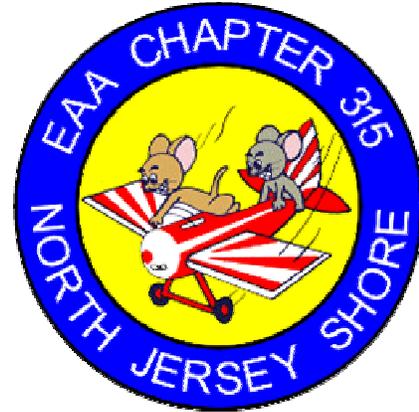


AS THE PROP TURNS

**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
JanFin51@aol.com

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 Meeting May 4th, 2009

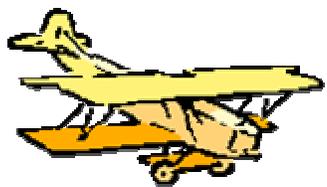
The May meeting of EAA Chapter 315 was opened at 7:40PM by the President George Cowling. Minutes of the previous meeting were accepted as printed in the newsletter.

The Treasurer reported that we had \$2085.08 in chapter treasury.

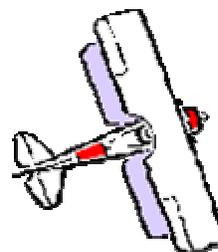
There were 13 members present at the meeting.



AS THE PROP TURNS



OLD BUSINESS



- Young Eagle Day (Saturday June 13th)

Because on 6/13 there will be Nationals at Old Bridge raceway, our Young Eagles event will be held at Monmouth Executive airport (BLM). Frank Fine arranged for us to use this airport for Young Eagles. We will have access to an air conditioned building. Rain date for Young Eagle is the following Saturday 6/20 also at Monmouth Executive Airport.

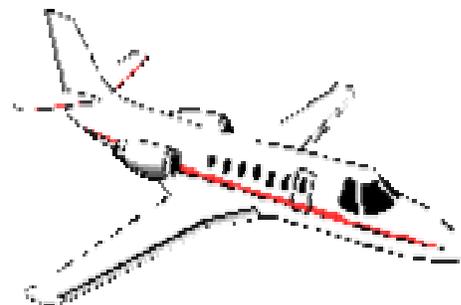
As of now the following pilots will participate: Art Templeton, Bob Hartmaeir, Richie Bielak, George Cowling, Chuck Pittman, Dick Webb and perhaps Jack Kurtz.

George Cowling will take the insurance.

Final details of Young Eagles will be discussed at the June meeting.



NEW BUSINESS



- George read a flyer from HQ regarding Oshkosh fly-in this summer.
- Lew Levison discussed a fly-out for May 9th to Lincoln Park. Lew was planning to call several people, if the weather forecast improved.
- Lew reported on Sun-n-Fun.
 - The weather was great first few days. A lot of homebuilts showed up, not as many war birds as in the past. RV-12 was there (see <http://www.vansaircraft.com/public/rv-12int.htm>). RV-12 is the new LSA model from Vans Aircraft.

The Sun-n-Fun air show was very nice. John Mohr performed an amazing routine in his Stearman
(see <http://www.mohrbarnstorming.com/>)
Jack Eliot, the well know NJ aviation writer, was there.

- **Miscellaneous**

Fran DiGenarro won the 50/50 in the sum of \$12.

The meeting was adjourned around 8:15PM. George showed us a video of a visit to Jenkins's Junkyard in Wyoming, Delaware (airport code: 15N). It was very interesting!

*Assistant Secretary
Richie Bielak*

Golden Age Museum Events

- **May 23, Jun27, July 25, Oct 24 — Evening flight Demonstration**
An informal fly-by demonstration of a few of the museum aircraft
Every forth Saturday at 6 p.m. (except during a special event)
Members free, Non-members: Adults \$5, Children age 6 to 12 \$3
- **June 13 (rain date June 14) - Golden Age Flying Circus Air Show**
Take a step back in time to the days of the barnstormers and the flying circuses.
Experience an authentic 1920's air show
Members \$5. Non-members: Adults \$7, children age 6 to 12 \$4
Biplane rides. Field closed to fly-in traffic except PPR. Limited number of reservations available, contact museum.
Gates open at 10 a.m. for biplane rides. Air show 2 p.m.
Transient aircraft must depart by dusk. No fuel available.

- **July 10,11,12 - Wings & Wheels Extravaganza**

Fly-In, Car Show, Big Band Dance.

Event kicks off Friday afternoon for members, participant pilots and car owners. General public hours all day Saturday and Sunday.

