

AS THE PROP TURNS

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



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Minutes of the January 4th Meeting

The January meeting of EAA Chapter 315 was opened at 7:45 by President George Cowling.

A motion was made to accept the minutes of the last meeting as printed in the newsletter. Frank Fine so moved, Howard Levy seconded, then accepted by all.

Treasurer Tom Goeddel reported a balance of \$2,006.74. He remarked that the 2007 awards dinner finances evened out, and that the chapter treasury is in better shape than in years past. He prepared and handed out a copy of the 2007 annual report.

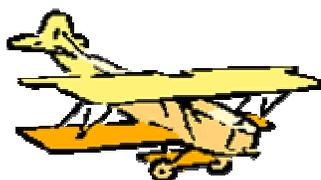


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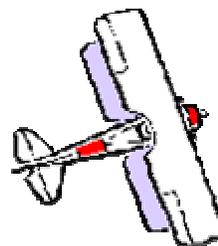
- Frank Taylor was a guest at the meeting. He is a student pilot and is interested in the EAA, and will welcome any assistance as he works towards his license. His email address is "frank5254@yahoo.com".
- Joe Flood, located at Hammonton Airport, has worked on restoring over 60 airplanes. His workmanship is beautiful. It is worth the time to stop by for a visit. His son Joe Flood, Jr. is also a pilot.



Joe Flood's Place



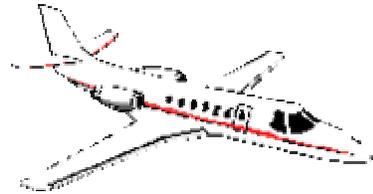
OLD BUSINESS



- Lew Levison brought us up to date on Billy Gibsons condition. Billy is always happy to have visitors.
- Frank Fine updated us on Lakewood airport, and the possibility that New Jersey maybe be studying addition of sales tax on purchase of airplanes, similar to the sales tax on cars.
- A study of New Jersey airports has resulted in 5 categories, where #5 is a grass field.



NEW BUSINESS



- Newsletter editor, Richie Bielak, has asked that he be advised about the upcoming programs so that he can put them in the newsletter with some lead time. The programs for the following two months will be:
 - February: video "P-51 Dogfights!"
 - March: "Memphis Belle" - the original
- Glenn Stott is creating a new website for our chapter (<http://www.eaa315.org>). The site will be moved to a new ISP, which will cost \$80 per year. Glenn is taking over for Dick Augusty who was having problems running out web site on his system at home. A motion was made and approved for Glenn to the purchase the web space for the chapter.
- George Cowling is looking for pictures of projects underway to possibly show the history of Chapter 315.
- We discussed the upcoming awards dinner. We haven't yet decided exactly when and where it will take place. The chapter has to guarantee a certain number to the restaurant. Last year it was 35. March is a probable time. Lew Levison and George Cowling will have some answers as to when and where for the next meeting.
- Jack Hamill won the 50/50 - \$11.00.

As Bob Hartmaier started his program, he presented Lew Levison with a reproduction of an advertisement of a Piper PA-12 "Super Curise" from The Saturday Evening Post. It was from November 2nd, 1946 issue and it looked just like Lew's airplane. This was in appreciation for all Lew does for our chapter.

Then Bob talked about the importance and necessity of pre-heating airplane engines. Glenn Stott describe a small heater that he got in Canada. Together with a blanked over the cowling Glenn's heater works really well.

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As the evening's main attraction Bob showed a video of his grandfather's 96th birthday celebration for which the only gift he wanted was to loop a plane. His grandfather has been flying since 1931. It was quite an occasion with camera crews from 2 TV stations in PA, plus plenty of family cameras at the ready.

He accomplished a beautiful loop, and a smooth as silk landing. What a great birthday gift and a celebration. But one guest got anxious for birthday cake. Bob's grandson of 4 years, was heard to ask "When are we going to cut the cake?"

Thanks for sharing this with us Bob!

Sec. Jane Finton



Bob's uncle just before take off.

