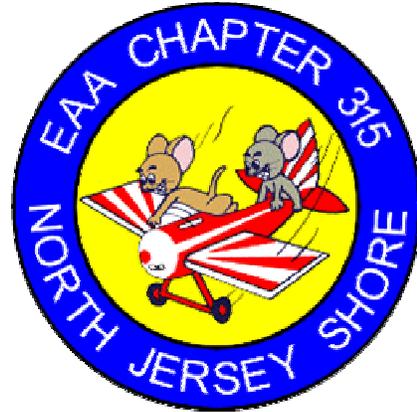


# AS THE PROP TURNS

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



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## Minutes of August 6th Meeting

The August meeting of EAA Chapter 315 was held at the Steamboat Dock museum in Keyport, NJ.

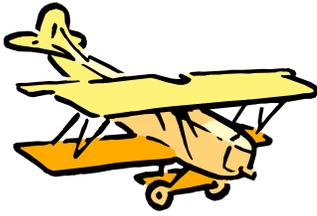
A short business meeting was held. The minutes of the July meeting were approved as published.

The treasurer reported a balance of \$2044.24 in our account.

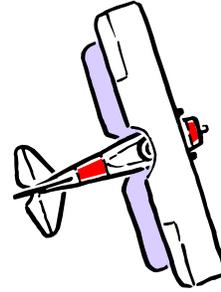


## AS THE PROP TURNS

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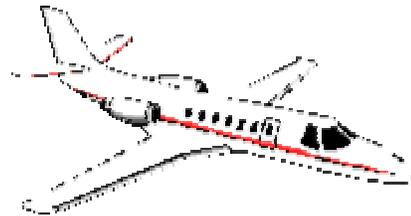
**OLD BUSINESS**



Young Eagles day is set for October 6th (rain date October 13th). It will be held at Lakewood Airport.



**NEW BUSINESS**



There will be an air show in Atlantic City on August 15th and a Flyin in Ocean City on September 22nd.

A motion was made to and approved to donate \$50 to the Steamboat Dock Museum in appreciation of the evenings program.

The business meeting was closed and we joined the museum members for a presentation about Aero Marine Airways and their years of operation given by Dan Kusrow. The extensive territory covered by the speaker revealed much information about the planes, their manufacture and routes flown.

The speaker's interest in this subject has kept much of this information and pictures from fading away from memory. This is a great addition to the museums collection of artifacts and pictures of a sizable part of Keyport's history.

A very interesting evening. Thank You to Steamboat Dock Museum and to Dan Kusrow.

*Secretary Jane Finton*

# Keyport Steam Dock Museum

Many of the photographs that were part of Dan's presentation can be found on his website:

<http://www.timetableimages.com/ttimages/aerombr.htm>

Aeromarine not only refurbished WW I Navy flying boats into passenger airplanes, but also they started an airline. It turned out that they were the first international airline in the U.S. This was few years before Pan Am was started.



Poster from the winter of 1920-21.  
(From "Aviation" magazine, January 24, 1921)

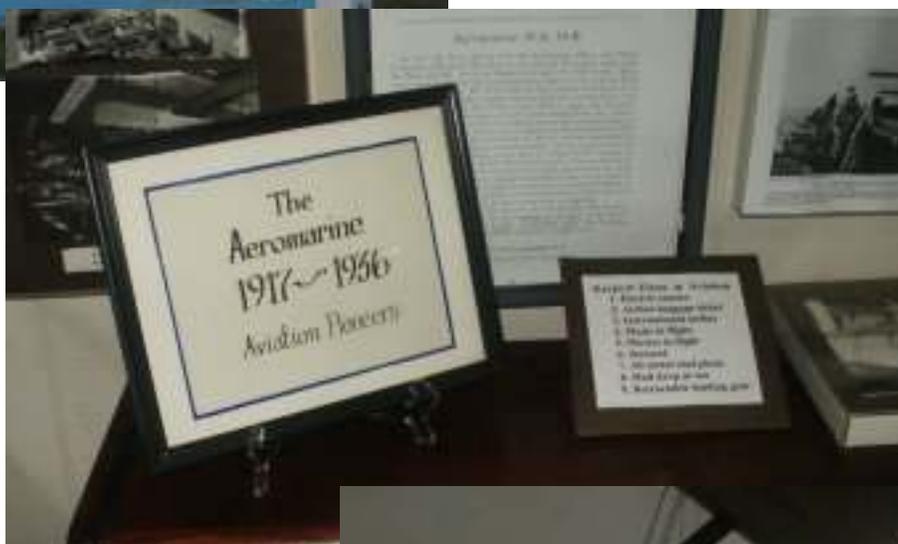
Advertises one of the international routes.



Aeromarine invented the luggage label.



Sign at the entrance to the museum



Model of an Aeromarine flying boat.



