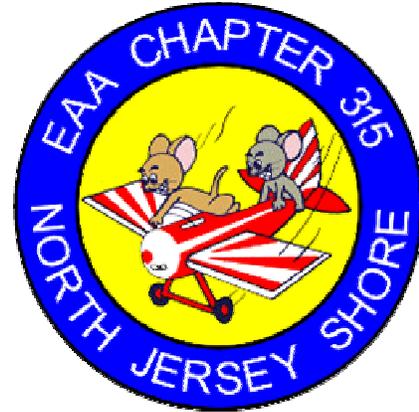


AS THE PROP TURNS

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



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Minutes of the December 2008 Meeting

The December '08 meeting of the EAA Chapter 315 was opened by President George Cowling at 7:35PM. He requested a motion for approval of the minutes of the previous meeting. So moved George Honsch, seconded and approved by a voice vote.

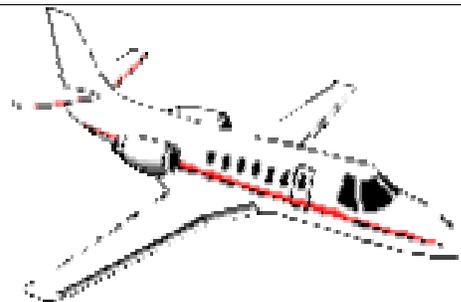
Treasurer Tom Goeddel reported a balance of \$2095.21 in the Treasury.



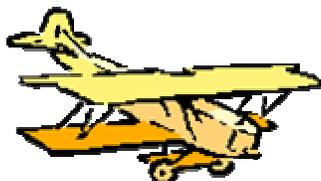
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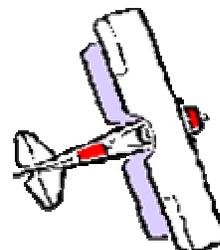
NEW BUSINESS



- George Cowling spoke of an Aero Scholars program to help young people who would like to learn to fly (see the website at <http://www.aeroscholars.org/> for more information).
- He also spoke of Paradise Air of Rio de Janeiro. They will have their new plane – P-1 at Sebring, Florida – January 22-25. The airplane will also be at Sun'n'Fun in April. The airplane may also come to Old Bridge airport at some time.
(see: <http://www.paradiseaircraft.us/> for information)
- We had one visitor – Don Maxwell. He owns a Seabee, he flew for Flying Tigers Air Transport.



OLD BUSINESS



- Frank Fine reported that the runway at Lakewood airport is paved and lined.
- There are efforts being made to keep Sussex airport open. The local people are favoring keeping it open.
- Solberg airport is up against an "eminent domain" effort to curtail any expansion of the airport.
- The Annual Banquet was discussed briefly—possible speaker, cost, date. Other details to be worked out January.

50/50 was won by Eli Liebermann – sum of \$18.50. 16 members were present.

The business meeting adjourned for the showing of the film "Thunderbolt".

Next meeting is January 5th, 2009 at Old Bridge Airport 7:30PM.

