

AS THE PROP TURNS

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



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Minutes of the Meeting March 9th, 2009

Our March meeting, scheduled for March 2nd was snowed out, so we met on the following Monday March 9th. The meeting was started around 7:40 PM by V.P. Lew Levison, as our President was still in transit (he arrived late, around 8:10PM).

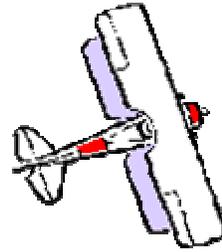
The minutes of the previous meeting were accepted as published in the newsletter.

Treasurer, Tom Goeddel reported that we had \$1683.03 in the treasury, before additional dues were collected at the meeting.





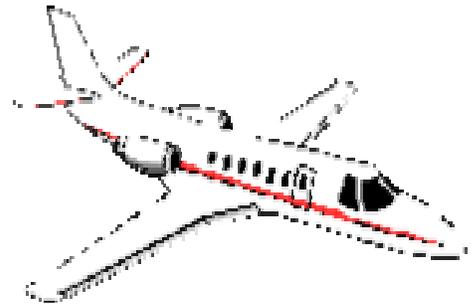
OLD BUSINESS



- Our annual Awards Dinner is scheduled for March 26th. So far we expect about 43 people. The speaker will be David Drummond— a pilot, Vietnam veteran, and a former POW. He will speak of his experiences.
- Frank Fine reported that Wall Township scrapped the plans for building affordable housing under the approach path to runway 32 at Monmouth Executive (formerly Allaire) airport.
- Frank also reported the about some of the politics surrounding Lakewood Airport.



NEW BUSINESS



- Lew Levison suggested that the chapter plan a regular weekend fly out. Georgetown/Sussex airport (KGED) was proposed as the destination for April. The fly out will take place on April 18th (with rain date for the 19th). Plans to be finalized at the next meeting.
- Richie Bielak mentioned a website called: <http://pilotgeek.com/> which provides free weather briefings (see a screen shot elsewhere). With a inexpensive subscription you can also get access to weather info from your phone.

Miscellaneous

- We had one guest at the meeting: Andy Zinc. He is a college student, who is also a pilot with a tail wheel and sea plane ratings. The previous summer he was an intern at the Cessna factory.
- 50/50 was won by Jack Hamil in the amount of \$17.

*Assistant Secretary,
Richie Bielak*

The 2008 Awards Dinner

Our Annual Awards Dinner took place on March 26th at the Empire Diner in Freehold. The event was well attended. We had a fascinating guest speaker, David Drummond (see following pages for more details on his presentation).

The 50/50 was won by Yafa Lieberman and Paul Draper. Paul graciously donated his winnings to the chapter.

The Editor



David Drummond accepting a model of a Caribou airplane that he flew in the military. The model was constructed by John Ezzo.

Dave Drummond - Quiet Hero

The first thing you surely think when you see former Air Force pilot and Vietnam POW David Drummond is that he looks too young to have lived through the historical events he's describing. Maybe it's his perfect military bearing, or the clipped, no-nonsense voice, but he gives the impression of being just about old enough to have served in - maybe - Operation Desert Storm. Vietnam? No way! But serve he did, and at the Annual Awards Dinner on March 26, we were honored with a first-hand account of his ordeal at the hands of his North Vietnamese captors. You could have heard a pin drop.

Mr. Drummond began with a brief, humorous re-cap of his military training, which began at Columbus, Mississippi Air Force Base in 1970. A photo of himself as a very young pilot posed in front of a huge Caribou C7A prompted him to comment that "They let children fly million-dollar planes back then!" Discussing his time stationed on the Pacific island of Guam in late '72, Mr. Drummond casually mentioned that he made the eleven hour flight back and forth from Anderson AFB to Vietnam "all the time" in the months prior to the event that lead to his capture. (If there was any pilot in the room who was unimpressed with THAT statement, it would have to have been David Drummond.)



His recounting of the day the B52D he was co-piloting was shot down ought to have been terrible to hear, but was presented with such humor and simplicity that it was, instead, simply riveting. The bombing raid that he and his five other crew members were on was proceeding routinely. The first indication of trouble was when one of the crew, interpreting radar signals, said "I think they have a lock on us." Missiles detonating under the aircraft's right wing confirmed his suspicion; three engines on fire moments later provided a second opinion. After taking shrapnel through

the bottom of the plane, and having a baseball-sized hole blown out of the windshield, the crew members began to eject, one by one. As Dave put it, "It seemed like a good time to play 'follow the leader'."