Big Band dance featuring the Lebanon Big Swing Band Saturday at 7:30 p.m. Bring dancing shoes, lawn chair, and wear vintage attire.

Performance by the Hill-to-Hill Brass Quintet Saturday 11:00 a.m.

Breakfast, lunch, and refreshments available

Camping for members and show participants Friday and Saturday. \$10 camping donation asked for weekend to help defray cost of bands. Outdoor shower and indoor toilet available.

Evening dinners in pavilion for campers.

Aviation and automobile flea market spaces available – vintage parts & memorabilia only.

Registration & admission fee \$5 for automobiles 1946 to 1977. Pre 1946 vehicles admitted free.

Members free. Non-members: Adults \$6. Children age 6 to 12 \$4

All flying ends at dusk. No fuel available. Overnight aircraft must be tied down; bring your own tie-downs.

All pilots & display vehicle drivers please register upon arrival.

- **August 22 - Golden Age Flying Circus Air Show**

See June 13 for description.

- **September 26 & 27 - Fall Fly-In**

Biplane rides

Breakfast, lunch and refreshments available

Camping Saturday night for members and participants

Saturday dinner in the pavilion for overnight campers and a vintage aviation movie in the hangar to follow.

All flying ends at dusk. No fuel available. Overnight aircraft must be tied down; bring your own tie-downs.

Fly Market spaces available

Members free. Non-members: Adults \$6. Children age 6 to 12 \$4

- **October 3, 4 - Golden Age Radio Control Model Meet**

Featuring model aircraft from the Pioneer era through 1941

Sponsored by the Tri-County Sky Barons

Registration fee for R/C pilots: \$20 for weekend, \$15 single day

General admission: Adults \$6. Children age 6 to 12 \$4

Flight demonstrations by museum aircraft

Breakfast, lunch and refreshments available

Overnight camping available. Out door shower and indoor toilet available. Camping free; donations always appreciated!

From Lew's Archives

Lew in a Cub...
(what else?!)



Autumn Eagles at Sky Manor in 1982.

Autumn Eagles Champ in 1982 on the way to Ocean City



"The Gang" at Colts Neck in 1982.

As The Prop Turns - EAA Chapter 315

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the June 1989 issue of Sport Aviation featured the new LoPresti Piper Swift-Fury. You may remember an article about this updated Swift that was to be put into production by Piper. Inside, in an extensive article about Sun'N Fun it was claimed that about 170 had been sold and that Piper was to begin production with an initial batch of 50 aircraft. I still don't think that this ever came to pass, as I don't recall ever seeing any of these around. Has anyone ever seen a SwiftFury at Sun'N Fun or Oshkosh in the last twenty years?

Jack Cox supplied a detailed description of the recently completed Sun'N Fun that included award winners, significant new designs, and commentary on the state of sport aviation. He was much impressed by the new Transportation Secretary Sam Skinner and his efforts to include general aviation and particularly sport aviation in the long range planning of the nation's airspace and aviation regulations. He noted the first customer built RV-6, no less than 3 BD-5's, and the Grand Champion winning homebuilt, Ernie Gdisis' Glasair RT. A real highlight was an Aerocar I owned by Ed Sweeney of Daytona Beach. This particular one may be familiar to some of you "high time" pilots, for it was the one once owned by Bob Cummings and featured often in his TV show in the 1950's. Jack also offered the results of the Sun 60 air race held in conjunction with the fly in. The winner was a Questair Venture piloted by Rich Gritter who hit a top speed of 293.13 mph using a Continental IO-540 engine of 280 hp.

Everett Hatch and Steve Beckham of Powersport introduced their new rotary aircraft engine. It was based on internal Mazda parts, but new aluminum housings were designed in order to save weight and allow for integral Lycoming engine mounting points and installation of other aircraft engine accessories as well as a 2.8 to 1 reduction drive. The first engine was flying in an RV-4, and they claimed a power output of 180 hp while offering smaller frontal area and about 100 lbs less weight. They admitted that fuel consumption would always be worse than a typical Lycoming or Continental engine of the same power, but the lighter weight and smaller profile could be an advantage for a small single-seat or tandem-seat design.

You may remember the documentary by the fellow from Canada who flew his ultra light with a flock of geese. That fellow, William Lishman of Ontario, talked about his efforts to collect and incubate geese eggs, and then imprint the goslings to follow his Easy Riser ultra light. After two years of trying implement the idea in his spare time, crashing two planes and breaking an ankle, he was able to secure financial backing to make the film.

