

AS THE PROP TURNS

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



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Minutes of the July 6th, 2009 Meeting

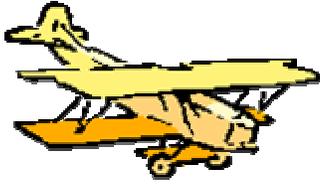
The July 6th, 2009 meeting of EAA Chapter 315 was opened at 7:45 by President George Cowling. There were 14 members present and we had one guest, who became a member this evening.

The minutes of the previous meeting were accepted by show of hands.

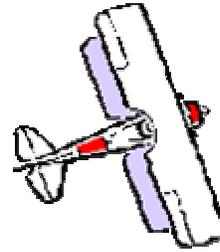
The Treasurer, Tom Goeddel reported a balance on hand of \$2117.05.



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OLD BUSINESS

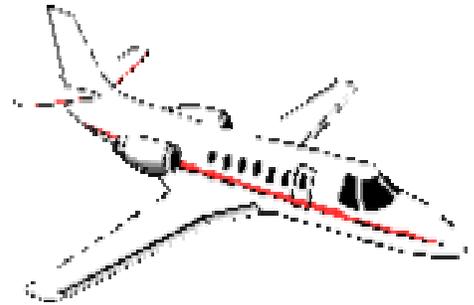


Young Eagles Day was reported a success – the weather was good. Bad weather held off and 40 students were given rides. 4 of the 40 signed up for the new EAA/Sporty's program for future pilots.

Frank Fine was interviewed for a local TV program. Tom Smith took the TV crew up for a ride.



NEW BUSINESS



- Allen Cohen not only became a member tonight, but he also won the 50/50 in the sum of \$14.00.
- The members approved a \$60.00 donation to Paul Cerniglia, whose wife died recently of multiple sclerosis. We extended our deepest sympathy to Paul and his family.
- On August 4th Don Weber, our local AOPA rep will at Lakewood. Blue Claws baseball team will be holding an Aviation Night that evening at their field.
- There will be a AOPA picnic at Old Bridge airport in August (*we are not sure of the date yet—editor*).

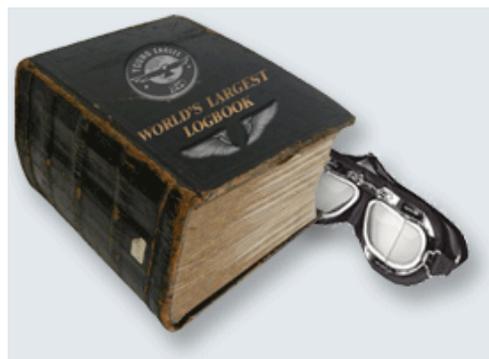
The business meeting adjourned for viewing of a film: "Warbirds".

Next meeting will take place on August 3rd, 2009 at 7:30 at Old Bridge airport. The program will be a film about the P-47 "Thunderbolt".

*Secretary,
Jane Finton*

From EAA's Largest Logbook – Chapter 315 Members with most Young Eagles flown.

Pilot	Young Eagles Flown
Frank DiGennaro	83
Billy Gibson	65
Paul Bilodeau	58
Richard Bielak	53
Lew Levinson	43
Bob Hartmaeir	39
Jack Kurtz	39
Frank Fine	37
Art Templeton	36
Don Weber	26
Charles Pittman	18
Jack Marin	17
Pete Hockenbury	15
Mike Pilla	13