Benefits Of A National "Experimental Aircraft Association, Inc."

By Robert G. Huggins

Secretary-Treasurer, Chapter 10

4915 S. Detroit, Tulsa 5, Okla.

THE QUESTION is asked . . . "Why have a national organization?" Perhaps it would be more to the point to ask . . . "Why have a local chapter?" A score of local chapters have been formed and are functioning satisfactorily because so many of us have found it desirable and beneficial to get together with friends who understand our language and like to talk about things we ourselves are interested in.

The question . . . "What can I get out of it?" . . . Has already been answered in a satisfactory manner for more than 20,000 of us who are attending the meetings of these local chapters. The question now is ... "What more can I get out of a national organization?" The existence and extensive membership of our active national organization demonstrates that group objectives can be more effectively promoted by a national organization than by scattered and unrelated local organizations.

Only a national organization could sponsor an Air Museum to display the progress in design and development of light aircraft from the early days of wood and wire-braced construction through the present-day construction methods used by EAA members in their own homebuilt aircraft.

The national organization, with its fine leadership and large membership, has considerable prestige with the FAA. Its reputation for cooperating with the government has won for the EAA a pleasant relationship with all government agencies, both in Washington and throughout the nation. The cooperation and understanding thus far shown the EAA and the individual aircraft builders by the FAA personnel is one to be proud of and has been very instrumental in increasing the interest in sport-plane development. These gains made by our national organization could not have been accomplished by individuals or even local chapters.

It can provide you with the opportunity to participate in the largest aviation event in the nation. The Annual EAA Convention and International Fly-In, a six day midsummer event, strictly informal, lets you meet EAA members from throughout the world, swap ideas and information; view hundreds of homebuilt aircraft, displays, lectures and flight demonstrations; all this, plus the awarding of many trophies, as part of the program. They make available reference books and films on aviation, and *SPORT AVIATION*, the official monthly publication of the Experimental Aircraft Association, Inc. Membership in this organization devoted to private aviation will give each individual member an increasing awareness that, in his effort to improve his own technical knowledge and skill in his chosen field of interest, he will be contributing to the progress of aviation as a whole. General recognition of the aims and accomplishments of such an association will inevitably increase the public esteem and prestige of its members.

(Reprinted from Tulsa, Okla. Chapter 10 "Little Mag" newsletter).

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the February 1988 issue featured a 1940 Culver Cadet owned and restored by Susan Dusenbury of Greensboro, North Carolina. Susan worked for Airborne Express at the time, but she had worked her way up through the ranks instructing and flying for small commuters and also acquired an A&P ticket on the way. She had restored several classics, so the Culver was not a hard project as such, but many parts were missing. A previous owner had modified it extensively, and added many non-Culver parts, mostly from the Belanca parts bin. She searched far and wide for original parts, and had to make some from scratch in order to bring the ship back to 1940 factory new condition. The only changes she made were to discard the original Continental A-75 for an O-200 with a starter and alternator and to add a steerable tail wheel for more positive ground handling. The day after the first flight on October 16, 1986 Susan took the little ship to EAA Antique/Classic Chapter 3's annual Fall Fly-In and won the Grand Champion Antique trophy.

Dick Cavin contributed an article on a highly modified Van's RV-3 that designer/builder John Harmon of Bakersfield, CA, called the "Harmon Rocket". The owner, Jim Ewing had purchased a 180 hp RV-3 from John, but still longed for even more performance, and John was between projects, so they put their heads together and conceived an RV-3 based plane with an IO-360 in it. They still thought that a measly 200 hp wouldn't be enough grunt, so they entrusted the engine to the Lycon company of Visalia, CA. Well, after raising the compression ratio to almost 13:1, porting and polishing, blue-printing, and balancing every moving part, they put the beast on the dyno and the reading was 247.5 hp while swinging a prop at 2800 rpm. With a McCauley constant speed prop in actual flight conditions they estimated that the actual output was probably more like 270 hp! The airframe used RV-3 wings, tail, and landing gear, but the fuselage was widened at the firewall to match the larger engine, and faired back to point aft of the cockpit. The Goodyear midget style canopy faired into a rounded turtledeck to give the ship the look of a small-scale unlimited racer. They were still experimenting with propellers, but with the McCauley the top speed was 250 mph, the rate-of-climb was over 4000 fpm, and it cruised effortlessly at 215 mph burning 7.3 gallons per hour. Future plans called for a nitrous oxide injection system that promised another 20% to 50% increase in power. Jim hinted that perhaps he would attempt to break some time to climb records when that system was sorted out. Meanwhile John Harmon had completed his own "Rocket" with a stock IO-360, and he planned to install low-compression pistons and twin turbochargers in order to attempt to break some maximum altitude records.

