



# 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)**

**President:**

George Cowling  
1152 Deal Road  
Wayside, NJ 07712-2506  
(732) 493-2485

**Vice-President:**

Lew Levison  
11 Cromwell Lane  
Jackson, NJ 08527  
(732) 617-9521

**Secretary:**

Jane Finton  
104 Arbor Court  
Tinton Falls, NJ 07753  
(732) 918-2111  
[JanFin51@aol.com](mailto:JanFin51@aol.com)

**Treasurer:**

Tom Goeddel  
31 McCarter Avenue  
Fair Haven, NJ 07704-3408  
(732) 842-4387  
[tgoeddel@comcast.net](mailto:tgoeddel@comcast.net)

**Young Eagle's Coordinator:**

Frank Fine  
3311 Belmar Blvd.  
Wall NJ 07719-4616  
(732) 681-5286  
[threefines@juno.com](mailto:threefines@juno.com)

**Newsletter Editor:**


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

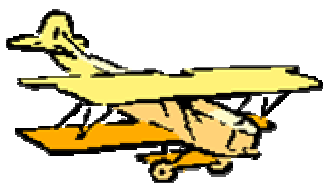
## Minutes of the Meeting—April 14th, 2007

The April '08 meeting of EAA Chapter 315 was opened at 7:40 by VP. Lew Levison. President George Cowling arrived a bit late, because of work.

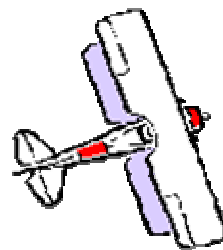
The minutes of the previous meeting were accepted as published in the newsletter.

Treasurer, Tom Goeddel was absent due to illness.





OLD BUSINESS



- **Sun and Fun**

Those who attended "Sun'n'Fun" reported that rain hampered the proceedings. Not a lot of planes showed up, probably due to weather. There were some interesting was birds: Curtis Helldiver, B-25, AT6K, and a beautifully restored 1929 Curtis Robin. The Thunderbirds were there also.

- **Awards Dinner**

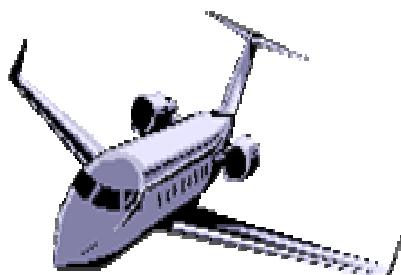
The Awards Dinner went well, the program was enjoyed by all present. The DVD shown by Frank Fine at the dinner will be shown again at the May meeting, We cleared \$170 from the dinner.

- **Lakewood Airport**

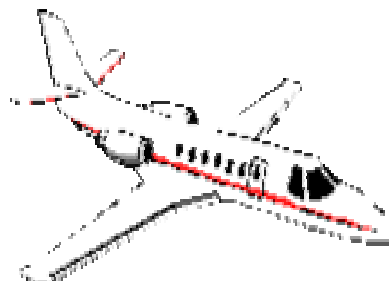
No major changes in the status. Lakewood will remain an airport per Matt Applegate.

- **Young Eagles Day**

Young Eagles Day will be June 14th at Old Bridge Airport. Possible pilots will be Terry Friedman, Richie Bielak, Bob Hartmaier, Art Templeton, maybe more. Arrangements will be finished at the next meeting.



NEW BUSINESS



- The EPA closed the gas pumps at Old Bridge Airport because of lack of insurance for spillage. The underground tank will be replaced with an above ground tank. Meanwhile Paul has a fuel truck to supply local airplanes.

- Carol Ann Garrett—who made a 'Round the World Flight' raising funds for ALS, and who visited chapter 315 two years ago is planning another trip for the same cause. She asked if we could make a donation. No decision was made at this time.
- Rich Jahns has his RV-7 ready to fly. It is at Allaire—he is looking for a test pilot. He also needs to get more time in a tail-dragger.
- Jane Finton asked if the chapter would be interested in viewing the movie "Silent Wings" about glider pilots of World War II. There is interest, so we will plan for a future meeting. Lew Levinson then said he had a short DVD about gliders. It was about the glider museum in Oklahoma and interesting and was a good intro to viewing of "Silent Wings".
- Pocono Mtn Municipal Airport will hold an Aviation Day May 25th. 8AM until 1PM. Will include: open house, static displays—antique and military airplanes. Free rides for those between 8-18 years.
- 50/50 was by "yours truly" - \$6.00.