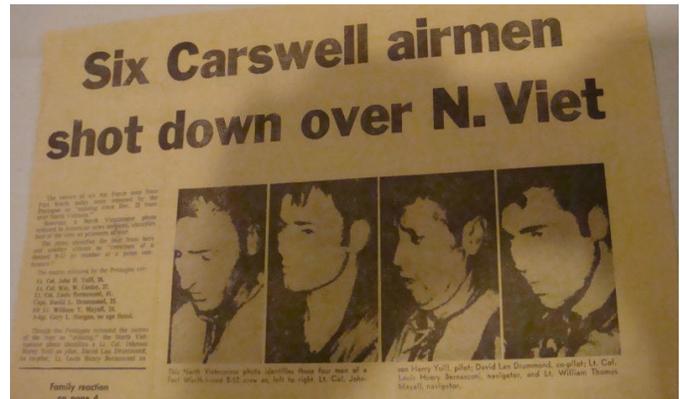
Thirteen thousand feet over enemy territory, heading straight down at a hundred and twenty miles an hour in the freezing cold? Young Drummond's troubles had only just BEGUN. Attempts by him and his crew to evade capture were unsuccessful, and they were rounded up by the North Vietnamese military. On the way to the infamous Hanoi Hilton, hooded, arms and legs bound by wire, they were nearly beaten to death by villagers.

What took place after his arrival at the prison was what you would expect from barbarous thugs with no humanitarian restraints on their actions. Though told without a hint of self-pity or drama, the story still was painful to hear. Solitary confinement was followed by hideous overcrowding, semi-starvation and a year of brutal psychological manipulation. During his capture the peace accord was signed, but Dave Drummond and his crewmates were the last in, so they knew they would be the last out. It wasn't until March 28, 1973, that he was re-patriated to the Sheppard, Texas AFB medical facility.

Of the many details of his experience that David Drummond shared with us, a couple of his observations, in particular, made you understand what good stuff this guy is made of. During his time in the Hanoi Hilton, a bombing raid of the nearby villages came frighteningly close to the place where he was being held. "It made me realize," he told his audience, "How the people WE bombed must have felt. It gave me a different perspective." When asked during the question session at the end of his talk how he felt towards the Vietnamese people, Dave said simply, "I liked them. There are good people all over the world. They're no different."

Anybody who's been feeling bad about America lately, doubting if our folks have the right stuff anymore, or can dig out of the mess we're in, ought to have been there to hear David Drummond's talk. You get the feeling that, as long as we've still got guys like this loose out there, we're going to be just fine.

By Jayne Bielak



TWENTY YEARS AGO IN SPORT AVIATION

The new four-place all-composite Wheeler Express designed and marketed by Ken Wheeler of Tacoma, was featured on the cover of the April 1989 issue of Sport Aviation. Dave Gustafson reported that the plane would out perform just about any factory built four-placer using the same 200hp Lycoming engine. He also said that the kit was very complete, and that since all complex operations had been done by the factory, the craft could be assembled in less than a thousand hours using simple hand tools. During the familiarization flight Dave reported seeing a true airspeed of 205 mph at 6500 feet while using about 10 gallons per hour.

Jack Cox introduced us to the JP-350, a racer designed to break the world speed records for the FAI Class C-1-B (take-off weight of between 1102 and 2204 pounds), and the Class C-1-C (take-off weight of 2204 and 3858 pounds) held at the time by Theo Potter in the Glasair III prototype at just over 284 mph. Designed and built by John Parker of Torrance, CA, the JP-350 used aluminum for the airframe and mounted a Lycoming TIO-540 engine with a Garrett turbocharger. At about 400 horsepower, John expected to break the records by a considerable margin. He then planned to up the power in stages to the point that he could achieve about 800 horsepower for about 15 minutes, which he hoped would allow him to be competitive in the Unlimited class at the Reno Air Races.

Mark Phelps contributed an article describing the Harlow PJC-2 designed by Max Harlow in 1937. The Harlow was an all-metal low-wing four-place aircraft powered by a 145hp Warner radial engine and featured a nicely appointed cabin similar to a luxury auto of the day and a retractable main landing gear. One of the first to be awarded a degree in aeronautical engineering from Stanford, Max was a professor of aeronautics at Pasadena Junior College and in the interest of some practical experience he gave his students a project to design and build an airplane from beginning to end. Max drew up the basic plans, but the detail drafting, engineering tasks, and construction were all carried out by the students. The prototype was completed and flew in September of 1937, and it was turned over to the CAA for certification testing. The Department of Commerce pilot loaded the plane to the aft CG limit and tried a spin with the controls crossed. The resulting flat spin proved to be unrecoverable, and after the pilot bailed out the plane crashed and was totally destroyed. After the control system was modified to preclude crossing the controls a second ship was completed and designated the PJC-2. The Harlow Aircraft Company was incorporated and the PJC-2 was put into production. One of the financial backers was Howard Hughes, who Max had worked with on the H-1 racer. Eleven planes were eventually completed, and at the time the article was written five survivors were accounted for.

