

AS THE PROP TURNS

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



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Minutes of the Meeting—April 6th, 2009

The April 6th meeting of EAA Chapter #315 was called to order at 7:48 PM by President George Cowling out on the tarmac, as the key to access the meeting place was not "available".

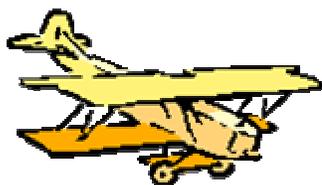
The minutes of the last meeting were accepted and approved.

The Treasurer reported balance on hand of \$2085.05. He also reported a net from the Awards Dinner of \$265.00. There were 55 people in attendance, of which 5 were guests.

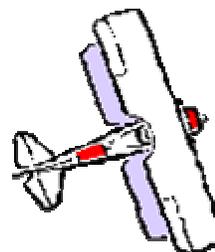


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The speaker at the dinner, David Drummond, held the close attention of everyone at the dinner with the account of his experiences. Kudos to Jayne Bielak for her account of his presentation published in the March newsletter. Thank you, Jayne!



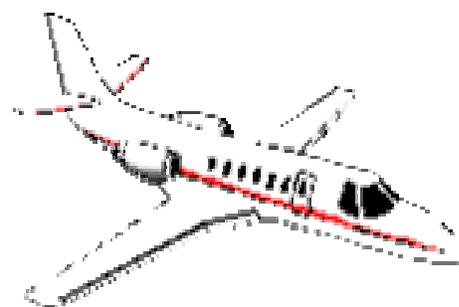
OLD BUSINESS



Frank Fine reported that Wall Township has scrapped plans for affordable housing near Monmouth airport runway. He also updated us on Lakewood airport.



NEW BUSINESS



- A fly-out is planned for April 18th to Georgetown-Sussex airport.

At 8:10 PM as the temperature was dropping, and the air was getting wet and some have decided to leave including 2 guests, it was decided to dispense with the 50/50 and the program which George Cowling had prepared.

About 12 people were gathered, including guests George Wei and his son Jeremy. We hope to see them at the next meeting which will be on May 4th, 7:30PM at Old Bridge Airport office - with a key.

Secretary, Jane Finton

GOLDEN AGE AIR MUSEUM UPDATE

Well, a new flying season is upon us, and those who can still afford to put fuel in their planes will be looking for somewhere worthwhile to use that precious fuel to fly to. That means it's time for my annual update of and pitch for support of the Golden Age Air Museum at Grimes Field in Bethel, PA.

This past winter the Curtiss JN4D "Jenny" was painted and assembled. Museum volunteers are still in the process of safety wiring and cotter pinning the countless turnbuckles and bolts, as well as attending to other finishing details. The engine still needs to be assembled, and that is on hold awaiting the return of one cylinder from the over haul shop. A propeller was ordered 2 years ago, and still has not arrived. Unfortunately a 50% deposit was sent, so the museum is at the mercy of the prop builder, and will get the prop when the builder is good and ready to build it. Fortunately, a museum board member has a Standard J-1 project that uses the same prop and engine, and is willing to loan a prop if need be to get the Jenny in the air. Hopefully that will be sometime this Summer .

A Fokker DR-1 "Triplane" project was donated to the museum several years ago, and it was decided that the "Tripe" should be the next project to finish up. Most of the parts to build the wings were included as well as a welded up fuselage. The wing kit seems to be in good order, but museum co-founder and chief restoration officer Paul Dougherty, Jr. decided that the fuselage was not up to his high standards, so in his spare time he welded up a new one! The museum already possesses an authentic LeRhône rotary engine to power the World War I German fighter.

In the past year a Sopwith "Pup" project was donated to the museum. It also includes a complete set of wings and a fuselage. So hopefully in the near future there will be a "Good Guy" to challenge the "Evil" German fighter in the skies over Pennsylvania. However, the "Pup" lacks an engine. Anyone who knows of the availability of a Warner radial engine in the 110 to 145 hp range, be sure to let me or the museum know!

The Pitcairn Foundation is also considering the GAAM as a fitting place for a plane from the collection of the late Steve Pitcairn. The museum apparently is in the running for the PA-7 or PA-8. If and when any or all of these planes are flying at Grimes, hangar space will immediately be scarce. In fact, when the "Jenny" is ready to be removed from the restoration shop, there will be no place to put her. So another project under consideration is to add another hangar to the three existing ones

All of these projects will require money. And that transitions us from the "update" part to the "pitch for support of" part of this epistle. To be frank and honest, the GAAM is operating on a shoestring at this time. Last year was a very poor one in terms of income for the GAAM. All but one of the summer weekend events were rained out, and the one that did go on operated on the rain date and was poorly attended. This season could very well be "make or break" for the GAAM.