Joe Rayne of Clinton, MI supplied a report on his "Viggenite", a delta-winged canard that was an all-metal version of Burt Rutan's Vari-Viggen. The wing, tail, and canard were built identical to the Viggen, except out of aluminum, and Joe took great pains to make sure that the original aerodynamic relationship was maintained between everything. He did make cosmetic changes to the fuselage for appearance. The nose was more pointed, and the cockpit and canopy area looked as if it had been transplanted from a T-38 or an F-14. This was intentional, as Joe formerly flew the Gloster Meteor for the RAF, and he was trying for the look and feel of a military aircraft. With a Lycoming O-320 he reported a 75% power cruise of 160 mph.

Jean Sorg, editor of the IAC's *Sport Aerobatics* magazine reported on the results of the two major aerobatic competitions of 1987, the IAC International Aerobatic Championships held at Fond du Lac just after the EAA Fly-In Convention, and the National Aerobatic Championships held in September in Texas. At Fond du Lac the winner in the Unlimited category was Harold Chappell in his highly modified Pitts S1, with Clint McHenry second and Linda Meyers third. Kermit Weeks did not intend to compete at Fond du Lac, and flew his newly restored P-51 to the convention. He then had the idea that he would enter the Unlimited category competition and fly a different aircraft in each of the four flights! He borrowed Harold Chappell's Pitts for the Known competition, Henry Haigh's Super Star monoplane for the Freestyle portion, and Alan Bush's Pitts S1S for the Unknown. He planned to fly his P-51 in the 4-minute routine, but that portion of the competition was canceled due to uncooperative weather. After all the points were added up, Kermit finished a very creditable 6th out of 16 entrants. At the Nationals Clint McHenry came out on top, Kermit was second flying his Weeks Solution, and Harold Chappell came in third.

Jack Cox reported on the enshrinement of the Rutan Voyager in the National Air and Space museum that included an interesting question and answer session with Jeana Yeager and Dick Rutan.

In the "Craftsman's Corner" Ben Owen provided some very interesting information on fueling. He talked about proper grounding, and suggested that plastic containers and vinyl hose produced lots of static electricity needed special precautions if they were to be used. He cited the National Fire Protection Association Standard for Aircraft Fuel Servicing code NFPA407. I wonder if perhaps one of you computer knowledgeable types might see if this or a newer version is still available for us? Thanks in advance.

Frank Kingston Smith discussed how he went from being very nervous about any kind of flying that was not strictly straight and level to becoming interested in aerobatics after a flight with Bob Herendeen in Bob's Glasair III while he practiced his air show routine. In "Sport Pilot Medicine" Dr. Mohler talked about the human factors of weather forecasting after living through an unforecast hurricane while attending the International Astronautical Federation meeting at Brighton, England in October 1987. In the "Sportplane Builder" Tony provided some ideas for biplane assembly and rigging.