The next meeting will be on Monday May 5th, at Old Bridge Airport at 7:30 PM.

*Secretary,  
Jane Finton*

## **A LETTER FROM BOB:**

Ok Gals and Guys. This year I would like to see some support for the Golden Age Air Museum from the members of Chapter 315. If no one supports it, it won't stay around. Paul Dougherty, Sr., Paul, Jr. and all the other volunteers have spent a lot of time and effort over the last ten years to get the museum going. They now have a nice operation, with three large hangars full of 20's, 30's, and 40's airplanes, so go and experience the feeling of being at a 1930's airport. I believe the number of aircraft either owned or on loan now totals 25.

New this year is a 1927 Monocoupe Model 70, gifted to the museum last October, as well as a Waco that will be used for open cockpit biplane rides. The Monocoupe wings and tail surfaces require recovering, but it should fly this summer. The 1918 Curtiss JN4D Jenny is finished as far as fabrication is concerned and will be covered as weather permits. It should fly by fall. In the last month Paul Jr. has also welded up the fuselage for a Fokker DR-1 Triplane. The materials for the wing are also on hand, and an original rotary engine is waiting to be filled with castor oil and installed on the nose. That will be a treat to see in the air!

They have a well drained, 2700 foot sod runway, and it is plenty long enough for your modern factory job. I have been there when Everet Dupont showed up in Lex Dupont's Grumman FM-2 "Wildcat", so if he can land a big, hulking, WW II fighter there, landing in a Skyhawk or Warrior should be no problem.

The museum is easy to find. If you are driving, just follow I-78 westbound about 45 miles past Allentown, PA and get off at the Bethel exit. Make the first left turn after exiting, go about a mile and turn left again onto Airport Road and you are there. If you are flying "IFR", follow I-78 west about 45 miles past Allentown and land! Runway 11/29 parallels I-78. If using GPS, the airport ID is 8N1. It is right under OUTLT intersection on V-276 between ARD and RAV. It is on the RAV 116 degree radial at 16nm.

They are open weekends May 3 through October 26, and usually someone is hanging around on nice weekdays as well. Tours are offered every weekend, and by appointment any time all year long.

So everyone quit asking me where it is, and go see for yourself! Print out the above list of events and tape it to your calendar. Try to make it to at least one of the events; I promise you won't be disappointed.

Spread the word at you flying club, workplace or anywhere else you can think of. Any questions; call me at 732-521-3069 or email at [rchartmaier@comcast.net](mailto:rchartmaier@comcast.net). J Bob Hartmaier

## GOLDEN AGE AIR MUSEUM 2008 CALENDAR OF EVENTS

May 31(rain date: June 1)

### **Barnstormer Day**

- All are welcome to a living display of aircraft and automobiles.
- Hours: 10am to 4 pm.
- Members free. Non-members: Adults \$5. Children age 6 to 12 \$3.
- Airfield open. No fuel available. All transient aircraft must be off field by dusk.
- Biplane rides all day.

June 14

### **Big Band Swing Dance Concert & Parade of Flight**

- Featuring the "Big Lebanon Swing Band" playing favorites from the Big Band Era.
- All are invited to enjoy an old fashioned hangar dance and concert. Bring dancing shoes and a lawn chair. Vintage clothing encouraged. -Hours:
- Gates open at 4:30 pm.
- Antique aircraft fly-bys start at 5:45 pm.
- Concert 7pm to 8:30 pm.
- Members \$7. Non-members \$8. Children age 6 to 12 \$4.
- Biplane rides all day.
- Airfield open, no fuel available. All transient aircraft must be off by dusk (9pm).

