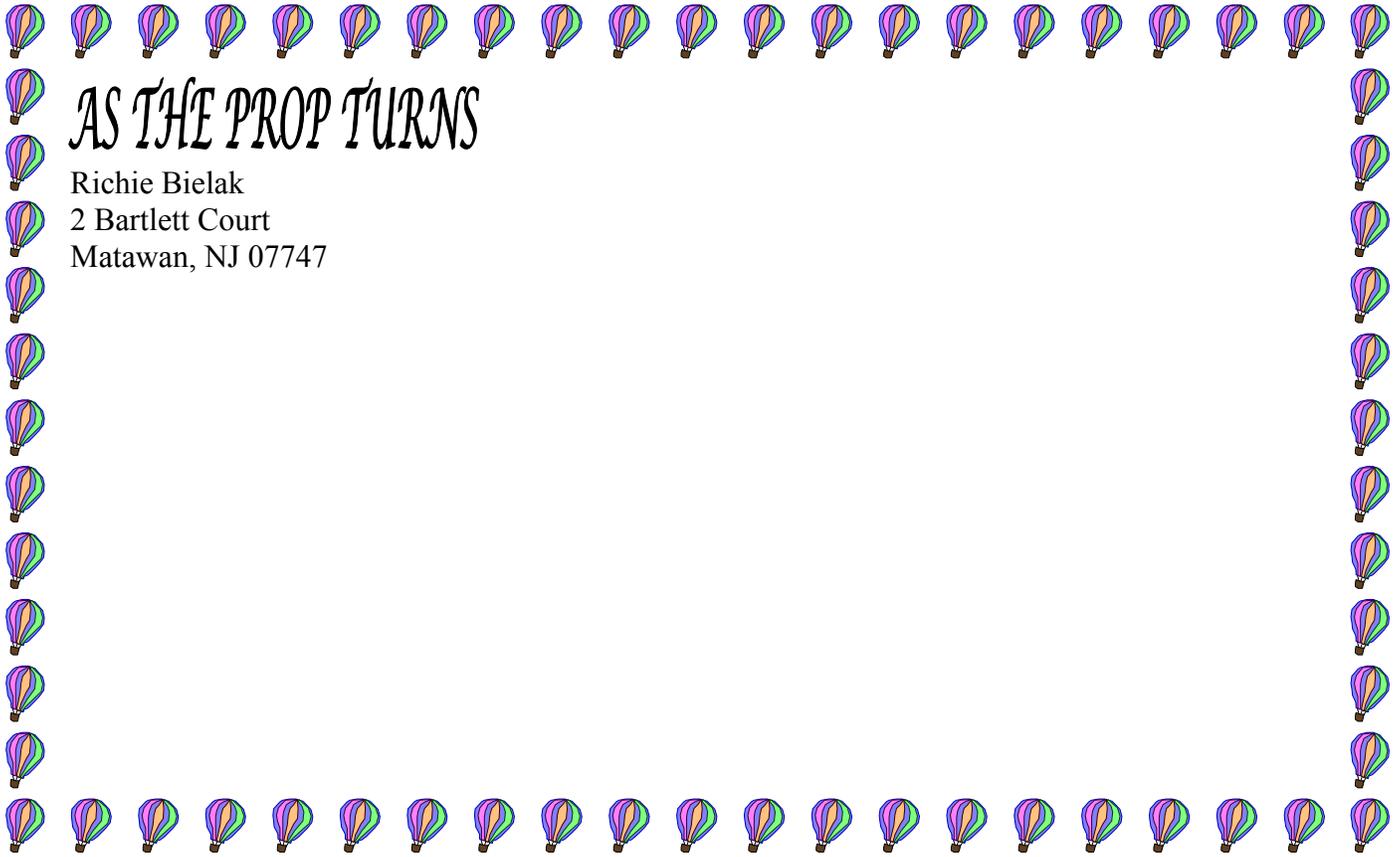
Editor's Favorite Airplanes



This is a replica of RWD-5 light Polish airplane. In 1933 RWD-5(bis) was flown across the Atlantic from Saint-Louis, Senegal (Africa) to Maceio, Brazil.

The RWD-5bis was the smallest plane that has ever flown across the Atlantic – its empty weight was below 450 kg (1000 lb), loaded 1100 kg (2425 lb) (only high-tech Voyager o 1986 was a bit lighter empty – 426 kg (939 lb), but much heavier loaded – 4397.3 kg or 9,694.5 pounds).

Until Next Month --- Fly Safely



AS THE PROP TURNS

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 - June 2006
Editor: Richie Bielak 732-566-5879

Next Meeting: June 6th @ 7:30 pm
Airport Office / Hangar 10E, Old Bridge Airport,
182 Pension Road, Old Bridge, NJ 07726