

# AS THE PROP TURNS

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



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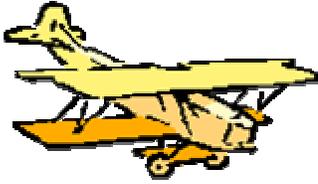
## Minutes of the Meeting – February 2nd, 2009

EAA Chapter 315 met February 2nd, 2009 in the office of member Eli Lieberman. The meeting opened at 7:40 PM. The President called the meeting to order and asked for a motion to accept the minutes of the previous meeting. Frank Fine moved to accept. Lew Levison seconded, the group in attendance (19) accepted.

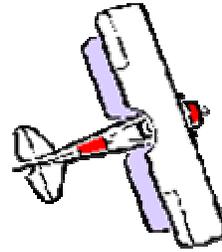


## AS THE PROP TURNS

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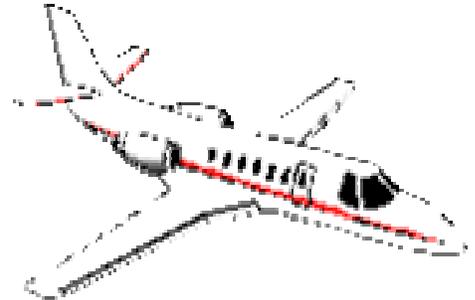
### OLD BUSINESS



- There will be a Fly-Out to Millville airport on Feb 15th, as discussed at the last meeting, - weather permitting. We will gather at 10:30AM at "The Jug" restaurant.
- Arrangements for our Annual Awards Dinner have been finalized. It will be held March 26th at the Empire Dinner in Freehold at 7:00PM. Cost is \$30 per person payable to Treasurer Tom Goeddel. Our speaker will be Dave Drummond—American Airline pilot, Vietnam Vet, B-52 and Caribou pilot. He will speak of his experiences.
- John Ezzo, friend of Lew Levison, has created a model of the Caribou, he will show at the next meeting.
- Jersey Aero club is planning a trip to the Intrepid on the 28th of February. Anyone interested in going can contact Lynn at 732-996-3425.



### NEW BUSINESS



- We had one guest - Rob Kollack - who is planning to build an LSA. He is looking for advice and suggestions. He received quite a bit from the members and he was warmly welcomed by all.
- Frank Fine reported that Wall Township wants to build affordable housing near Allaire Airport. These homes would be directly under the final approach to runway 32.
- The town of Redington is planning to rake part of Solberg Airport.

- Frank Fine won the 50/50—\$18.00.

The business meeting adjourned for a tour of Eli's establishment as he showed us and discussed new developments. Very interesting. Thank You Eli!

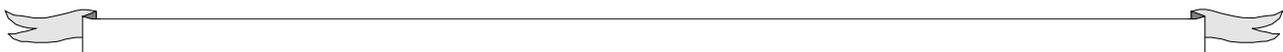
Next meeting, March 2nd—7:30PM at Old Bridge Airport.

*Jane Finton, Secretary*

# Awards Dinner

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- **Where:** The Empire Diner in Freehold  
4135 US Highway 9 North  
(intersection of 9 and Rt 522)  
Freehold, NJ 07728  
(732) 625-0330
  - **When:** Thursday March 26th at 7:00 PM
  - **What:** Buffet dinner, salad bar and a guest speaker.
  - **Cost:** \$30 per person.

***Please pay Tom Goeddel ahead of the event.***





Here are some pictures from our visit to Innovative Power Solutions (photos by the Editor).



Here, Eli explains how the alternators his factory builds are put together



Guts of an alternator. These rotors are hand wired.



IPS has many government contracts.



As The Prop Turns - EAA Chapter 315

# Fly-Out To Millville

## Fly-Out To Millville



On February 15 we had a Fly out to Millville. Lew brought the camera and below are some of the pictures.



If there is food,  
there is Lew!



Flying back...

# Announcements

## Golden Age Air Museum Bus Tour to the National Air & Space Museum

Reservations: Call GAAM at 717-933-9566. \$45 per person (any extra over an above cost of bus will be donated to the museum). Due by Feb 28. If the bus is not paid for by Feb 28, the trip will be canceled. If the bus is paid for, and some seats are still available, there may be a chance of getting on after Feb 28.

Leave Grimes Airport at 8:30 am, Sat March 7, 2009. Approximate return to the GAAM is 9:30 pm.