# In Other News

## 96-YEAR-OLD PILOT TAKES A BIRTHDAY LOOP

For his ninety-sixth birthday, Frank **Hartmaier** of Schwenksville, Pennsylvania, wanted to loop an airplane. With the help of his co-pilot, Donald "Beetle" Bailey, his birthday wish came true on July 29 when they strapped on their chutes and settled into their seats inside Bailey's Zlin 242L. A pilot for 77 years, **Hartmaier** received his private pilot certificate on November 16, 1931, and is no stranger to the sky.

In the aerobatic area just north of Pottstown Municipal, **Hartmaier** rolled the plane once to the left and again to the right, between the clouds at 3,000 feet. "He performed a perfect loop, ending at his starting altitude and went through his own prop wash right at the bottom," said Bailey. Upon landing, **Hartmaier** taxied back to the hangar where a slice of cake and 100 or so people were waiting to celebrate.

*(If the last name of this pilot looks familiar, it is because he is an uncle of Bob Hartmaier—a long time chapter member. Editor)*



The pilot....

...and the cake!



## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the September 1987 issue of Sport Aviation featured an in-flight photo of Cheryl Rae atop the wing of Gene Littlefield's Stearman during an afternoon airshow at Oshkosh '87. There was a "Photo Preview" that covered some of the new homebuilt designs that generated excitement at the Fly-In Convention, as well as a listing of the various Grand Champion winners. More coverage promised for the next few issues. Oh, the Grand Champion Classic was Clyde Smith's Piper PA-12 Super Crusier.

Jack Cox related how Voyager was transported from California to Oshkosh to be displayed at the Fly-In Convention as it made its way to the National Air and Space Museum. Bruce Evans, the member of the team responsible for the move, had been promised a C-5 by the Air Force, but that never materialized. Next he began looking at travel by rail, but in the middle of negotiations there was a derailment in the Mojave Desert and Bruce became less than enthusiastic about that mode of travel. Just as he was returning to the hangar at Mojave Airport one evening he was surprised to see a huge flatbed truck in the parking lot. The driver worked for a Salt Lake City outfit that specialized in moving oversize loads, and had driven out of his way to see Voyager while it was still at Mojave. Bruce picked his brain and discovered that Voyager could indeed be transported by his company. The tail booms had already been cut off in anticipation of the C-5 ride, so the rest of the fuselage was loaded onto a very long articulated flatbed trailer and moved in day light only by the team. Jack continued the saga of Voyager's trip to Silver Hill after its stop over in Oshkosh.

In another long article Norm Howell told the story of his Quickie that was begun while he was a cadet at the Air Force Academy, and finished while he was at Vance AFB in Enid, Oklahoma working as a T-37 instructor. After seven pages the Quickie was finished and flying. Then Norm spent a few more pages describing his record breaking flight in what he named the "Ugly Quickling". On April 9<sup>th</sup> 1987 he left Woodring Airport in Enid and flew non-stop to Dayton, Ohio, in 7 hours and 33 minutes to set a new straight line distance in the C.1.a/o (piston airplane, less than 661 lb. gross weight) category. The total distance covered was 777 nautical miles and he used just 11 gallons of fuel.

In other Hot Line from Headquarters news it was reported that the full scale replica of the Wedell-Williams No.44 racer built by Jim Clevenger was flying and would be on display at the Wedell-Williams Museum in Patterson, La. Also a very rare Great Lakes powered by the original factory installed Cirrus engine had been restored by Bob Rust and was for sale, provided the purchaser agreed to donate it to the EAA. Can anybody who has been to the EAA Museum tell us if this deal ever took place?

Gene Chase reported that a new organization, the National Biplane Association, held its first national fly-in at Bartlesville, OK in June of 1987. Gene said that 74 biplanes showed up and the weather was perfect. Norm Petersen reported that two new aircraft had been recently been put on display the Air Museum. One was Art Scholl's "Super Chipmunk" that had been flown by Art in airshows. The other was a Meyer "Little Toot" that has been in the collection for a number of years, but could not be displayed due to lack of space until the new Air Museum building was completed. It was built in 1968 by James Mahoney of Clayton, MO and donated to the EAA in 1971.