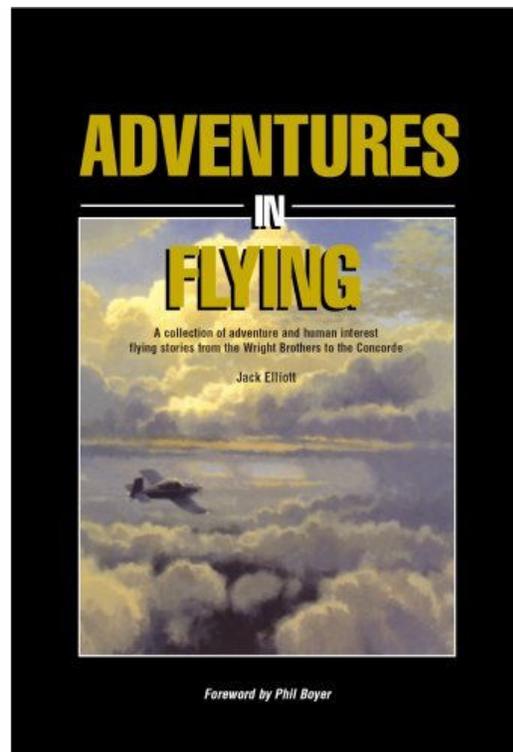
Secretary, Jane Finton

2008 Highlights!

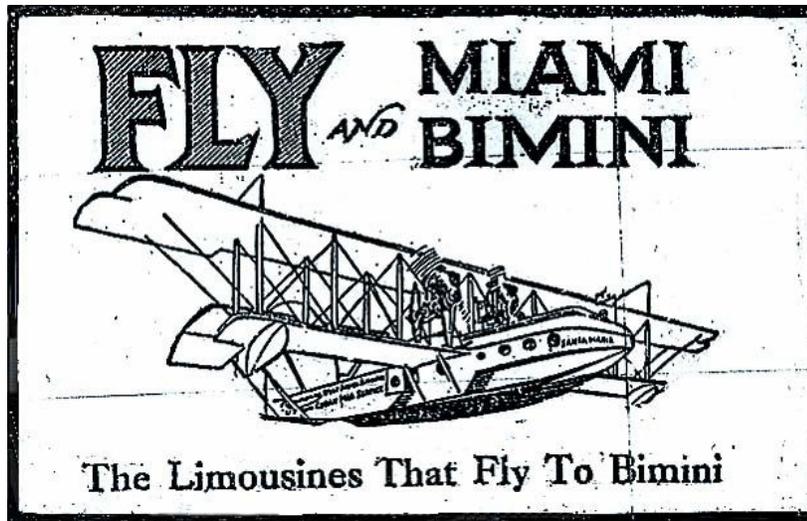


In February we published a story about Bob Hartmaier's uncle. He did some aerobatic flying on his 96th birthday!!

In March we saw the first edition of Jack Elliott's book "Adventures in Flying". Two of the chapters in the book were about Claudio's trip to Brasil in his RVs.



Our 2008 Awards Dinner was held at the Empire Dinner in Freehold in the end of March. The Guest Speaker for our Awards Dinner turned out to be Dan Kusrow, an aviation historian. He gave a talk with a slide show about Aeromarine Airways—the first international airline in the United States. Aeromarine was based in Keyport, New Jersey—where it produced flying boats that flew all the way to Florida, Cuba and the Bahamas. And this was in the 1920s.



Bob Hartmaier was encouraging us during the spring and the summer to visit the Golden Age Museum at Glimes airport in PA. Here is just one of the pictures from there

Young Eagles Rally

Our June Young Eagle rally went well. It was a very hot day, but we still flew 26 kids. The local press attended our event and we made the local papers:



Fly like



an eagle



JASON TOWLEN/Staff photographer

Ruchir Nanavati is fitted with a headset prior to his flight Saturday at Old Bridge Airport.

Pilots take youths to new heights

By ALYSSA GIACHINO
STAFF WRITER

OLD BRIDGE — Eleven-year-old Umang Pandit of Old Bridge gripped the yoke of the 1967 Piper Archer decisively, listening for instructions from the pilot as the Earth bobbed beneath him.

"You want to make a turn, turn really gently to the right," said Art Templeton, of Toms

River, who has flown small planes for 15 years. "That's it. Turn a little more."

The plane tipped over slightly to the right as roofs and tiny cars slipped by 1,500 feet below.

Umang was one of two dozen youth who took brief flights from the Old Bridge Airport on Saturday. The event was

See PILOT Page 88



CHRIS KELLY/Staff

Frank DiCenaro helps Bryanna Basco, 5, get buckled up as the two prepare for takeoff at the Young Eagles Flight Rally, held at Old Bridge Airport Saturday. The annual event, sponsored by the Experimental Aircraft Association Chapter No. 335, is designed to interest young people in aviation.

Pilot

From Page 81

sponsored by the Experimental Aircraft Association, a national group of flight enthusiasts who modify or build their own planes.

The group tries to attract youngsters to aviation through its Young Eagles program that offers free flights every June to give them a taste of being airborne.

Frank Piro, the Young Eagles coordinator for local chapter 335 and a former Marine, has trained hundreds of pilots by his own estimation, over the last few decades. He said he loves to spend his time that way, a week in the air, since if he can't because he finds it there's a lot.

"You come back after an hour of doing and your mind is still full of it," he said.

Templeton was one of five pilots who volunteered their planes and their time Saturday, to teach anyone with aviation fuel at more than \$5 a gallon, but he was happy to give a few kids a new perspective on the world.

"Unfortunately the weather isn't very good today, you can't see much," Templeton told the kids riding with him. "I think we've got maybe five miles visibility."

"Though the horizon was washed by a nearby lake, the 1967 Piper seemed to wobble, swaying at the sight of water rising pools and forests below them.



ALYSSA GIACHINO/Staff photographer

Eleven-year-old Ben Girard of Marlboro speaks with pilot Bob Hartman of Monroe prior to their flight Saturday in Marlboro's Piper Cub at Old Bridge Airport.

"That was a lifetime experience," said Girard as he bounced back onto the tarmac after landing. "I got to fly an airplane that was awesome."

Once the atmosphere cooled in his veins, Girard admitted, "I was nervous because I thought I was going to crash the plane."

Umang was thrilled by his flight. Basco, 5, also of Old Bridge, who had the chance to fly her plane earlier in the day.

"I really got up at eight o'clock on a Saturday," Basco said. "I wanted to be the first one up."

