

AS THE PROP TURNS

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



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Minutes of the meeting - June 1st, 2009

The June 1st, 2009 meeting of EAA Chapter 315 was called to order at 7:45 PM by President George Cowling.

A motion to accept the minutes of the last meeting was made by Roger Elowitz, seconded by Bob Hartmaier and accepted by all present.

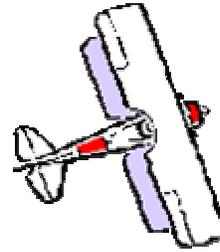
We had two guests, Gordon Barnes and George Wei. Both became members of the chapter this evening.

There was no treasurer's report due to the absence of Treasurer Tom Goeddel.





OLD BUSINESS

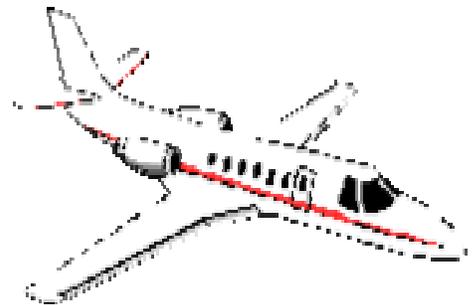


• **Young Eagles**

- Young Eagles' Day is set for Saturday June 13th, rain date June 20th at Monmouth Executive Airport—Rt. 34 in Wall township. Frank Fine obtained the necessary insurance coverage. TV Channel 12 will be coming to cover the activities. 15 kids signed up so far.
- We will have use of a building (shade) and tables available. We will not be doing any refreshments this year.
- Pilots include George Cowling, Bob Hartmaier, Dick Webb, Art Templeton and Richie Bielak. Bob Hartmaier will bring the banner and some buttons for the kids. A \$1.00 donation was discussed.
- To fly a child must be 8 through 17 years of age and a responsible adult (parent or guardian) must sign a release form to allow the child to fly. Flights will be flown between 10:00 AM and 2:00 PM.



NEW BUSINESS



- Claudio Tonnini is making rapid progress on a Van's RV-12 that he is building.
- A T-6 ground looped at Allaire Airport.
- Possible restoration of a 1936 Cessna Aimagster 323 was discussed. The wing is a single piece and 34 feet long.
- A chapter trip to Golden Ager Air Museum on August 22nd was discussed (this would be a drive out trip).
- Member Bob Larber won the 50/50 to the tune of \$8.00.

The business meeting adjourned for a viewing of a film—"Flying Boat, The Spruce Goose Story". It mainly tells the story of the Spruce Goose's journey from its original home in California to the Evergreen Air Museum in McMinnville, Oregon, with an intro about the origin and development of the plane.

The Evergreen Museum houses much more than I expected—many types of planes, with histories and knowledgeable guides. There are three beautiful buildings—one with the airplanes, another with an IMAX theatre and the third with space flight memorabilia. The museum was founded by the owner of Evergreen International Aviation and his son. I visited it in May and would be happy to visit again.

The meeting adjourned at 9:00PM. Next meeting will take place on July 6th at Old Bridge Airport.

Secretary Jane Finton



...then and now...



Our Young Eagles Day took place on June 13th as planned. The weather held all morning - and we flew over 40 kids.

Thunderstorms moved in the afternoon, so we had to stop flying by 2:00PM.

Thanks to all for participating!!

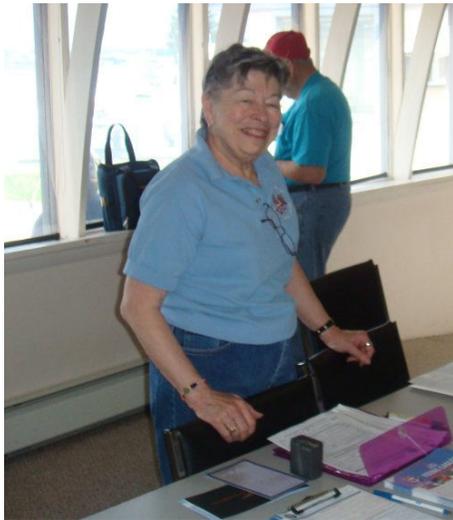


Frank was interviewed by a crew from Cable-vision Channel 12.

Happy Young Eagle after her flight!



Getting ready for the next mission...



The sign-up desk was expertly handled by Jane Finton (in picture) and June Fine

Bob Hartmaier after a completed mission!



The editor after completion of his second mission of the day.