Vance Atkinson supplied a very detailed account of the construction of his Cozy and the more than 40 modifications that he made. The two most radical were the substitution of a Lycoming O-320 engine for the O-235 called out by designer Nat Puffer, and a canard with a John Roncz airfoil. The reason for the larger engine was to maintain good performance after adding lots of extras, such as an electrical system, and the Roncz canard solved the problem of trim change in the rain.

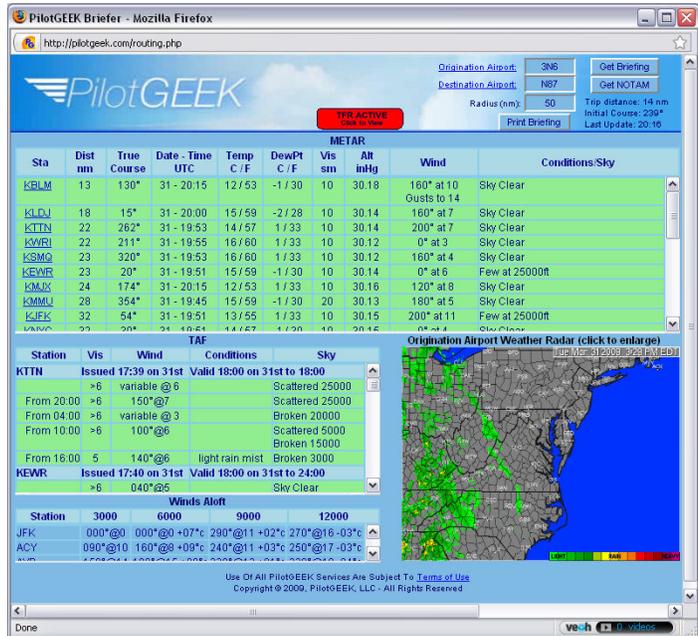
Dick Cavin visited the Mosler factory in Hendersonville, NC where they were producing the two-cylinder MM-CB ultralight engine. Warren Mosler had bought the design rights to the Global two-cylinder engine and the N-3 Pup ultra light when Global closed their doors. The Global engine was based on VW parts, and although produced 35 hp, it was unreliable and imparted more than a little vibration to the Pup airframe. By the time Warren's people had finished a complete redesign, little remained of the old VW based mill. A new case, cylinders with larger valves, and a crankshaft that was both statically and dynamically balanced resulted in an engine that produced 40 reliable, smooth horsepower. Also, a clipped-wing single-place and a tandem two-place version had been added to the Pup lineup. Dick described the engine production in detail and also got to fly both the single-place Pup and two-place model.

Test pilot Fitz Fulton shared some of his experiences with Jack Cox during an interview at Oshkosh '88 and Jack shared it with us. Fitz joined the Army Air Corp in 1944 but never made it to an operational squadron before the war ended. He spent 22 years in the Air Force, retiring in 1966 after flying the B-24, B-29, the C-54 during the Berlin Air Lift, the B-26 in combat in Korea, and while at Edwards Air Force Base the F-80, F-84, F-86, F-89, T-33, B-36, B-47, B-52, B-58, and XB-70! After his retirement he went to work for NASA and continued to fly the B-70, including the last flight to the Air Force Museum. Also at NASA he flew the YF-12, the SR-71, the 747 during early Space Shuttle tests, as well as the B-1 and the Concorde. Along the way he won the Harmon Trophy in 1962 for setting some altitude records in the B-58 as well as many honors from the Society of Experimental Test Pilots. At the time of the interview he had left NASA and was working for Burt Rutan at Scaled Composites testing the AT3 Advanced Technology Tactical Transport.

In the "Craftsman's Corner" Ben Owen began a discussion of wood construction and some considerations when selecting aircraft grade wood. In "Sport Pilot Medicine" Dr. McIntyre discussed Flight Physicals and how to work with both the FAA and your personal physician to maintain your certification. In the "Sportplane Builder" Tony Bingelis discussed drilling accurate holes in sheet metal.

Bob Hartmaier
EAA 78889

A weather briefing from website:
<http://pilotgeek.com>



Until Next Month --- Fly Safely



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E.A.A CHAPTER 315 “As The Prop Turns”

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**Next Meeting: Monday, April 6th, 7:30PM
Old Bridge Airport**