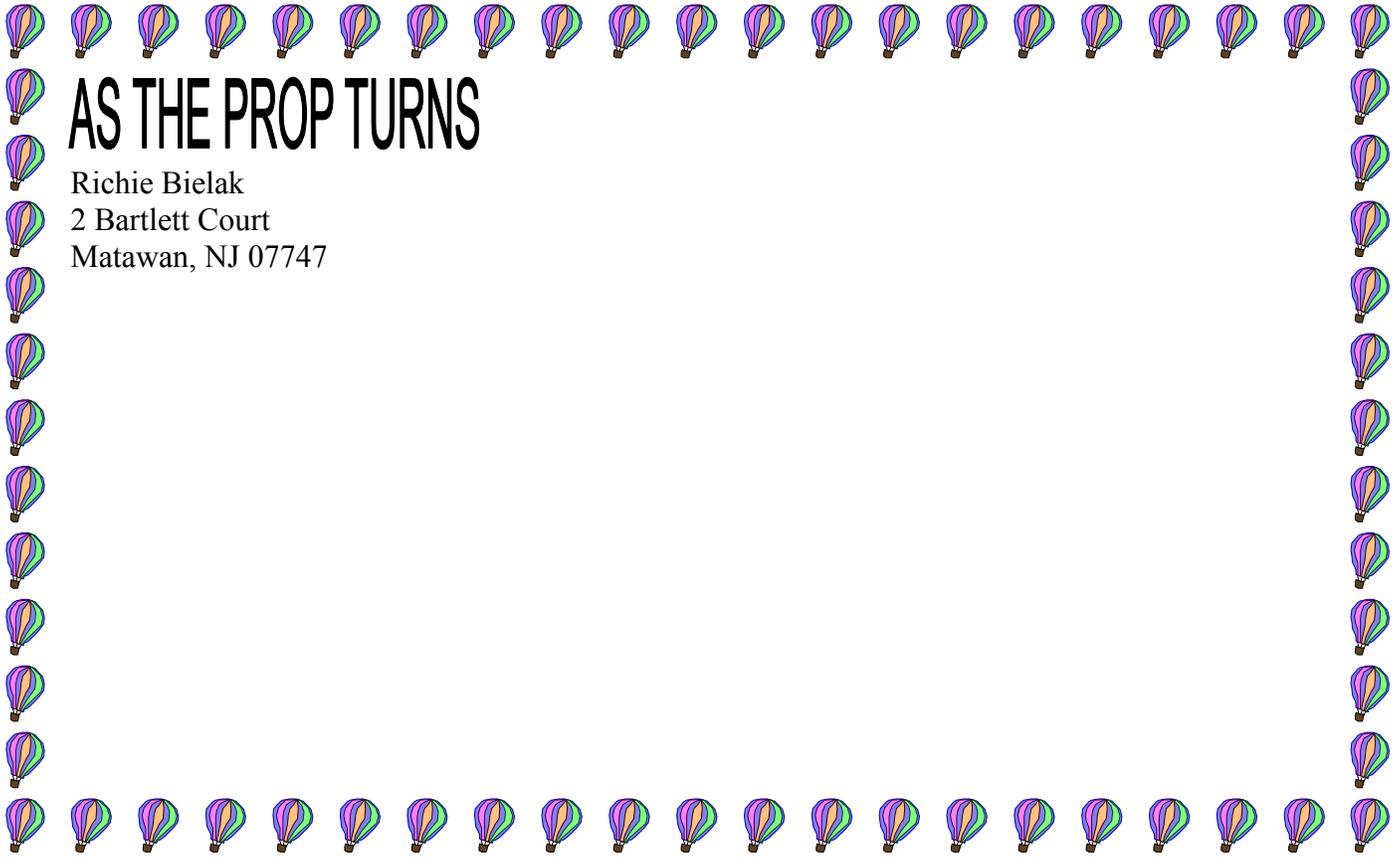
In Part 2 of "Buying an Airplane Is Almost As Difficult As Building One", Bud Davisson offered thoughts on making the best purchase after you had decided on which make and model your new plane would be.

In the "Craftsman's Corner" Ben Owen offered an idea for installing heel brakes and a way to help insure that the tube is not pinched between the two wheel halves when assembling a wheel and tire.

Alfred Scott of Sequoia Aircraft gave us a detailed discussion of Aerolite glue that covered it's origins as well as a plain English explanation of just how a typical urea/formaldehyde wood adhesive works.

In the "Sportplane Builder" Tony talked about how he came to be working on a new RV-6 project, and added some hints for working with metal.

Bob Hartmaier
EAA 78889



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

**Next Meeting: Monday, June 1st, 7:30PM
Old Bridge Airport, Hangar 10E**