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the July 1989 issue of Sport Aviation featured an in-flight photo of the Canadian Warplane Heritage museum's AVRO Lancaster. Some of you students of military aviation history may know that during the period between the World Wars there were strong arguments about the offensive role of the airplane. The Germans and Japanese tended toward the use of light, twin-engine bombers in tactical support of ground troops. The famous "Blitzkrieg" tactics of Germany using single and twin-engine planes as "aerial artillery" is an example of this. The U.S. and Britain on the other hand believed in the effectiveness of long range strategic attacks on a nation's overall ability to wage war as equally or perhaps even more important. England's answer to the B-17 and B-24 was the Avro Lancaster. Based on the twin-engine Avro Manchester, the Lancaster was legendary for its ability to carry large loads a great distance and bring the crew back alive. A typical Lancaster weighed 32,000 pounds empty, and had a max take-off weight of 58,000 pounds. Some versions maxed out at an astonishing 64,000 pounds and could carry the 12,000 pound Tallboy bomb as well as the 22,000 pound dam-buster Grand Slam bomb. To compare, the B-17 normally carried 6,000 pounds of bombs, although the B-17G model could carry up to 12,700 pounds. The CWH Lancaster was finished in the markings of ship VR A, that carried an all Canadian crew from 419 Squadron on a mission on the night of June 12, 1944. The plane was attacked by a Ju 88 night fighter and set ablaze. The tail gunner, Pat Brophy, was stuck in the rear-turret because the hydraulics were shot out with the turret stuck in such a position as to prevent him from opening the door and bailing out. However, instead of spinning, the plane remained stable and crash-landed in a French field. The impact freed the turret, and Pat was able to exit the plane unhurt. Afterward, he found his way to the French Underground and made his way back to England. The mid-gunner, Andy Mynarski, saw the plight of Pat, and tried vainly to free the turret with the crash axe, while suffering severe burns in the effort. He gave up trying to free Pat and bailed out, but died in a French village as a result of the burns and was posthumously awarded the Victoria Cross.

Jack Cox reported on the Bellanca Cruisair owned by Bill Scott of Kernersville, NC. Bill found the plane in storage in Bridgeport, CT, completely disassembled it and restored it to factory new condition including an original 1947 factory red and white paint scheme. The only modification was the use of a 165 hp Franklin engine in place of the original 150 Franklin. Jack noted that it was not uncommon for a Cruisair to be landed gear up, but since the mains retract straight back and about half of the wheel and tire remains exposed, there is very rarely more than minor damage to the belly of the plane. In fact, since the brakes remain fully functional, it is said that the pilot retains complete directional control as the plane skids to a stop!

David Gustafson described Dr. Jim Kolberg's Kitfox project for us. The article detailed the construction from start to finish and included a lot of photos. Jim was very happy with the performance of his Rotax 532 powered ship, even though it weighed about 43 pounds over the recommended empty weight for a basic Kitfox. Jim attributed this to the fact that he upholstered the cockpit and added extra coats of paint to get the finish he wanted.

Dale and Alan Klapmeier supplied an update on their new Cirrus VK-30 design. The prototype had logged about 270 hours and the test program was going well. Using a Lycoming IO-540 engine they reported a cruise speed of 230 mph and expected to be able to get 250 mph at 75% power after an aerodynamic "clean up". The first six kits had been delivered and two were nearing completion. One customer was installing an Allison 250-B17 turboprop engine that would be flat-rated to 350 hp. No performance numbers were reported for this configuration, but I'm guessing they should be sensational!

Bill Jongbloed continued the recent articles profiling EAAer's that have made significant contributions to aviation progress with a bio of Harold Dale. Harold began working as an aeronautical engineer in the late '30's and ended up at North American in 1943. He was the project engineer for the America's first jet-powered bomber, the B-45, the F-100, F-107A, and a canard companion interceptor to the XB-70 called the F108 Rapier and manager of the Saturn rocket program. Dale also ran his own engineering firm, Dale-Air Engineering, for homebuilders and small firms developing new prototypes. Among projects he consulted on were the Wing Derringer and the Stits Skycoupe. He had also consolidated his mass of engineering information on a series of computer discs to aid prospective designers.

In the "Cockpit Classroom" Harold Holmes talked about descent planning. In "Hints For Homebuilders" Edgar Cook described a spar hole drilling jig made from a piece of 2 X 6 and a section of brake line material. In the "Craftsman's Corner" Ben Owen discussed how to properly install seat belts and shoulder harnesses. In "Sport Pilot Medicine" Dr Alex Webb urged smokers to quit the habit and provided some tips on how to go about smoking cessation program. In the "Sportplane Builder" Tony Bingelis gave some considerations for a builder ready to install that engine.