July 11 – 13

### **Wings & Wheels Extravaganza Fly-In & Vintage Car Show**

- People's Choice Awards for best aircraft & automobile or motorcycle.
- Breakfast, lunch, and refreshments available.
- Camping for museum members and show participants. Camping registration begins Friday afternoon, July 11.
- Saturday night dinner in the pavilion for campers followed by a movie in the hangar.
- Aviation Fly Market/Automotive Flea Market spaces available for vintage auto or aircraft parts or memorabilia.
- Registration & admission fee of \$5 for automobiles 1946 to 1977.
- General Public admission: Members free. Non-members \$5. Children 6-12 \$3.
- All flying ends at dusk. No fuel available. Overnight aircraft must be tied down. Bring your own tie-downs.
- All pilots & display vehicle drivers please register upon arrival.

August 16(rain date: August 17)

### **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, Non-members \$7, Children age 6 to 12 \$4.
- Biplane rides all day.
- Field closed to transient aircraft except with prior permission. Contact the museum for a reservation. Limited space available; a classic or antique aircraft has a good chance of getting permission. No fuel available. Transient aircraft must be off field by dusk.
- Gates open at 10 am for biplane rides.
- Air show begins at 2:00 pm.

September 27 & 28

### **Fall Fly-In**

- Biplane rides all weekend.
- Breakfast, lunch and refreshments available.
- Camping Saturday night for members and fly-in participants.
- Saturday night dinner in the pavilion followed by a movie in the hangar.
- For safety, all flying ends at dusk.
- Overnight aircraft must be tied down. Bring your own tie-downs. No fuel available.
- Fly Market space available. Contact the museum for details.
- Members free. Non-members \$5. Children age 6 to 12 \$3.

October 4&5

### **Golden Age Radio Controlled Model Meet**

- Featuring model aircraft designs from the Pioneer era through 1942.
- Sponsored by the Tri-County Sky Barons.
- Registration fee for pilots: \$20 weekend, \$15 per day.
- Admission: Adults \$5. Children age 6 to 12 \$3.
- Museum flight demonstration by full size aircraft.
- Breakfast, lunch and refreshments available.
- Model flea market.
- Primitive camping available.
- Field may not be open to transient aircraft. Contact museum for more info.

Contact info for all events:

Grimes Airfield, 371 Airport Road, Bethel, PA 19507

Phone: 717-933-9566

Email: [info@GoldenAgeAir.org](mailto:info@GoldenAgeAir.org)

Web page: [www.GoldenAgeAir.org](http://www.GoldenAgeAir.org)



### **Other Flyins in May:**

- Warwick Airport (N72) –May 18th, Sunday. EAA 501 Chapters 20th Annual Flyin. See web site: <http://www.eaa501.org/> for more information.
- Mount Pocono Airport (MPO) – May 25th, Sunday. Rotary benefit: Members preparing and serving Pancakes, Eggs, Sausage, Juice, Coffee, etc. **Contact:** Vern Moyer | [vern@moyeraviation.com](mailto:vern@moyeraviation.com) | 610-349-3241 or 570-839-0258

## **TWENTY YEARS AGO IN SPORT AVIATION**

The cover of the May 1988 issue featured an in-flight photo of the new Cirrus Design VK30. Cirrus Design was a company made up of brothers Dale and Alan Klapmeier, and husband and wife Jeff and Sally Vikan, hence the VK in the name of their first airplane design. Alan and Jeff had been roommates in college and began to dream of designing and building an airplane at that time. Inspired by the likes of Burt Rutan and Tom Hamilton, they knew it had to be of composite construction, so after graduation Alan and his brother Dale purchased a Glasair kit and began building in order to gain an understanding of composites. Meanwhile Jeff moved to Langley, VA to work for NASA and obtain a Masters degree. While in Virginia he met and married Sally, who is also an aeronautical engineer. Using Jeff's and Sally's newly gained knowledge of the GA laminar flow airfoils being designed by NASA at that time, the four set out to put their dreams into reality. They not only wanted laminar flow across the wings and tail surfaces, but as much as possible around the fuselage as well. Thus the VK30 features a pusher configuration with the prop in the tail so that none of that pesky prop wash could interrupt the flow of air over the fuselage. The 290 hp Lycoming IO-540 lives just behind the cabin and drives the prop through a long shaft and a "dry fluid clutch" of the type designed by Molt Taylor for his pusher designs. The tricycle gear is retractable and the windows are mounted flush with the skin to encourage the desired laminar flow. This is also very attractive to the eye as well as having a practical use. At the time the article was written they were still in the middle of a very thorough certification-type test program. Preliminary figures were a stall speed of about 62 mph and a 75% power cruise speed right around 250 mph. In case there is any confusion, Cirrus Design is not to be confused with folks at Cirrus that make the very popular SR-20 family of composite planes. As we have seen many times before, the Cirrus Design VK30 has apparently been lost to time although it seemed to have lots of potential.

