

AS THE PROP TURNS

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



EAA CHAPTER 315 ON THE WEB: 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

Treasurer:

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

Young Eagle's Coordinator:

Frank Fine
3311 Belmar Blvd.
Wall NJ 07719-4616
(732) 681-5286
thefines@juno.com

Newsletter Editor:

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

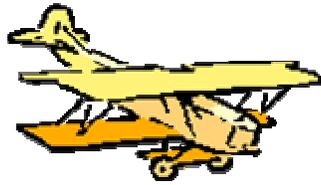
Minutes of the November 2009 Meeting

President George Cowling opened the EAA Chapter 315 meeting at 7:30PM, Nov 2nd, 2009. There were 12 members present, plus one who bore a "strong" resemblance to a long lost aviator. Remember, Halloween was just two days ago, and also certain movie "Amelia" was released in the theaters.

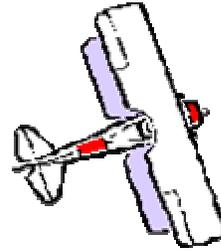
The president asked for a motion to approve the minutes of the October meeting. Tom Goeddel moved, all seconded and approved.

Treasurer Tom Goeddel reported a balance of \$2106.55. He said that EAA calendars for 2010 are available for \$10.00 a piece. Glenn Stott, in Vancouver this week, has purchased a DVD player for the chapter at the cost of \$90.





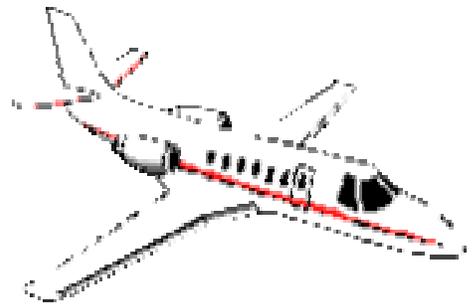
OLD BUSINESS



- Frank Fine reported no new news from Lakewood airport. At Monmouth there is a new contract to build a hotel. But the property will still remain an airport.
- Next subject for discussion was election of officers for the next year. As all present officers agreed to serve one more year, a motion to approve their election was made by Frank Fine, seconded by Bob Lorber and approved by all (but one).



NEW BUSINESS



- The Awards Dinner was next up for discussion. The Empire Diner which we used for the past 2 years is now called the "All Seasons Diner". We will be making plans for the dinner at the next meeting.
- Also for Young Eagles Day the 2nd Saturday of June, Lew Levison suggested we consider some ways to reach out to young people to get them interested in aviation.

Miscellaneous Airport News

- The Central Jersey mechanic shop and the FBO are now closed.
- There is a new FBO at Van Sants.
- Sky Manor has been purchased by a group of 13 people.

Miscellaneous

- The 50/50 in the amount of \$12.00 was won by Frank Fine.
- The president moved, Howard Levy seconded, that the business meeting should close. We moved on to the showing of a film "Tuskegee Airmen".

Secretary Jane Finton

Movie and Book Corner



Review of "Amelia":

As I saw the movie "Amelia", I have been asked to review it, so, for what it is worth - here it goes.

The movie is about her life - not just her flying career and exploits. Hillary Swank did a very good job as Earhart. The flying scenes looked good to me. The last part, about the last flight were rather tense. No new theories, but none were intended.

It's not a blockbuster film, but interesting to those who are interested in the "Earhart Story".

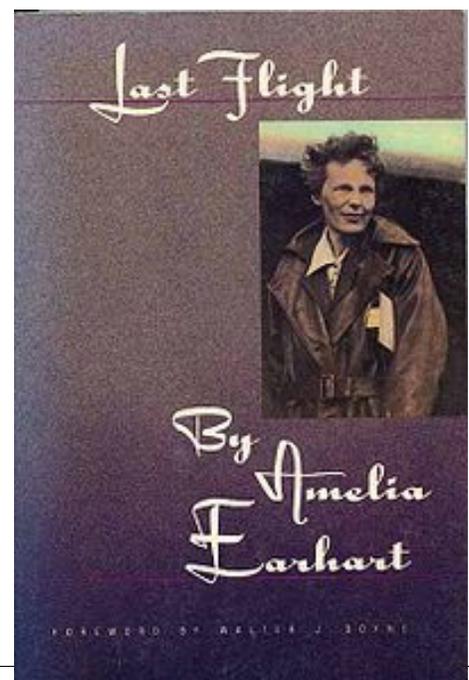
Jane Finton

"Last Flight" - by Amelia Earhart

This book is a compilation of the journals of Amelia Earhart that she wrote while on her flight around the world.