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the August 1989 issue of Sport Aviation featured an in-flight photo of a Swearingen SX-300 built by three EAAer's who worked for Byron Originals, a firm that builds large scale radio control models for the movie and advertising industry. Even though the design had been pulled from the market by Ed Swearingen, about 90 kits had been sold, and Jack Cox was able to interview the builders of two examples at the 1988 Oshkosh convention. The Byron Originals plane had been built by three experienced homebuilders who agreed that the design would be a challenge for a first time builder. The prototype had a two-piece main wing, but the design was changed to a one-piece wing for the kit version. The early builders thus became a part of the test program and ended up making many of the parts themselves. They reported that the IO-540 powered ship would true out at 270 mph at about 70% power and 7,500 feet. Dan and Michelle Wright called their Swearingen an SX-388 because they planned to modify the IO-540 to make 388 hp and hoped the plane would achieve that speed. They also had help from other experienced homebuilders and needed all the help they could get since they were among the first to receive the kit and had to overcome problems with early parts and mistakes in the building instructions. Using a stock engine, Dan competed in the June 1988 CAFÉ 400 competition and recorded a speed of 263.6 mph, coming in second to the Questair Venture's 270.3 mph.

Jack also provided a story on the first kit built RV-6 that debuted at the 1989 Sun 'N Fun Fly-in. The plane was owned and built by Alan Tolle, who had also built two RV-3's and an RV-4. Alan used the exact same engine and prop combination on the RV-6 as he did on the RV-4, and after experimenting at different altitudes, and power settings, he determined that the RV-6 was only one knot slower than the RV-4, even though the wider fuselage added about 40 pounds of weight and more frontal area.

Norm Petersen reported on a Knight Twister donated to the EAA Air Adventure Museum by Don Fairbanks of Cincinnati, OH. Under the close supervision of Vernon Payne, Don modified the plane with a longer fuselage and different airfoil so that it would qualify as a Biplane Racing Association racer. Don won the first race he entered in 1971, and later that year at Reno won the Silver Cup biplane race with a speed of 160 mph. In 1984 at Reno he set a world record for biplanes of just over 192 mph.

Giancarlo Zanardo of Feletto, Italy told how he was inspired by Richard Bach's book *Jonathan Livingston Seagull* to fly aircraft from the early years of aviation. This led to an effort to create an airfield to host early historic aircraft. He called it Jonathan Airfield, and the so-called "Old Flying Machine Museum" featured a replica Fokker Dr. 1, a replica Bleriot XI, two Tiger Moth's, and an Piper L-4. Giancarlo described the first test flight of the Bleriot for us, and said that the wing warping controls took a little getting used to. Once established in a turn it was necessary to hold the stick opposite to the turn while holding rudder in the direction of the turn. This "inverse yaw" phenomenon made it very difficult to make a coordinated turn until he realized what was going on.

Jack Cox also made a trip to California where he visited several centers of sport aviation activity and noted some of the more interesting and significant airplanes and projects for us. At Mojave he photographed the Pond Racer that was pretty much complete and awaiting the Nissan racing engines and gearboxes. Of course Burt Rutan was also working on other projects, including the cabin-class twin jet powered Triumph, and the Pegasus rocket launch vehicle for payloads of about 900 pounds or less. Jack also visited the Planes of Fame Museum at Chino, caught up with Bill Turner at Flabob Airport, and checked out the Museum of Flying in Santa Monica.

Budd Davisson finished up his 3-part series on buying a airplane with "Buying A Home-built..." He covered inspections, paperwork, craftsmanship, and other such considerations when looking to purchase a plane that someone else constructed. In "Sport Pilot Medicine" Dr. Richard Rihn discussed FAR Part 67 and how to avoid problems when dealing with an FAA medical examiner. In the "Craftsman's Corner" Ben Owen talked about Engine Cooling Tips. Dan Bond also supplied a detailed discussion about engine cooling design. And in the "Sportplane Builder" Tony Bingelis talked about engine hook ups after the power plant has been hung on the front of the firewall.