Jay Wright of Chico CA submitted an article about the XT3-B, designed by John Thorp in 1933 and built by Rudy Paulic, a fellow employee at the Boeing School Of Aeronautics in Oakland, CA. Rudy wanted to build an all-metal two-place plane, and engaged the services of John to do the engineering. John called it the T-3 since he had put down on paper two previous design studies that were never built. Apparently the "B" indicated that it was an evolution of the original sketches that Rudy had shown to him. The all-metal, low-wing, two-place ship was powered by a 110 hp Warner radial and was very attractive as well as advanced for the time with a fully enclosed cockpit.

The plane was finally completed and flown in 1939 but was not flown often since there was no provision for an experimental category at the time and Rudy had to obtain prior CAA approval for each “test” flight. In 1940 the state of California determined that Rudy owed a very hefty personal property tax on the plane. Rudy tried to explain that since it was not certified it really had very little value. The state told him that the only way to avoid the tax was to destroy the plane. So, after logging about 50 hours, Rudy removed and sold the engine, and disassembled the plane. He put it in storage and reported it as “scrapped”. By then he was flying the line as a pilot for United as well as raising a family, and could find no time for the plane for many years. In 1959 he retrieved the aircraft from storage and put it back together. He used a 190 hp O-435 engine and added a bench seat in the aft cockpit to make it a four-place ship. At the time of the article Rudy was retired from United, and the T-3 had been disassembled again and was in storage after logging about 800 hours. Has John Thorp’s first design been brought back to flying status in the ensuing 20 years? It would be interesting to know!

Herb Gehlken of Redding, CA described his retractable gear Smyth “Sidewinder”. The “Sidewinder” was Herb’s first aircraft project, but he had spent most of his life involved in custom cars, so as you can imagine, his aircraft project was an award winner from day one. The original design retractable landing gear was modified from Piper Apache parts and Herb also applied the stunning Imron exterior finish himself.

Mark Phelps gave us a report on a rare aircraft that had been donated to the EAA Museum in 1986. The AG-14 was a two-place, twin-boom pusher that had been designed and built by two former Boeing engineers, Ben Anderson and Marvin Greenwood. They formed a company and built a flying prototype just after WW II. After some modifications the design was frozen and five pre-production ships were constructed in 1950. Unfortunately this coincided with a recession and a steep downturn in the light aircraft marketplace, so no more were ever built. Of the five built, the only one remaining seems to be the one now in the museum. One other was used by Mississippi State as a flying test bed, and was sold after it was no longer needed. This ship was still on the FAA register at the time of the article, but efforts to contact the owner proved fruitless, and it was not know if it was in flying condition or not. With a 90 hp Continental engine the little pusher would cruise along at 110 mph and climb out at 700 fpm.

Dick Cavin visited the shops of Rotax in Vernon, B.C. at the southern tip of beautiful Lake Okanagan to find out what was new in the two-cycle engines and to learn about their installation, maintenance, and operation.

Norm Petersen related his experiences during a six-day trip he took from Oshkosh to the wedding of his niece in Minnesota. His transportation was his J3 Cub mounted on Edo floats. On the way he visited old friends and at one such stop he ended up giving rides to 17 friends, neighbors, and interested bystanders!

Harry Riblett of Wilmington, Delaware contributed a discussion of the then relatively new GA airfoils. He explained why some were unsuitable for light planes and suggested which ones might be considered instead. Harry and my father were both members of EAA Chapter 240, and I remember meeting him on several occasions. He, my father, and two others completed a Wag Aero Cuby that I flew a few times.