There were put together and published as a book by Earhart's husband.

The Editor



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the December 1989 issue of Sport Aviation featured Bill Melamed's Grand Champion Warbird winning 1952 Harvard MKIV. Bill's T-6 Texan had won best T-6 at Oshkosh in 1988, and when he returned home he began looking for a Harvard to restore. The Harvard was the Canadian built version of the North American AT-6 advanced trainer that was used by both the RAF and RCAF, and the MKIV was equivalent to the T-6G. Nowadays the Harvard MKIV is considered more desirable, since the USAF T-6G's were actually earlier models that were pulled out of mothballs and refurbished, while the Harvard MKIV was built from scratch in Canada and featured a beefed up structure as well as a 24 volt electrical system and other improvements. Bill's plane had been bought from the RCAF and brought to California in 1965 and put in storage at Chino Airport. The original owner finally agreed to sell it when Bill, a Canadian by birth, assured him that the plane would be restored to its original configuration as an RCAF trainer, and not turned into a racer or otherwise modified or customized. The plane was accurate down to all the proper decals and paint colors, and the original tube radio was even overhauled and made operational. A new crystal was cut to 118.5, the Oshkosh Tower frequency, since Bill wanted to use the original radio on arrival at the annual Fly-In Convention. Bill said that the plane would be retired from further competition as he felt that winning Grand Champion at Oshkosh was the ultimate honor.

Dick Cavin described the Rotoway Exec built by Joe Colombo of Wayne, NJ, and had nothing but raves for the immaculate workmanship that won Joe the Grand Champion Rotorcraft award. Joe had previously won the Grand Champion award with his Rotoway Scorpion, so it came as no real surprise that his efforts would win the same award again.

Dick also visited Dave Blanton's Javelin Aircraft works near Wichita to learn about Dave's idea for a modified Piper Tri-Pacer powered by a Javelin Ford V-6 engine. Dave conceived the idea of buying a run-down Tri-Pacer that could be converted to a tail-dragger, and powered by one of his V-6 conversions. He maintained that after selling the old engine, prop, and landing gear one could do the conversion and maybe even come out ahead. He also recommended stretching the fuselage two feet and adding three feet to the wing span in order to have a really useful four-place STOL that could also carry a reasonable load of gear. It just so happened that the first person to complete one of these conversions, Lee Dulin, was at the airport, so Dick got to go for a familiarization flight with him. Lee's empty weight was higher than he would have liked, but he noted that he used a heavy copper radiator from a truck, and heavy braided hoses from the engine to the radiator, which is mounted in the fuselage aft of the baggage area. An aluminum radiator would have been lighter, and since it would be more efficient, it could be smaller as well. Lee was waiting for a new prop that would allow the engine to develop full power on take-off, and would then report performance numbers. As it was, he had only invested a little over \$10,000 in the project, and was very happy with the Cessna 180-like performance that he was achieving at the time.

Dave Gustafson reported on the SR-71 Blackbird that attended the 1989 Oshkosh Fly-in and interviewed several crew members to find out what it was like to fly the fastest, highest-flying aircraft in the world. Of course, in many cases the answer to his questions was "that's classified". Bud Davisson contributed an article about the "first generation" jets from the '40's and '50's that were present, and interviewed astronaut Hoot Gibson to find out how the MiG 15 compared to the F-86 Sabre. Dave Gustafson was able to corner Clint McHenry to find out how the Sukhoi 26M competition aerobatic ship compared to other aerobatic mounts. Clint was only the second American who was allowed to fly the plane and reported that it had tremendous potential, but that due to the opposite rotation of the propeller, and some other unique characteristics, it would take some time for Western pilots to get the most out of it. Brian Becker of Pompano Air Center, who had also flown the plane, was negotiating a trade agreement with the Soviets to be able to import the Sukhoi into the U.S.

The U.S. National Aerobatic Championships had been held the previous September, and the winners were Clint McHenry in Unlimited, Robert Armstrong in Advanced, Jill Butterworth in Intermediate, and Rick White in Sportsman. It was interesting to note that Clint flew his Extra 300 to victory over Yrugin Kairis of the USSR who was flying a Sukhoi 26M.

Jay Wickham discussed winter operations and the need to preheat the oil, including the oil in the oil cooler. Tom Williams of Sky-Tec talked about his firm's light weight starter as a replacement for the 1930's Ford style starter usually used on Lycoming engines. In "Sport Pilot Medicine" Dr. Paul Metzger discussed the physiological effects of alcohol on the human body and tried to emphasize the fact that what may seem like only a small amount can have measurable detrimental effects of mental acuity, and that these effects can last much longer than previously thought. In the "Craftsman's Corner" Bill Barton described how to construct a composite fuel tank. And in the "Sportplane Builder" Tony talked about the pros and cons of 12 volt versus 24 volt electrical systems.

