

AS THE PROP TURNS

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



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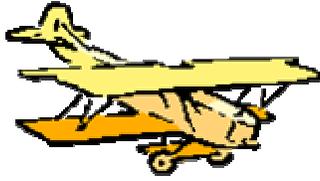
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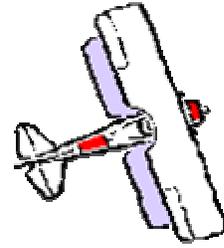
Minute of the Meeting August 11th, 2008

EAA Chapter 315 meeting was called to order at 7:35 by the President George Cowling. Treasurer reported \$2288.71 in the treasury. The minutes from the last meeting were accepted as published in the newsletter.





OLD BUSINESS



- **Lakewood Airport**

- Lakewood Airport accepted funds from the FAA and used it. As a result FAA insists that Lakewood Airport remain an airport. Frank Fine filled us in on some of the current politics surrounding Lakewood Airport.

- **Rich Jahn**

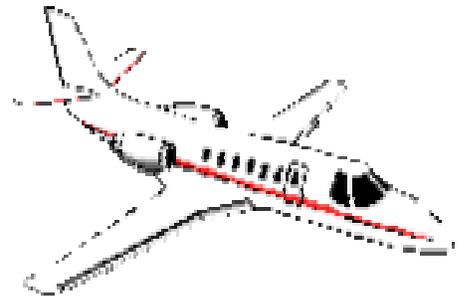
- Lew, George and Glenn went to Rich Jahn's funeral to represent our Chapter. Rich's mother talked to them and said "Do not give up flying!".
- Preliminary report on the accident has been published by the NTSB. You can find it here:
http://www.nts.gov/NTSB/brief.asp?ev_id=20080730X01129&key=1

- **NJ Aviation**

- "GA News" published a story by Howard Levy about Joe Flood and his sons. Jason Flood started flying a Pitts at 15(!!). He is now 17. He and Joe flew to Oshkosh this year, where Sean Tucker signed Jason's airplane.



NEW BUSINESS



- **Projector for the hangar**

- Lew Lewison discussed Glenn's suggestion of buying a video projector for the hangar, so that we don't have to be in the office each time we want to have a video presentation.

Miscellaneous

- **Oshkosh Report by Howard Levy**

- Howard told us about his trip to Oshkosh this year. The cost of fuel did not seem to keep anyone away—over 10,000 airplanes flew in. There were over 37,000 campers.
- There were mass arrivals of different types of aircraft—one for Bonanzas', another for Mooneys', and yet another for Cessnas.
- Boeind "Dream Lifter" was there.
- F-22 aerobatic team put on a show.
- The weather was nice at the air show. All storms missed the airport.
- Light Sport Aircraft were a big hit and had a separate section.
- Piper Jet has flown, but was not yet ready to fly to Oshkosh, so only a mockup was brought by Piper.
- Howard will bring a CD with his pictures for the next meeting.

- **George and Nick flew from Indiana in a '68 C-150**

- George Cowling told us a story of a flight he and Nick made from Warsaw, Indiana back to New Jersey. They were flying a newly purchased '68 Cessna 150. It was a two day IFR trip (where IFR means "I Follow Roads").

- **Roger told stories of his squelch problems**

- Roger told us about his trial and tribulation in trying to fix an electronic problem with his radio. The problem took way too much time (several weeks) and definitely too much money!

- **Nick won the 50/50 \$12**

Meeting adjourned around 9:00PM. Next meeting on September 8th, at 7:30PM in the Old Bridge Airport office.

Assistant Secretary
Richie Bielak

TWENTY YEARS AGO IN SPORT AVIATION

As usual with the September issue, we got a photo preview of some of the aircraft from the recently completed Fly-In Convention. In the case of the September 1988 issue, the Grand Champion Homebuilt winning *Glasair RG* built and owned by John Levy of Oceanside, CA was featured on the cover. What was unusual was that inside Jack Cox supplied an article on the plane and builder. The reason was that the *Glasair* had also won the highest award at Sun 'n Fun, and the article was ready for publication. John was a first time builder who put more than 1,000 hours on a *VariEze* that he had bought with the airframe completed and had finished the panel and interior. John installed a Lycoming IO-360 in the *Glasair*, and reported that at 12,000 ft he gets a TAS of 192 kts while using just about 8 gph with a cruise power setting.