Bob Hartmaier
EAA 78889

TEMPERATURE IS RELATIVE

60 Degrees F:

Floridians, Californians, & Hawaiians turn on the heat
Wisconsinites are out sunbathing

40 degrees F:

Italian & English cars won't start
Wisconsin motorists drive with the top down

20 degrees F:

New York landlords finally turn on the heat
Wisconsinites have the last cookout before it gets cold

-20 degrees F:

Californians flee to Mexico and Hawaii
Wisconsin Girl Scouts are selling cookies door-to-door

-40 degrees F:

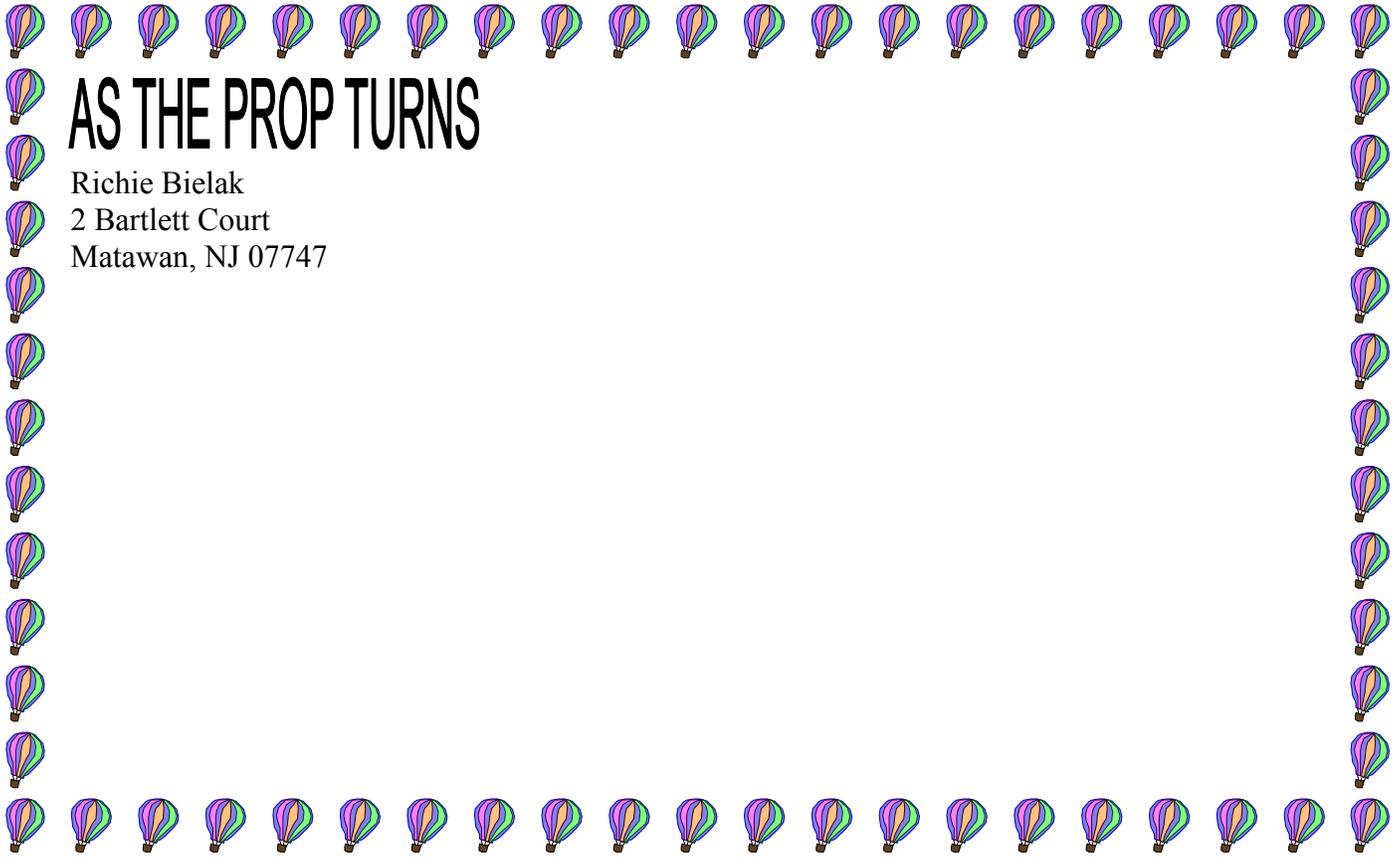
Washington DC runs out of hot air
Wisconsinites let the dogs sleep indoors

-60 degrees F:

People in Florida all die
Folks in Wisconsin are annoyed because their cars won't start

-460 degrees F (Absolute zero on the Kelvin scale):

Hell freezes over
Wisconsin public schools will open 2 hours late



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E.A.A CHAPTER 315 “As The Prop Turns”

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**Next Meeting: Monday, July 6th, 7:30PM
Old Bridge Airport, Hangar 10E**