

AS THE PROP TURNS

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



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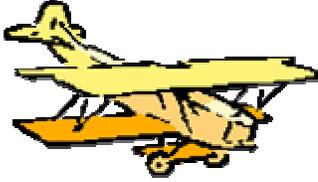
Minutes of the January 5th, 2009 Meeting

EAA Chapter 315 meeting was opened at 7:40PM. President George Cowling called the meeting to order, and asked for a motion to accept the minutes of the last meeting as published in the newsletter. Tom Goeddel moved to accept, this was seconded by all present.

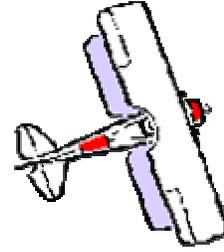
Treasurer, Tom Goeddel reported that the projector has been paid for, and so was the New Jersey incorporation fee. Balance on hand is \$2095.21. He handed out copies of Chapter's Annual Report. All the calendars ordered have been sold at \$10.00 each.



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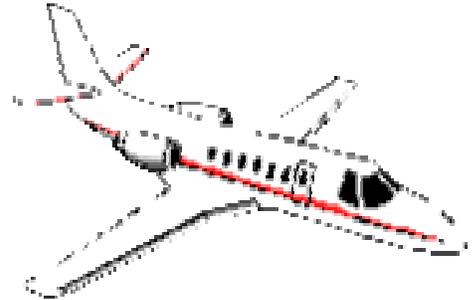
OLD BUSINESS



- The upcoming Annual Awards Dinner was the next subject up for discussion. Lew Levison has arranged a tentative date for March 26th, 7:00 PM at the Empire Dinner in Freehold (same place as last year). Need to make a \$50.00 deposit. Dinner will be \$30 per person. After some discussion it was decided that March 26th will be good and Lew will confirm with the dinner.
- Bob Hartmaier has obtained a speaker – Dave Drummond – fellow American Airlines pilot, Vietnam vet and a P.O.W., who will speak of his experiences.
- Lew Levison knows a model maker who will make a model of the Caribou for presentation.



NEW BUSINESS



- A Fly-out to Millville airport February 15th or 22nd was suggested by Lew. Details will be set at the February meeting.
- Frank Fine reported on Lakewood Airport. A way is being sought to close the gap in the fence over the stream on the airport property. Also there is talk about getting an AWAS on the field. The windsock has not been moved and gas at Lakewood was \$3.75.
- Eli Liebermann is ready to have his plane painted. He asked for input on places he might use. Several were discussed.

Miscellaneous

The 50/50 of \$16.00 was won by Tom Goeddel.

There were 15 people present at the meeting. The business meeting adjourned and all present watched a film "Top Gun".

Next meeting will be on Monday, February 2nd at the offices of Innovative Power Solutions (IPS) in Eatontown at 7:30 PM (see following pages for instructions how to get there).