Self guided tour of NASM will last about 4 hours.

Dinner stop at Baltimore Inner Harbor on return trip.

Dinner is individual choice; there are a wide variety of restaurants and a food court. The museum will accept reservations for Phillips Seafood Buffet if desired. Adults \$35, Children age 5-10 \$16. Gratuity and soft drinks included, alcoholic beverages not included. Payment due with bus trip reservation.

Make checks payable to Golden Age Air Museum, 371 Airport Road, Bethel, PA 19507.

Coffee and donuts at GAAM Hangar starting at 7:30 am. Otherwise, pack breakfast, lunch and snacks for bus. There is no lunch stop. Some folks also have been know to bring along a six-pack size cooler containing refreshments of a fermented nature for trip home in the evening.

Enjoy the camaraderie of joining fellow aviation enthusiasts for the trip, and watch classic aviation movies on the bus during travel times.

Questions call the GAAM or Bob Hartmaier at 732-521-3069

## Warwick Fly-In will be on a Saturday this year

For 21 years our annual Fly-In was scheduled for the third Sunday in May. But at our January 20 Chapter meeting we decided to make a slight adjustment: This year it will be the third SATURDAY in May, allowing Sunday to be a rain date. The decision was made after several recent years where the fly-in was dogged by either the threat of rain or actual rain, resulting in lower attendance and an outright cancellation of the event in 2007 (only the second time in 21 years.)

See: <http://www.proflyersinc.com/ea501/propwash0902.pdf> for more details.

## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the March 1989 issue of Sport Aviation featured the Sport Racer designed and built by Davy Blanton, the son of Javelin Aviation founder, David Blanton. The fuselage was of typical steel tube construction covered with the usual aluminum panels and fabric, and the shoulder mounted wing was all wood with plywood covering. It was powered by a Ford V-6 conversion using one of Javelin's belt drive 1.61 to 1 reduction units. The only real internal modifications to the engine were a cam regrind to move the maximum torque curve up into the 4,000 rpm range, and the substitution of solid valve lifters. The radiator was located between the engine and firewall, and Davy reported that the electronic ignition components mounted on the firewall were unaffected by the heat under the cowl. No extensive performance figures were listed, but the cruise numbers were 150 mph IAS at 7,500 feet with the engine turning 4400 rpm, the propeller 2700 rpm, and using about 9 gallons per hour.

Jack Cox contributed story on Jim Younkin's Mystery Pacer, a Piper Tri-Pacer converted to a Pacer, and finished in a red and black Travel Air Mystery Ship paint scheme. During the rebuild Jim embarked on a drag clean up campaign that included all new fairings and custom wheel pants. A.J. Smith gave him a few ideas on how to reduce cooling drag and increase cooling efficiency under the engine cowling as well. He was still experimenting with propellers, but reported that at 6,500 feet, 23 inches of manifold pressure, 2,600 rpm, he could true out at 155 mph. Of course the fit and finish of everything reflected Jim's usual outstanding craftsmanship.