Bob Hartmaier
EAA 78889

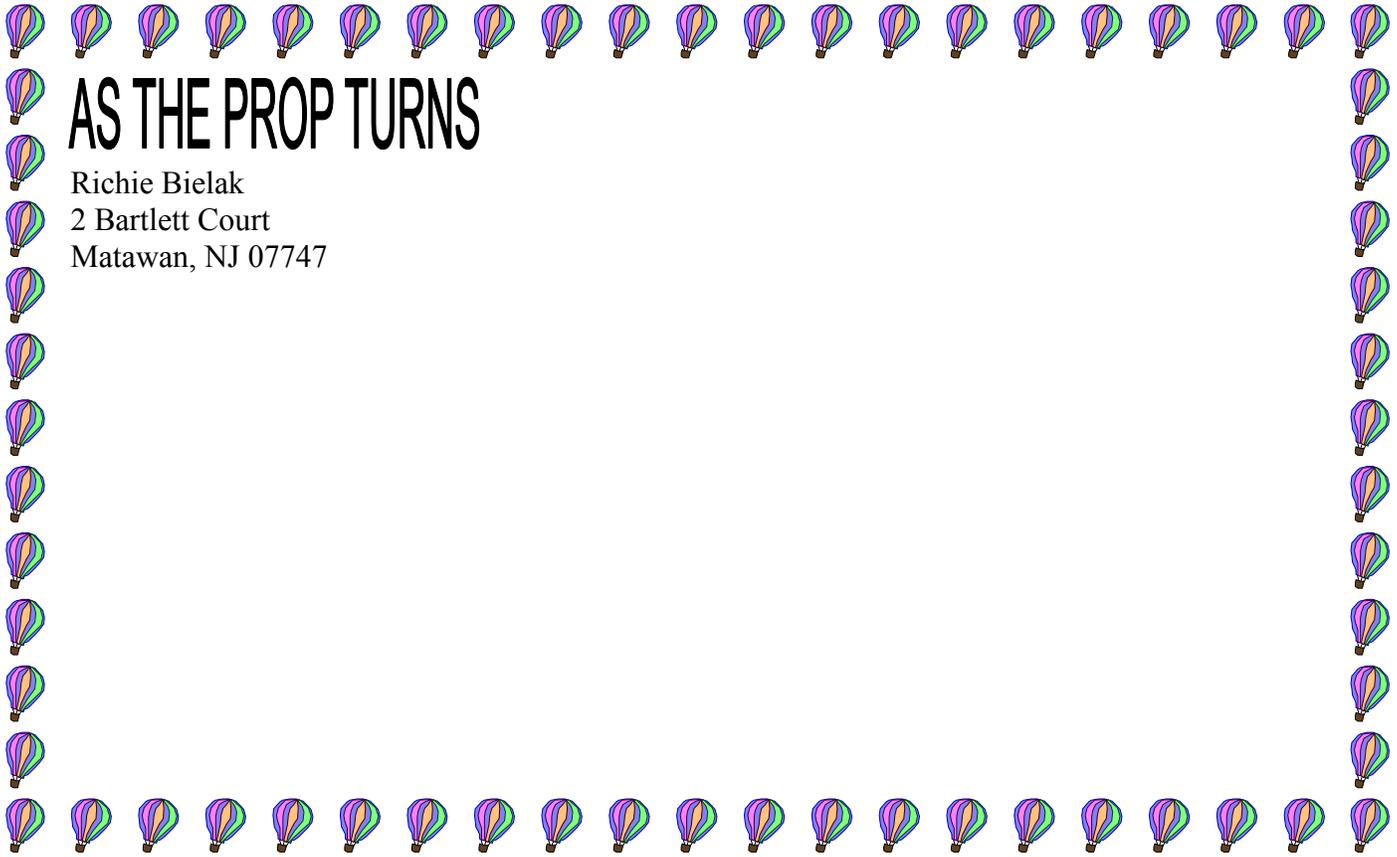
New Rules For Flying Hudson Corridor



FAA has an online course that goes over the gory details of the new rules. See here:

http://www.faasafety.gov/gslac/ALC/course_catalog.aspx

You can also find more information on AOPA's and EAA web sites.



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— December 2009
Editor: Richie Bielak 732-566-5879

**Next Meeting: Monday, December 7th, 7:30PM
Old Bridge Airport, Airport Office**