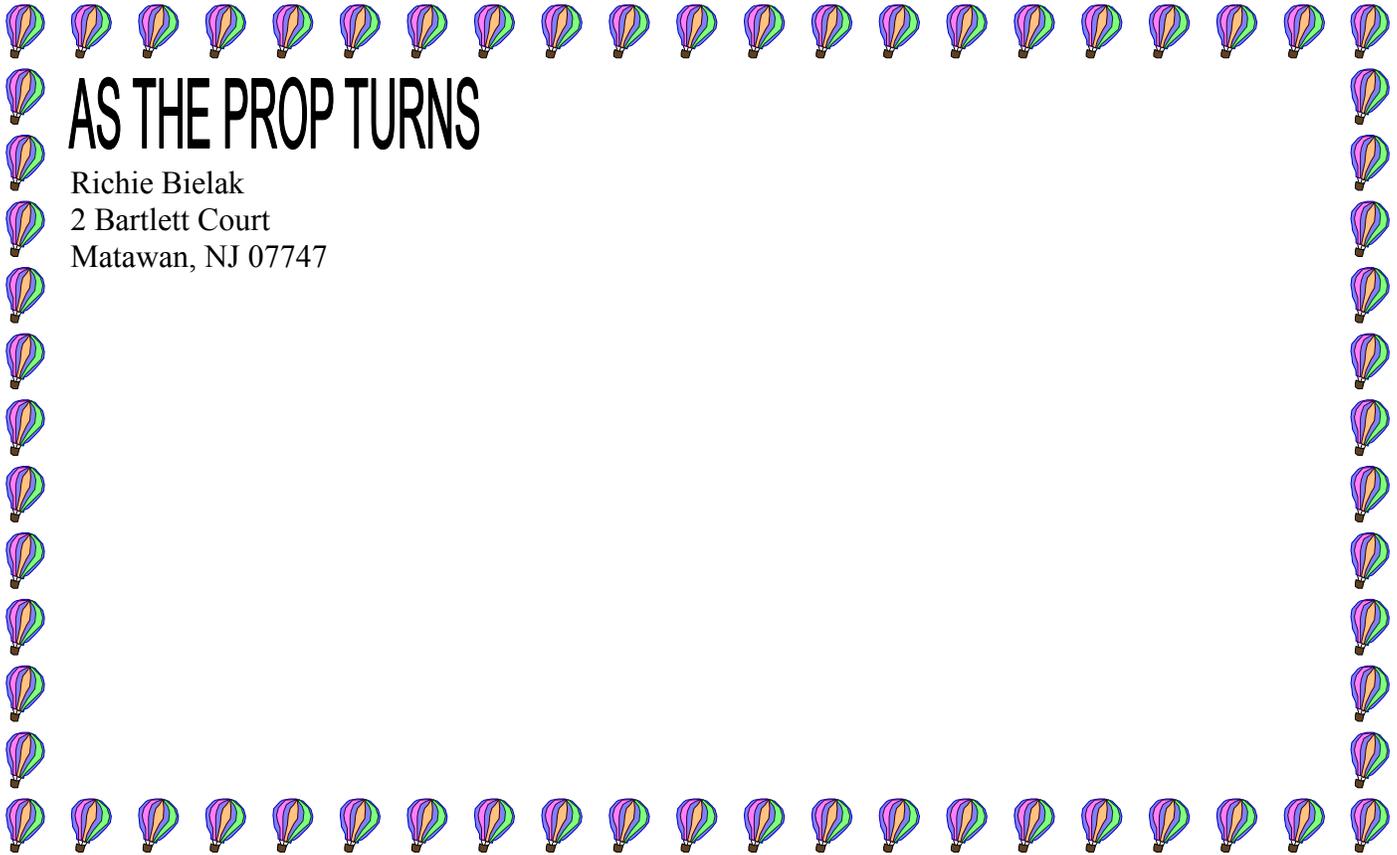
Bob Hartmaier
EAA 78889

Perls of Wisdom!

The Cub is the safest airplane in the world; it can just barely kill you.

attributed to Max Stanley, Northrop test pilot.

Until Next Month --- Fly Safely



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E.A.A CHAPTER 315 “As The Prop Turns”

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Editor: Richie Bielak 732-566-5879

**Next Meeting: February 4th, 7:30PM
Old Bridge Airport**