Though perhaps a little sleep-deprived, Basco was thrilled with the experience of flying. "When I went up my ears really popped," Basco said. "I did back to my seat when he really landed the plane."

But he probably got the hang of it, said pilot Steve Friedman of Marlboro.

"It's going to be a pilot, no doubt about it," Friedman said.

"He did some turns, some banking. He did super. You just got to remember to make small corrections."

Basco's father, Joseph Basco, 42, said he was slightly nervous watching his son take off. "I was just thinking this is a little risky," he said. "But you have to take a risk to do anything."

Old Bridge, came knowing exactly what she was in for. "This was her third year participating in the free flight, and now her last since she has reached the age limit for the Young Eagles program."

"Anything with height, I love," she said, waving roller coasters as another favorite. "I want to go to the moon someday, that's the most extreme thing."

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the January 1989 issue of Sport Aviation featured a 1947 Republic Seabee owned by Bob and Kimberly Redner of West Bloomfield, MI. Bob and Kimberly lived on a lake, and Bob's father had owned two Seabees, so after Bob earned his Private Pilot's certificate, he began looking for a Seabee. The plane they found had been sitting in a farmer's field for many years and was extremely weather beaten on the outside, but mechanically it was all original and in restorable shape, so they purchased it and got it airworthy enough for a ferry flight to their home. The main problem was a leaking fuel bladder that had to be replaced. After getting the plane to their home lake, they began disassembling it piece by piece and restoring everything. A new paint job and interior, and an overhauled engine and propeller got them back in the air. At Oshkosh '88 the plane won Best Antique/Classic in the Class III(151 hp and higher) award.

Jack Cox supplied an article describing the Firebolt built by Guy Moman that won the Plans Built Reserve Grand Champion award at Oshkosh '88. The Firebolt is a Steen Skybolt that incorporates the many modifications developed by Mac MacKenzie, including a longer fuselage and a Marquart Charge Style landing gear. He also told us about the Star-Lite that won the Kit Built Reserve Grand Champion award. Built and owned by father and son Bill Todd Jr, and Bill Todd III, the Star-Lite was powered by a 40 hp Rotax 447 and would cruise at 120 mph at 70% power. Although they modified a few items, and everything about the ship was of superior workmanship, the main reason for winning the award, and just missing the outright Grand Champion award, was the fantastic finish that required many hours of sanding, filling, and more sanding. Bill applied the primer and finish coats himself at home, proving that a professional is not required for a championship winning result.

In Part Four of his EAA World series from Oshkosh '88 Jack Cox continued his coverage of what he considered to be significant ideas from the latest Fly-In Convention. A while back we mentioned the Mach Buster, a piston-engined design that would hopefully be capable of breaking the speed of sound. The designer/builder, Bill Montagne, displayed the partially completed plane and it's supercharged GM V-8 crate engine set up to run on methanol. Still waiting to see this project take to the air. There was also a Glassair III powered by an Allison 250-B17C turboprop engine that it was hoped would find a market as a military trainer or sport plane for the very wealthy. The engine cost \$190,000, but TBO was 3500 hours. Design cruise speed was 300 knots at 25,000 feet burning about 18 gph of Jet A. Steve Hay and his sons brought a fully operable replica of the 1903 Balzer-Manly engine that had been used in the Langley Aerodrome. I'm thinking that this is the same engine that is now on display at the National Air and Space Museum. Great Plains exhibited it's new 2.6 litre 92 hp engine based on the VW 411/Porsche 914 design. And Mosier Motors brought it's ½ VW that now had a bespoke aluminum case, new oil sump, forged crank, new heads with larger valves, and produced 35 hp. Sounds like there weren't many VW parts left in it. There was also Steen Skybolt powered by a 450 hp Boeing turboprop as well. A photo of the plane on a trailer was provided, but no details.

Brian Cleary described his adventures when he and Willie Carter ferried a 1929 Travel Air Speedwing from Daytona Beach to Hamilton, Ont., Canada where it was to be displayed at the Canadian Warplane Heritage Museum. It had been owned by RCAF WW II ace, and retired Air Canada pilot Wendell Reed who passed away in 1986. Except for poor visibility for most of the trip, the only major problem was excessive oil consumption that finally put them out of business at Hawkins County, TN where they discovered that four of the seven cylinders had frozen or broken rings. As you might expect when things are going bad, the first set of new rings that arrived were wrong, so they had to wait even longer to get the proper ones. Mechanic Tom Berry rebuilt the Wright R-760 and a week after their arrival they finally resumed the trip to Canada.