The "Hot Line From Headquarters" column included photos and listings of the other category winners, but I'm sure we will get to them in the next few issues. The results of the World Aerobatic Championships, held in Red Deer, Alberta, Canada were also provided. Henry Haigh, at the tender age of 63, won the men's title, and youngster Kermit Weeks finished second. The women's winner was Catherine Maunoury of France, and Ellen Dean of the U.S. team came in second place. Both the Men's and Women's Team Titles were won by the United States.

In "Air Museum Highlights" Norm Petersen described the *Hughes Super Stearman* recently donated to the EAA by Joe Hughes of Santa Ana, CA. The *Super Stearman* was an air show plane built from scratch using parts that are available for crop dusters who need *Stearman* parts to make repairs. The standard bottom ailerons were retained and another set added to the top wing. What made it "Super" was the engine. Starting with a P&W R-1340, Aero Engines of Los Angeles blue printed and balanced everything, polished and relieved the cylinder ports, and installed a 10 to 1 supercharger that crammed air into two Bendix PS-7 pressure carburetors. On the dyno it produced a whopping 840 hp at 44 inches and 2450 rpm. Installed in the *Super Stearman* the stops were set at 34 inches and 2250 rpm, resulting in an honest and reliable 650 hp for air show work. I bet that made those guys who had to get by on a mere 450 hp really jealous!

Bill Thaden recounted the story of his search for a Thaden T-1 *Argonaut* that had crashed in Alaska in 1933. The *Argonaut* had been built by Bill's father, Herb Thaden, who had formed the Thaden Metal Airplane in 1928. Perhaps Herb is today better known as the husband of Louise McPhetridge Thaden, who at one time in the 1930's held the women's records for speed, altitude, and solo endurance simultaneously. In 1929 she won the first Women's Transcontinental Air Derby in a Travel Air 4000 *Speed Wing* and also won the Bendix cross-country race in 1936 flying a Beech Staggerwing. Herb's factory in Oakland built four aircraft before being bought by and absorbed into another company, after which he was squeezed out of involvement in it. The T-1 had crashed when a bush pilot by the name of Nat Browne had tried to takeoff from a frozen river but was overloaded and didn't make it. He aborted the attempt too late, damaging the skis and one wing in the process. Since there was no way to repair an all-metal aircraft out in the Alaskan bush, the T-1 was abandoned where it sat. Bill had managed to locate the P&W Wasp engine and the fuselage, but the wings were nowhere to be found. He hoped to use whatever parts were salvageable to rebuild and fly the *Argonaut* again. I wonder if he ever did.

Stan Hall supplied an article in which he discussed his thoughts on using high aspect ratio wing on small "Formula One" pylon racing planes. Phillip Handleman described his visit to the aircraft collection of the Imperial War Museum, located at Duxford, England. Today at Duxford you can also see the American Air Museum that includes planes flown by the U.S. Army Air Forces during World War II. Dr. Hunter Heath discussed diabetes and why it is considered by the FAA as a permanently disqualifying medical disorder.

In the "Craftsman's Corner" Ben Owen talked about ELT units. In "Hints for Homebuilders" Bob Zilinsky provided details about a portable scarfing device that he had developed using an electric drill. In "Cockpit Classroom" Harold Holmes introduced some basic considerations for moving up to multiengine flying. And in the "Sportplane Builder" Tony contributed a few workshop notes such as a bungee installation tool and some ways to make temporary jigs when you need an extra set of hands but no one else around.

Bob Hartmaier
EAA 78889

"I can resist anything except temptation" - Oscar Wilde

Upcoming Events at the "Golden Age Museum"

- On Saturday, September 6th we will be hosting the "Porsche 356 Registry Car Show". The event will feature over 200 Type 356 Porsches built between 1948 and 1965. Hours for this are from 9am to 1pm.
- Fall Fly-In on September 27th & 28th.

Visit: : <http://www.goldenageair.org/events.htm>



"Dreamlifter" at Oshkosh

Until Next Month --- Fly Safely



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**Next Meeting: September 8th, 7:30PM
Office at Old Bridge Airport**