If the weather Gods are again in a bad mood, the museum could very well have to close it's doors. That would be a shame, because the GAAM now has a large number of flying aircraft from the '20's and '30's and has the potential to be the equal of New York's Old Rhinebeck or Maine's Owl's Head Museum. Paul Dougherty, Sr. and Paul Dougherty, Jr. own the airport property, but the Museum stands on it's own. It is funded completely by donations, memberships, and money taken in by biplane rides and the weekend events in the summer. It is operated completely by volunteers; no one takes a pay check. All the money that the museum takes in goes to restoring, maintaining, sheltering, and flying the museum aircraft. I strongly urge everyone to attend one of the events this year, or all of them, which is what I try to do. And you never know what might happen. By being in the right place at the right time, I was able to get to fly the only flying example of a 1924 Ryan M-1 mail plane a few years ago. My Uncle Frank got a ride in a "Breezy"(I refused the invitation!). I also strongly urge everyone to consider a membership in the museum. You get free admission to the events and a newsletter four times a year. Even if your spouse isn't interested in aviation, a family membership is only \$35. A lifetime membership is \$500. If you are looking for a place for a fully tax deductible donation, you couldn't find anyplace more worthwhile than the GAAM. Take a look at the website at www.GoldenAgeAir.org. Ok, "That's all I have to say about that". If you have any questions, please feel free to contact me.

Bob Hartmaier

May Fly-in Events

- May 16th, New Garden Airport (N57)
 - Join EAA Chapter 240 for a Pancake Breakfast Fly-In or Drive-In. EAA240 is based at New Garden Airport (N57), a grass-roots airport with many antique aircraft and a local museum on the flying field. Enjoy the Chapters modern hangar and club-room facility, where a full breakfast is served. At just \$6 (\$3 for kids), it's an all-you-can-eat treat for aviators and locals alike. Join us! Support local aviation! Check our web site for details and weather.
- May 16th, Wings Airport (KLOM)
 - 5th Annual Wings FlyBQ! Best Memphis BBQ outside of Memphis, Burgers, Dogs, Sodas, fun, Pilots camaraderie and lots of airplanes and prizes. All proceeds above cost (about \$10.00 PP) go to Angel Flight East and Other charitable causes. So that we know how many planes are coming and how much food to buy please pre-register at <http://www.pilotsofamerica.com/forum/showthread.php?t=28270>

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the May 1989 issue of Sport Aviation featured an in-flight photo of Steve Wittman flying his 1937 *Buttercup*. A two-place precursor to the *Tailwind*, the *Buttercup* was used as a flying test bed for many of Steve's ideas, including the first leaf-spring aluminum landing gear, and leading edge slats. The combination of retractable leading edge slats and flaps allows the *Buttercup* to fly as slow as 38 mph and as fast as 150 mph on its C-85 engine. Jack Cox interviewed Steve and described the history of the *Buttercup* from its origins in 1937 up to 1989. Steve still used it to commute to his winter home in Florida as well as for other cross-country needs.

Seth Anderson, an aeronautical engineer for NASA provided a long discussion on stall/spin behavior in light planes, beginning with pre WWI designs and going up to the present. He hoped that a better understanding of stall/spin accidents would improve the accident record.

In "Buying and Airplane?" Bud Davisson talked about some considerations when trying to decide on what type of plane best fits the needs, both practical and emotional, of a prospective buyer.

Mark Phelps provided a description of the EAA's XP-51 and a little history of the beginning and evolution North American design. The lend-lease contract with the British stipulated that the fourth airplane off the assembly line would go to the U.S. Army Air Corps for testing, and the EAA's *Mustang* is that plane, as well as the oldest surviving example. Mark said that we have Hap Arnold to thank for ordering the plane donated to the National Air Museum in 1945, thus rescuing it from the scrapper. The EAA traded a Northrop *Alpha* to the NASM for the ship in 1975 and it was restored by Darrell Skurich of Fort Collins, Colorado.

In "*Steenship...The Second Time Around*", Remo Galeazzi of Petaluma, CA described Bob Lenoard's efforts in restoring two-place, low-wing plane originally designed and built by Lamar Steen of *Skybolt* fame. Bob found the plane rusting and rotting away in the back corner of hangar. He took it down to the bare tube structure of the fuselage and repaired, rebuilt or replaced every single item in ship to bring it back to like new condition.

Mary Jones of EAA Experimenter gave us a short history of Fisher Flying Products and described in detail their newest model, the "*Classic*", a two-place biplane powered by a Rotax 532 water-cooled two-stroke engine.

In "Bearing Basics" Neil Sidders described how to install bearings in a control system. In "Hints for Homebuilders" Rick Pearce described a hand brake system and how to build it. In the "Craftsman's Corner" Ben Owen discussed working with wood, including proper glue joints as well as proper storage and handling. In the "Cockpit Classroom" Harold Holmes and Al Heikkien provided some considerations for flying single pilot IFR. In the "Sportplane Builder" Tony showed how to make your own stainless steel firewall grommet shields.

Bob Hartmaier
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E.A.A CHAPTER 315 “As The Prop Turns”

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Editor: Richie Bielak 732-566-5879

**Next Meeting: Monday, May 4th, 7:30PM
Old Bridge Airport**