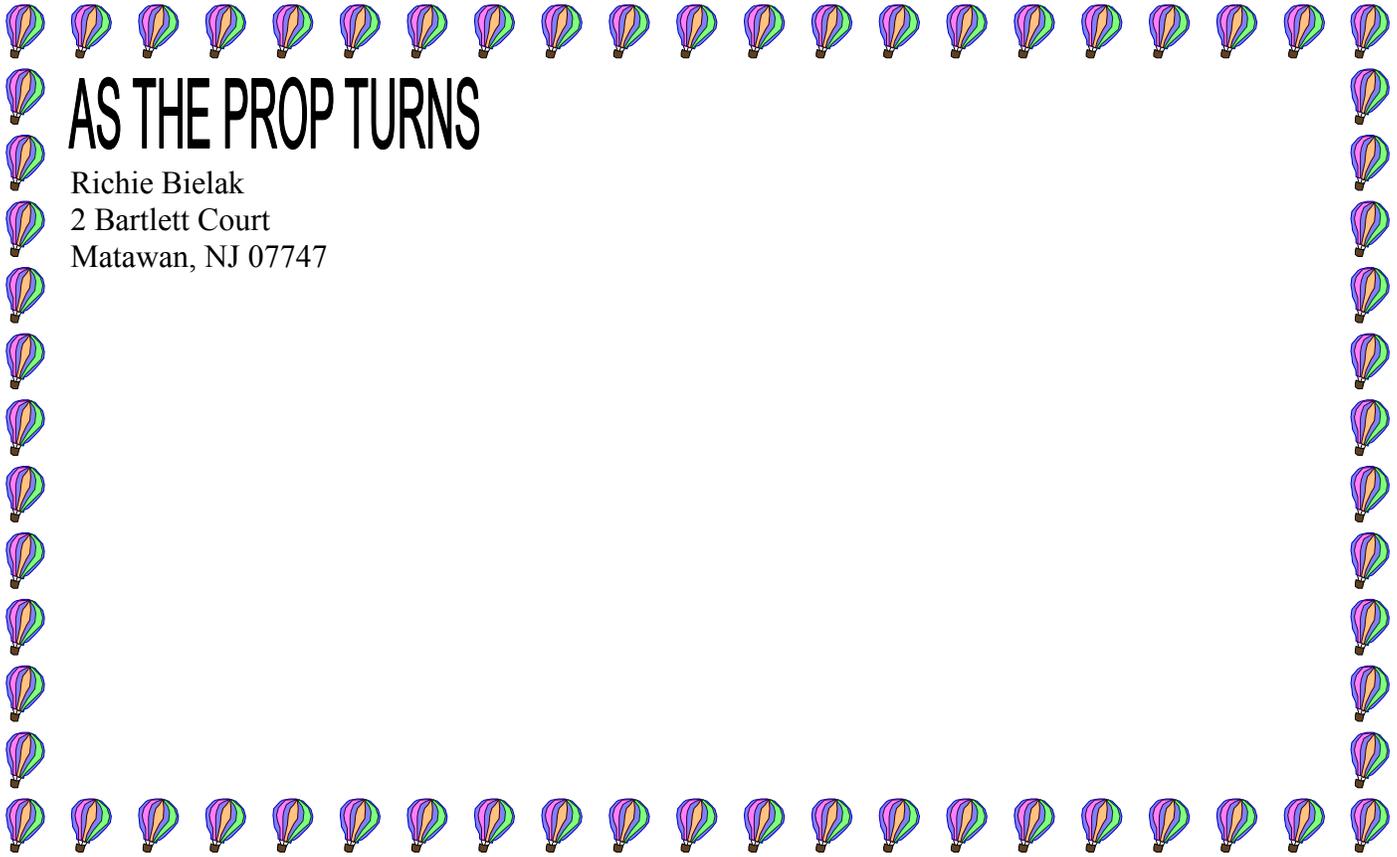
In "Hints for Homebuilders" Marty Maisel described the plywood scarfing tool that he designed using a Portalign drill guide and materials from his workshop scrap barrel. It would handle sheets up to six feet wide. In the "Craftsman's Corner" Ben Owen discussed a Q-2 that had suffered an in-flight wing failure due to improper bonding of foam blocks used in the spar structure. In the "Cockpit Classroom" Harold Holmes supplied an article by Jim Patton about how to conduct a proper stall/spin test program. Not sure if it was intentional, but in "The Sportplane Builder" Tony also discussed flight testing homebuilts. In "Sport Pilot Medicine" Dr. Richard Rihn talked about the effects of high G loading and how to deal with it.

Bob Hartmaier
EAA 78889



B-25 at the Millville "Wings and Wheels" airshow.

Until Next Month --- Fly Safely



AS THE PROP TURNS

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E.A.A CHAPTER 315 “As The Prop Turns”

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Experimental Aircraft Association— January 2009
Editor: Richie Bielak 732-566-5879

**Next Meeting: Monday, January 5th, 7:30PM
Office at Old Bridge Airport**