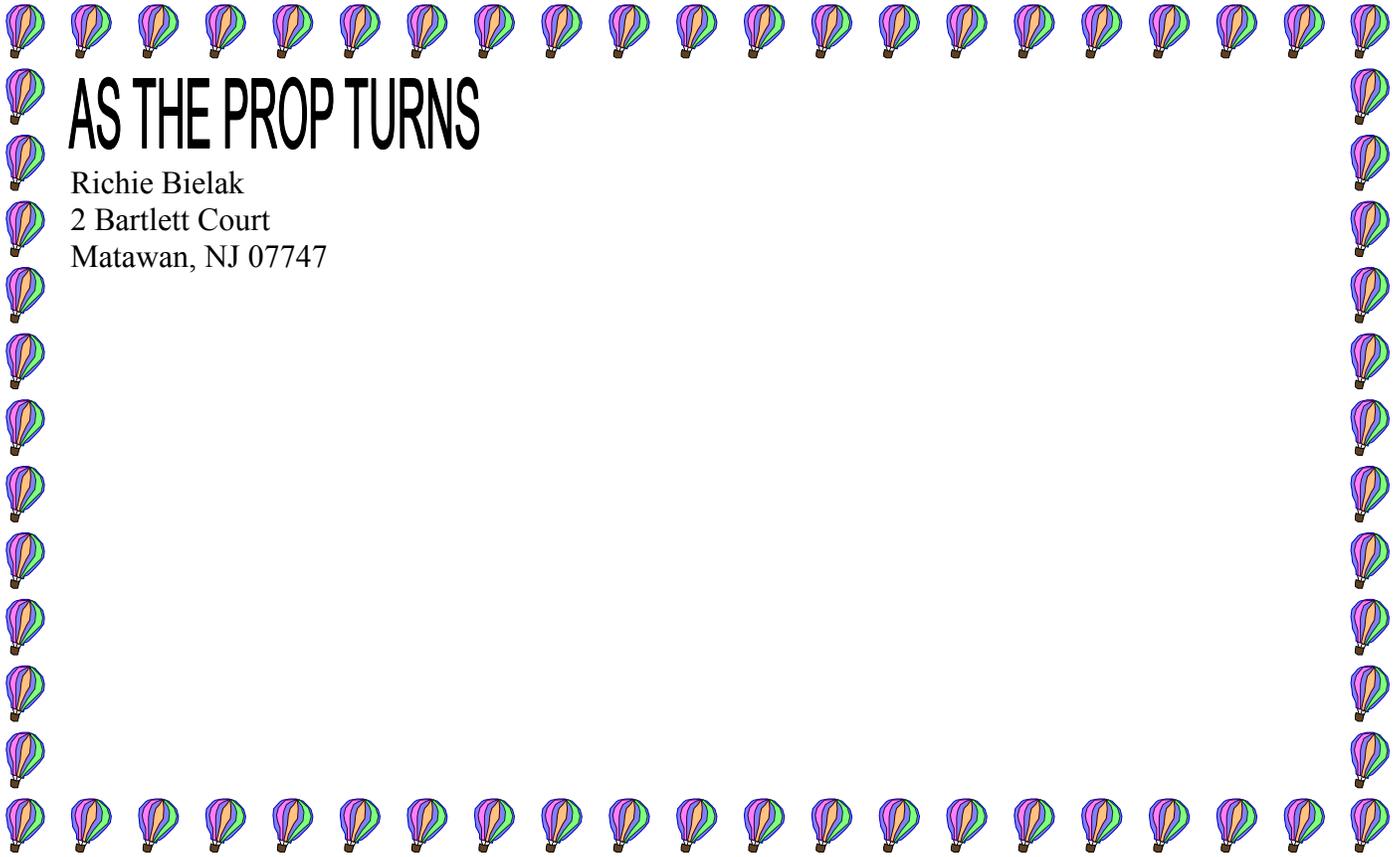
Frank Kingston Smith related his experience with a visitor to the Oshkosh Fly-In Convention who was from Australia. He had flown the Hawker Hurricane and the Supermarine Spitfire for the RAF in the Battle of Britain, and emigrated “down under” after the war. He remarked that he “just wanted to hear the sound of a Rolls Royce Merlin” again. He got around very slowly on a pair of forearm crutches, so Frank, who was working as a volunteer guide, selected (I believe stole would be a more accurate description) an official car and took the visitor around the flight line, arriving at the warbird area last. He then took him to the front of the Air Ops building to watch the afternoon airshows. The visitor got to hear lots of Merlin engines, and Frank could see him going back in time, transforming from a 71 year old to a 23 year old fighter pilot again.

The CAFÉ 400 efficiency competition was again held in 1987, and the overall winner was Nick Jones in his all composite prototype “White Lightning”. Nick surpassed the previous all-time high score by more than 2.2%, and set a new record for the highest average speed, at 225.3 mph. Nick claimed that his prototype had a “tired” high-time engine, and that his plane is about 130 lbs heavier than the first plans built copy. He said that the lighter customer version could push the record even higher!

In “Sport Pilot Medicine” Dr. Mohler discussed spin training and some of the sensations and disorientation that might be encountered while doing spins. In “Craftsman’s Corner” Ben Owen talked about coatings for use in the engine compartment. For instance, he recommended that valve covers, that look so nice when chromed, should actually be painted black to help dissipate heat. He also talked about ceramic coatings for exhaust system components. And in the “Sportplane Builder”, Tony contributed some do’s and don’ts with respect to buying surplus and salvage parts.

Bob Hartmaier  
EAA 78889

Until Next Month --- Fly Safely



# AS THE PROP TURNS

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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—September 2007  
Editor: Richie Bielak 732-566-5879

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