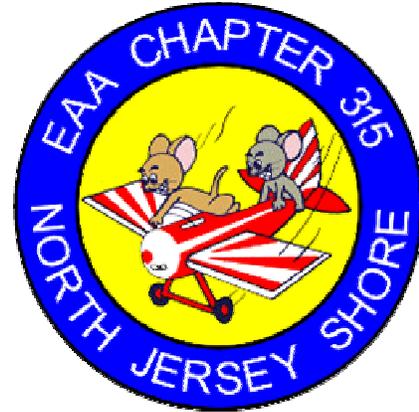


AS THE PROP TURNS

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



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Minutes of the Meeting July 7th, 2008

On Monday July 7th, '08 EAA Chapter 315 gathered for a cookout at Old Bridge Airport before the business meeting.

Twenty seven people showed up to enjoy the very good burgers and hot dogs grilled and dispensed by Lew Levison—the "chef de jour" of the evening. Desserts were provided by various members. This included apple pie, blueberry cake, and brownies. All delicious and obviously enjoyed by all.



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Missing, and missed, were Frank and June Fine, who were vacationing in Alaska. Also Richard and Jayne Bielak, as Richie was in Japan at this time.



- A very short business meeting was called to order by President George Cowling. A new member was welcomed into the chapter – Neal Norman –owner of a Warrior based at Old Bridge. Welcome!
- Treasurer Tom Goedel reported a balance of \$2310.06. Donations of \$30.97 from George Cowling for items for Young Eagles Day and \$26.00 for the bottled water were received.
- The general consensus was that Young Eagle Day went well. More next time.
- A 50/50 was held. \$21 was won by Butch Van Pelt.
- The Chapter extends its sympathy and condolences to the family of Richard Jahns, on the occasion of his untimely death.

Next meeting will take place on August 11th, 2008 at Old Bridge Airport.

Submitted by Secretary

Jane Finton

(Please note the meeting will be on the second Monday in August due to Oshkosh taking place during the first week)

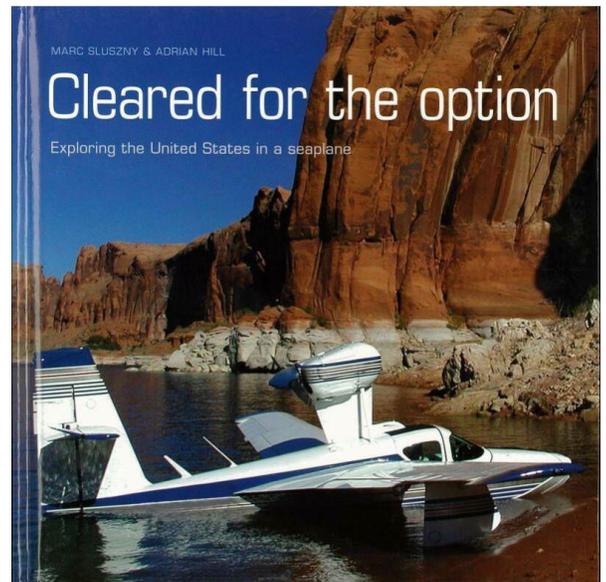
Calendar of Upcoming Events

- **August 16th**
 - Grimes Airfield, Golden Age Air Museum, Flying Circus Air Show. See: <http://www.goldenageair.org/> for details
- **August 9th**
 - Fly-in at Smoketown Airport, Smoketown Pennsylvania. Breakfast and lunch flyin-in.
- **August 22-24**
 - B-17 Tour Stop. Essex County Airport, Caldwell, NJ. Hosted by EAA Chapter 73 EAA is offering historic flight experiences in its beautifully restored B-17G Flying Fortress "Aluminum Over-cast." One of only 14 Fortress's still flying, this aircraft is an icon of the Allied strategic bombing effort that helped turn the tide of battle in World War II. Unlike reading a history book, you can actually fly a mission back in time and feel the might of this magnificent machine, just as those brave young men did more than 60 years ago.
- **August 26-27**
 - B-17 Tour Stop. Mercer Country Airport, Trenton NJ.

Editor's Mailbox:

I received a note about a new aviation book called "Cleared for the Option". It's a book about exploring the United States by sea plane. Check out the authors' web-site:

<http://www.clearedfortheoptionbook.com/>



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the August 1988 issue of *Sport Aviation* featured an in-flight photo of Kermit Week's de Havilland B. Mk. 35 *Mosquito*. Kermit acquired the plane from a collection in Scotland in 1981, but it took some time to get the paperwork in order and to get it ready for the ferry flight to the U.S. Powered by twin Rolls Royce Merlin engines, the *Mosquito* was designed in 1940 as an unarmed fighter-bomber faster than any operational fighter of the day. It's speed was it's defense, and the B. Mk. 35 was the fastest of all the *Mosquito* models, topping out about 425 mph at 30,000 feet. The B. Mk. 35 was the last major variant developed, but came on the line too late to see action in World War II. Kermit Week's plane was built in 1946 and used for target towing until being retired from the RAF around 1960. Kermit's *Mosquito* is one of only two still flying in the world, and 28 more are scattered about in museums. During the war the *Mosquito* was used largely for night bombing raids on very specific targets, such as military headquarters buildings, factories, and even Gestapo offices. Jack Cox not only interviewed Kermit to learn about the flying characteristics of the *Mosquito*, he also got to go along for a ride in the navigator's seat on the air-to-air photo shoot.