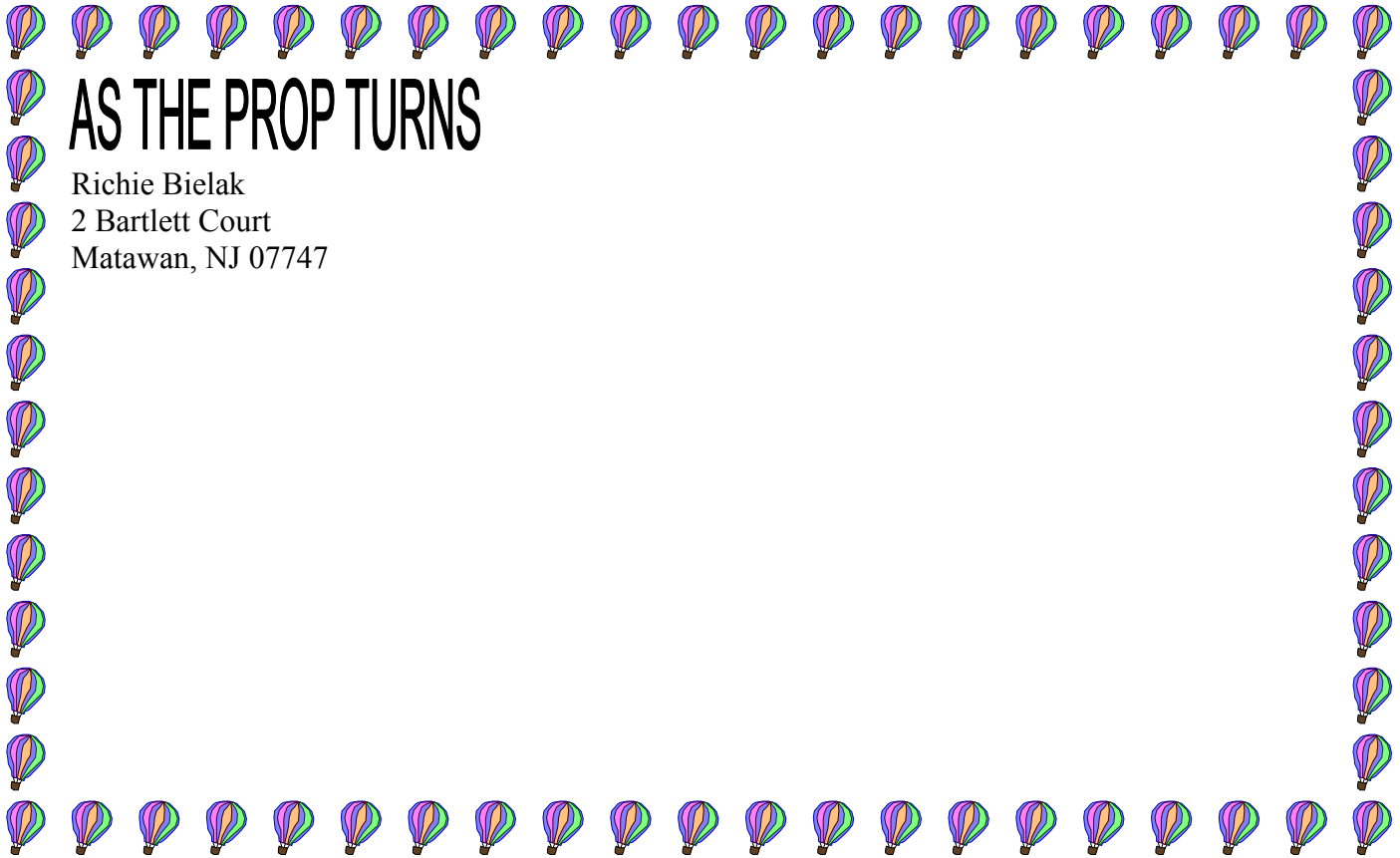
In the “Craftsman’s Corner” Ben Owen explained how to use vacuum bagging to form fiberglass components. In “Sport Pilot Medicine” Dr. Mohler discussed kidney stones. In the “Cockpit Classroom” Harold Holmes answered some reader’s questions and passed along some comments that he received in response to a recent article on carburetor icing. And in the “Sportplane Builder” Tony talked about planning and laying out an instrument panel.

Bob Hartmaier  
EAA 78889

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—May 2008  
Editor: Richie Bielak 732-566-5879

**Next Meeting: May 5th, 7:30PM  
Old Bridge Airport**