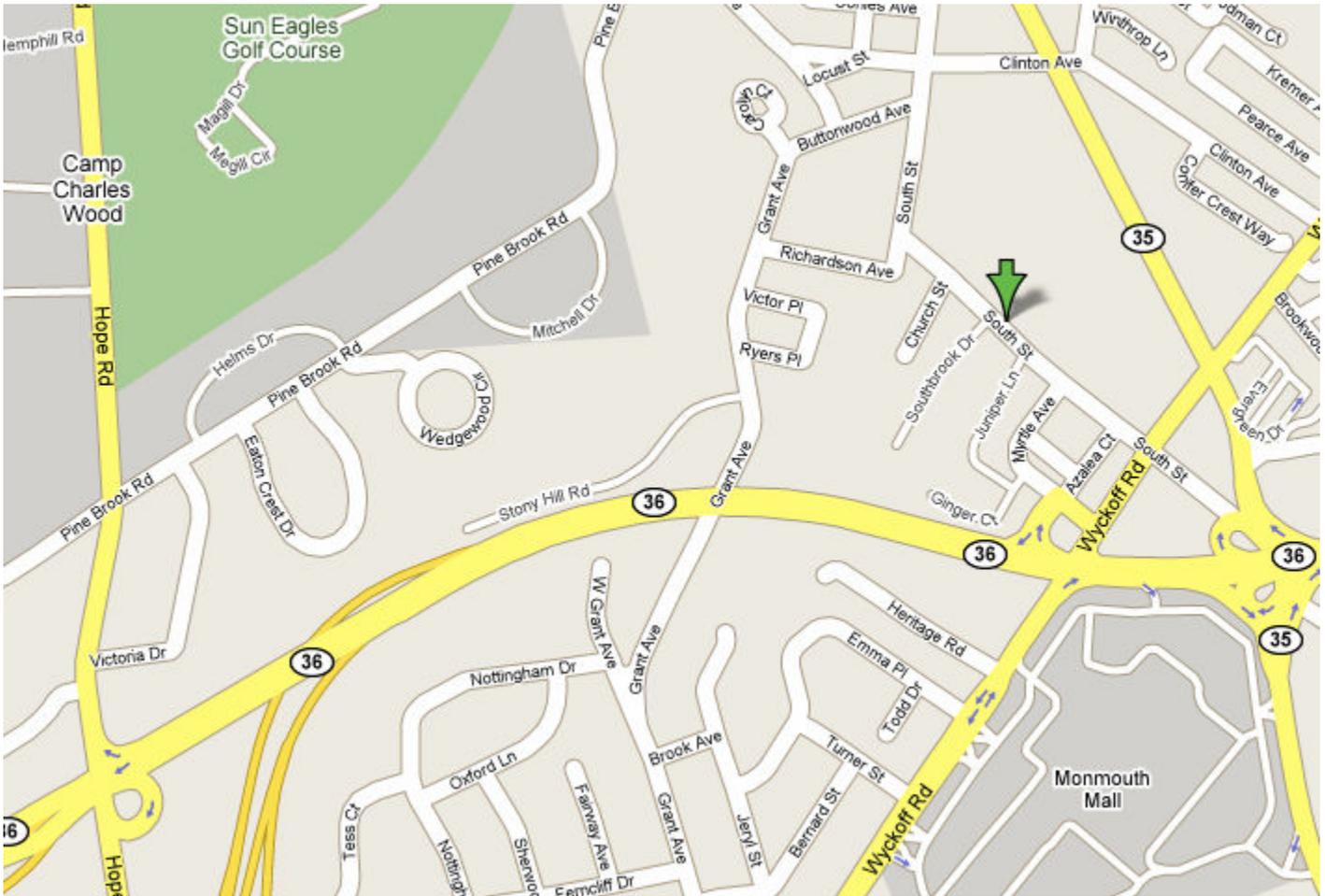
Secretary
Jane Finton



Editor's Favorite Airplanes

PZL P-11c - Polish fighter from September 1939. Although the Polish Air Force was destroyed in the first two weeks of World War II, these fighters managed to shoot down about 150 German airplanes. Many of the pilots who flew these went on to fight in the Battle of Britain.

Map and directions to next meeting:



Directions:

Take GS Parkway south to Exit 105, Eatontown, and head East on Route 36. Turn left at the 3rd traffic light onto Wyckoff Road and left again at the next traffic light onto South Street. IPS will be on your right at 373 South Street.

Website: <http://www.ips-llc.com/default.htm>

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the February 1989 issue featured the *Nugget*, an original design single-place biplane that had been built by Brad Davenport. The interesting thing was that the same aircraft had appeared on the cover of the February 1969 issue! In the intervening years the plane had been sold by Brad, and then purchased back by Brad's son Herrill. Over all, the *Nugget* looked similar to a Great Lakes, being larger than say, a *Pitts Special*, but smaller than a *Stearman*. It featured a Lycoming O-320 engine installed inside a round cowling to make it appear to be a radial. The striking gold with red trim paint scheme will be remembered by some of us more "experienced"(old) members. Herrill bought the plane in 1982, and had put another 600 hours in the log book.

Grant MacLaren of St. Louis, MO contributed an article describing the Ford Model A powered *Pietenpol Air Camper* built and owned by Howard Henderson. After noting how much the newer kit planes cost, Howard was inspired to use a design from the 1930's and try to build a plane without spending more than \$3000, Grant got involved since he owned a 1931 Ford Model A Fordor, and Howard enlisted his help to find a suitable Model A engine for the *Pete* project. After finding and rebuilding an engine, it was broken in by being installed in Grant's car for a summer while car's original engine was out for overhaul. Howard followed Bernie's original plans as much as possible, including using a tail skid, and foregoing brakes on the main wheels. Howard reported a cruise speed of 65 mph, and he used 40 mph for take-off and landing. Oh, the final outlay was \$3500 total.

In another article featuring an uncommon engine installation, Sam Burgess began a two-part series about the conception and building of his Allison turbo prop powered *Jungmeister*. As you might imagine, locating an engine was not easy, but he finally obtained one from a dealer in Portsmouth, England who had been using it as a loaner whenever they had to pull an engine from an aircraft for repair. Sam was happy to get the low time engine for "only" \$55,000! The Allison 250 weighed in at 195 pounds and delivered 420 shaft horsepower. The plane was completed and signed off by the FAA, and Sam promised the next part would describe the test flight program and report the performance numbers.

Jack Cox filled 15 pages describing "The View From The Pits" at the Reno National Air Races, concentrating mostly on the progress and innovations being made in the Unlimited category.

In "Hints For Homebuilders" Mike Springer showed how to salvage a bent "C" clamp and make it into a hold down for a drill press. In "Sport Pilot Medicine" Dr. Hunter Heath discussed his own experience after being diagnosed with a peptic ulcer and how the matter was handled by the FAA Medical Certification Branch. In the "Craftman's Corner" Ben Owen talked about making sure that wheels, brakes and master cylinders are properly matched and sized for a particular application. Budd Davisson continued his series "Selecting A Homebuilt Design" with a discussion of a suitable workshop and proper tools. In the "Sportplane Builder" Tony continued his discussion of flight testing with some considerations for the first flight.

Bob Hartmaier
EAA 78889

Until Next Month --- Fly Safely



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**Next Meeting: Monday, February 2nd, 7:30PM
IPS Offices in Eatontown**