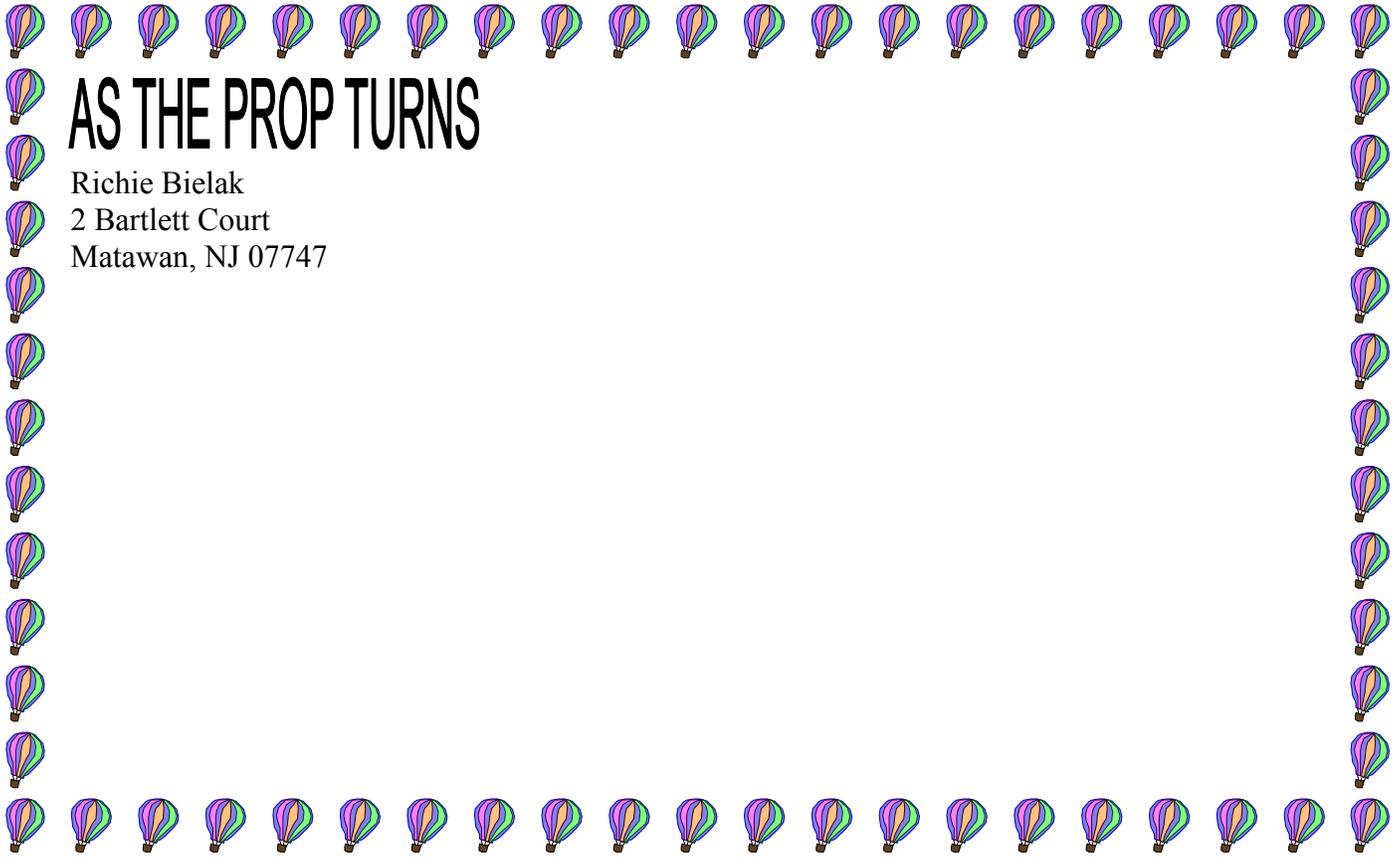
Don Mildebrandt related the story of a Stitts Playboy that had been built by his father Richard Mildebrandt, in the early 1960's, sold and then repurchased by his father in 1981, and was now being flown by Don himself. After reacquiring the plane Don and his father had "restored" it, redoing some poor repairs, and removing modifications by some of the other owners.

Dick Cavin described the Reserve Grand Champion rotorcraft winner at Oshkosh '88, the Ikenga, designed by David Gittens of Santa Fe, NM. The Ikenga used a tractor mounted engine with a minimal fairing and windscreen surrounding the pilot who sat on a kind of motorcycle seat under the rotor. Coupled with a long moment arm for the tail feathers, this configuration was said to minimize over control tendencies and make the ship easier to fly. It was powered by a Suzuki 530Z rated at 95 hp. This gave a cruise speed of 93 mph at 4.5 gph fuel burn. By the way, "Ikenga" is a word from Nigerian mythology that means "man's life force". Well, you may be riding in the "Cash Cab" someday and it could be a \$100 question.

Budd Davisson continued his "Selecting a Homebuilt" series with some thoughts on what materials and construction methods might be considered. Steve Gamm gave some ideas on paint stripping, making a case for dry stripping using some sort of media blasting method instead of chemicals. In the "Craftsman's Corner" Ben Owen discussed wheels and brakes. In the "Cockpit Classroom" Dr. Holmes talked about ramp hazards such as blast from jet engines, noise, and extreme cold. In "Sport Pilot Medicine" Dr. Sean Dwyer gave some thoughts on cardiovascular health and the regaining of an FAA medical certificate after suffering some sort of heart related illness. In "The Sportplane Builder" Tony continued his series on flight testing.

Bob Hartmaier  
EAA 78889

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

**Next Meeting: Monday, March 2nd, 7:30PM  
Old Bridge Airport**