Dick Cavin contributed a report on a highly modified Pazmany PL-4A built and owned by Ron Denght. Ron had widened the fuselage to accommodate two-place side-by-side seating, as well as adding a foot of length. He also did away with the T-tail in favor of a more conventional horizontal stabilizer and elevator, lowered the windshield and turtle deck, and added a sliding canopy. Ron reported that the cruise speed was increased by 21 mph due to the reduced frontal area of the new windshield and canopy.

There were also reports by Richard Doyle on his low-wing VW-powered original design that he called "Moon Maid", and by 78 year old Dwight Skelton on the completion of his *Emeraude*.

Mark Phelps, an emergency room doctor, related his adventures while flying his Lincoln-Page PT-W from Seattle, to New York, where he had accepted a job to fly on weekends with Cole Palen at Old Rhinebeck Aerodrome. The Lincoln-Page PT series of two-place trainers originally used the surplus OX-5 engine, but the company quickly switched to lighter and more powerful radial engines when they became available. The PT-K used the 5 cylinder Kinner engine, and the PT-W was certified in 1929 with the 110 hp 7 cylinder Warner Scarab. Mark occupied his weekends being the foil of the "Black Baron" for four years, but it was the stress of the O.R. that finally spurred him to quit New York and move to Florida to work full time towing gliders. As of the time of the article, Mark was beginning to attend conferences, catch up on his medical reading, and hoped to get back into family medicine. The Lincoln-Page was up for sale, but he still had a Luscombe 8A to fly, and his long range goal was to again own some type of old biplane that he could use to give rides and introduce as many people as possible to open-cockpit 1930's style flying. Sounds like a worthy endeavor to me!

Lawrence Lam of Rancho Palos Verdes, CA contributed an article describing his two-place low-wing original design that he called "The Wanderer". The fuselage and wing were of typical wood construction, and it was powered by an Lycoming O-235 engine. The interesting innovation was the use of what Lawrence called "split ailerons" for roll control. He maintained that they were not the same as spoilers, since they were fitted at the trailing edge of the wing, whereas spoilers were usually fitted at some other position on the upper surface of the wing. The wing also featured full span split flaps that were hinged at the same place but of course moved down. He reported no adverse yaw, and full roll control down to stall speed.

Frank Kingston Smith devoted his space to comments about the people that he observed at last year's Oshkosh Fly-In Convention, such as volunteers, and non-pilots who made things happen so that the rest of us could enjoy event to the fullest as well as individuals who were strongly influenced by the goings on. He described a pair of elderly gentlemen who approached a group who were gathered around Don Taylor's T-18 and asked if they could touch his plane. Don told them to go ahead and touch it as much as they wanted. As the two went over the plane from spinner to tail wheel with their hands it soon became apparent that one of the men seemed to be an expert on aircraft construction, and had many educated and knowledgeable comments to make about craftsmanship and design of Don's ship. It also became apparent that he was blind! The onlookers were astounded to silence as they watched and came to understand the man's devotion to airplanes even though he could never fly one.

In the "Craftsman's Corner" Lester Riles described how to build a plywood steamer for bending leading edge skins. I'm not sure it is really a medical condition, but Dr. Mohler discussed what he called "Geographic Disorientation", also know as landing at the wrong airport. Since humans lack the "homing" instinct possessed by birds, bees, and other animals, he suggested using all available means of navigation and orientation, especially at night, to identify the airport and runway of intended landing. In the "Sportplane Builder" Tony talked about the installation of pitot/static systems and altitude encoders.

In the back of the magazine was an ad featuring a plane called the *Mach Buster I* that claimed to be the first propfan, piston-engine aircraft that could exceed the speed of sound. It was to be powered by a racing V-8 engine, and looked somewhat like a T-38 with a ducted fan pusher propeller and a shoulder mounted wing. The prototype was 80% complete, and you could enter a sweepstakes to win a ride in it when it was flying. Of course, you could also send money to join the fan club, become a sponsor, or start a fan club in your area. Well, again one wonders. What ever became of the *Mach Buster I*? Did it ever fly, and did it break Mach 1? Anyone out there know?

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”

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Experimental Aircraft Association— August 2008
Editor: Richie Bielak 732-566-5879

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