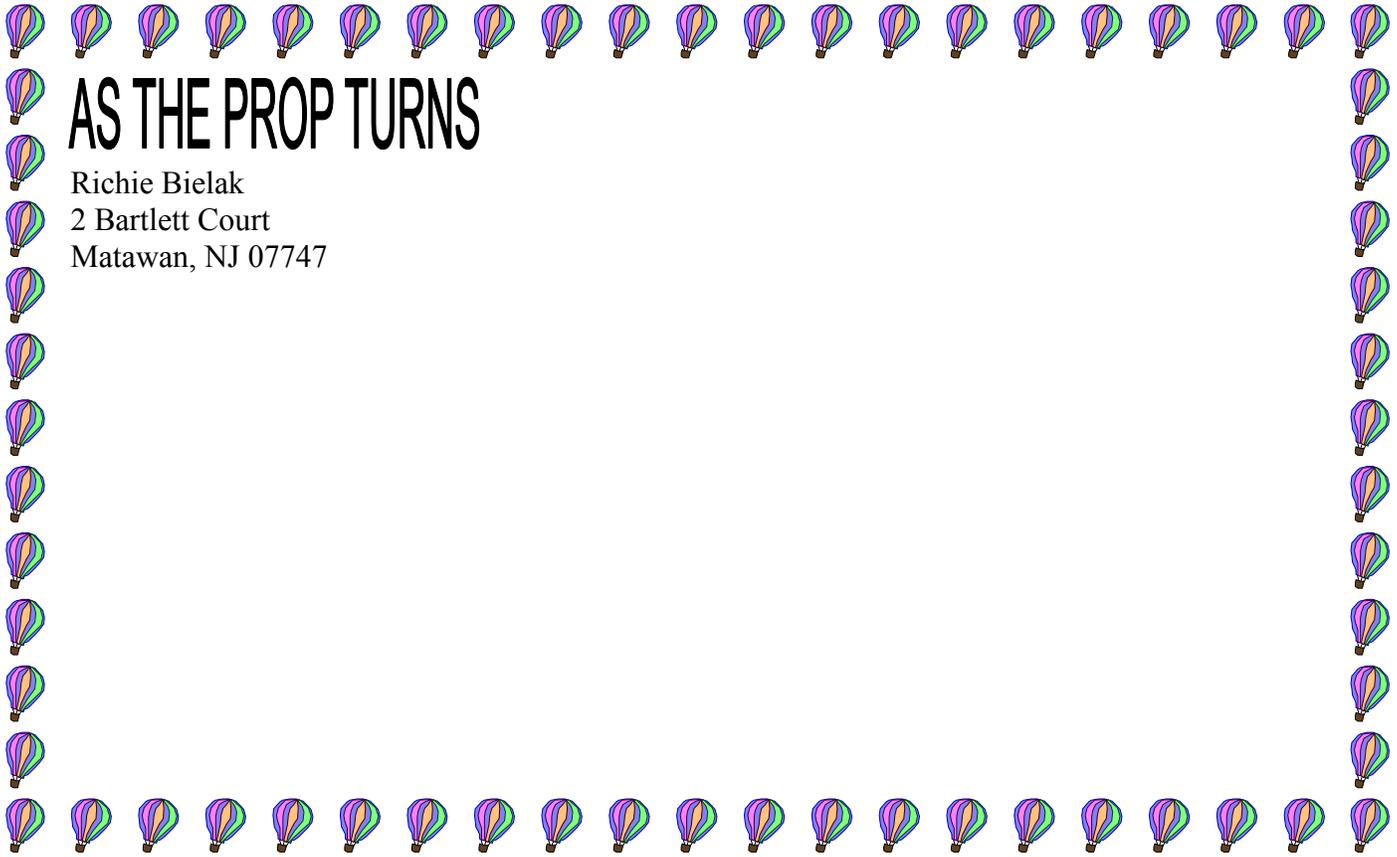
Bob Hartmaier
EAA 78889

Calendar

- **August 15th**
 - (3NJ9-Vincetown, NJ) Allen Strip - *Flying Pancake Breakfast* (8:00 to 11:00)
- **August 22nd (rain date 23rd)**
 - Golden Age Aviation Museum - Grimes Airfield, Bethel, PA. *Flying Circus Airshow.*

"Pilots take no special joy in walking. Pilots like flying"

- Neil Armstrong



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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: Monday, August 3th, 7:30PM
Old Bridge Airport, Hangar 10E**