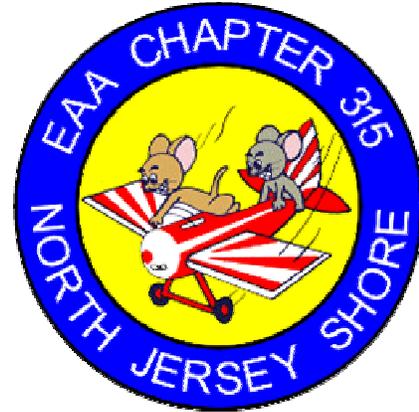


AS THE PROP TURNS

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



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Minutes of the December Meeting EAA Chapter 315

The December meeting of EAA Chapter 315 was opened at 7:50 PM by President George Cowling. Fifteen members were present. The minutes of the previous meeting were accepted as published in the newsletter.

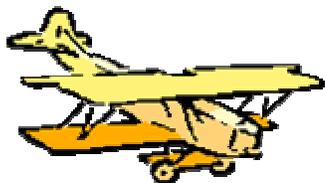
Treasurer, Tom Goeddel, reported a balance of \$2103.05—prior to the meeting. We reimbursed Glenn Stott for the purchase of a chapter DVD player and for the annual cost of web hosting in the sum of \$195.

Dues for 2010 are due—they are still \$20 per person.

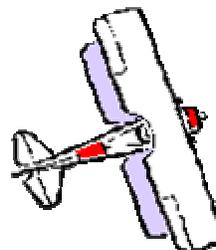


Tom renewed EAA subscription for Paul Cerniglia.

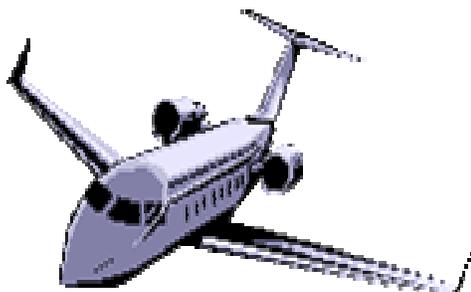
We still need to pay our annual insurance fee of \$160 to EAA HQ.



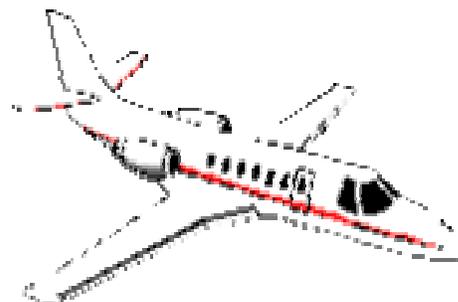
OLD BUSINESS



- No news from Lakewood or Monmouth Airports. People who are planning to buy Monmouth aArport would like to build a hotel, town permitting.
- All officers of the chapter who served last year, agreed to stay for another year.
- Lew Levison stopped at Monmouth Library to discuss showing of the Barnstorming DVD we saw few meetings back. The purpose of the event is to promote aviation in general and our chapter in particular.



NEW BUSINESS



- 2010 Awards Dinner
 - Our annual awards dinner will take place at end of March. Tentative date was set to 3/25 - a Thursday evening. The place will most likely be "All Season's Dinner II" in Freehold. The same place as last year—just a new name.
- Glenn Stott posted a copy of an article from a 1998 Kit Planes magazine about Chapter 315. Take a look here: <http://www.eaa315.org>.
- Lew Levison attended a meeting of NJ Aviation Association at Allaire. There he met Arlene Feldman who is the president of that organization. She has retired from FAA and now does work to help NJ airports.

- Lew Levison mentioned that Joe Holts wife teaches an aviation course at the Barringer H.S. in Newark. She is a PHD, with pilot's license and she is rated in helicopters and tail wheel airplanes. Some of her students receive flying lessons sponsored by the state of NJ.

The 50/50 was won by Howard Levy in the sum of \$16. We adjourned the business meeting to watch a video "Allied Victory".

The next meeting will take place on January 4th, 2010 at Old Bridge Airport office.

*Assistant Secretary
Richie Bielak*

2009 Highlights

2009 Highlights

February

- Our February meeting was hosted in the offices of Eli Lieberman's company – Innovative Power Solutions. As always the tour of the factory floor was most enlightening:



- In middle of February we a had flight-out for lunch to Millville Airport.



March

- The speaker at our March Awards Dinner was Dave Drummond— a retired Air Force pilot. He flew in Vietnam, was shot down and spend years as a POW, before returning to the US in 1973.



June

- Our annual Young Eagles day took place on June 13th. This time we flew from Allaire (Monmouth Executive Airport). We had a good turn out and flew about 40 kids, before the afternoon thunderstorms moved in.



October

- Many of our members attended the re-opening on Eagles Nest airport on October 10th.



TWENTY YEARS AGO IN SPORT AVIATION

Aerocar N102D, owned and restored by Ed and Sandra Sweeney of Spruce Creek, Florida was featured on the cover of the January 1990 issue of Sport Aviation. The car/plane had been built at Molt Taylor's Longview, WA factory in 1956 but was not sold until 1960 when Bob Cummings bought it to use in his TV show. After going back to the factory to be updated in 1962 it passed through a succession of owners before being bought by Ed in 1988. A member of the Weyerhaeuser family, Ed was learning the ropes of the family business from the bottom up working at a plywood plant in Longview during the summer of 1959 when Molt Taylor offered him a ride in an Aerocar. Only 17 at the time, Ed never forgot how much fun it had been and when he saw an Aerocar for sale in Trade-A-Plane he jumped at the chance to purchase it. It was only later that he discovered that it was the very same plane that he had gone flying in with Molt almost 30 years before. When Bob Cummings owned N102D it was painted yellow and green, which were the colors of his sponsor, the Nutri-Bio vitamin company. Ed and Sandra restored it in the same paint scheme, and also made every attempt to duplicate the instruments, radios and such as closely as possible to the configuration it was in when owned by Bob Cummings.

Bud Williams of Madison, IN related how he came to build an 8/10th scale Waco ATO "Taperwing". He had restored several Wacos, and wanted a Taperwing, but knew that if one ever came on the market, it would be too expensive to even think about purchasing, so he decided to build one from scratch. It was powered by a 165 hp Warner radial engine, and finished in a very attractive orange and cream paint scheme. About the size of a Great Lakes, Bud reported a cruise speed of about 115 mph. He used the Waco code for a Warner engine and called his ship the "Williams-Waco RTO".

Julius Junge of San Antonio, TX described his 1912 Baby White Monoplane replica. The White was a canard the featured a rudder just behind the canard, and a pusher engine. Julius attempted to follow the original plans as much as possible, but did use some more modern materials in various places, sometimes for safety, and sometimes because the items specified in 1912 were not available anymore! He installed an OMC engine and carved his own propeller and was pleased with the result, as it seemed to be at least as powerful as the original 18 hp engine used in 1912. On the first and only test flight the plane veered off one side of the runway on takeoff roll and was damaged slightly. Julius was unsure when another attempt would be made, but hoped to at least prove that the design would fly.

Ed Williams of Maryland Heights, MO provided a very detailed report on the newly restored Collings Foundation B-24 "All American". At that time it was the only B-24 flying that was completely original inside and out. Built in 1944, it was flown by the RAF in the Pacific theater until the end of hostilities, when it was simply parked and left for salvage in India. In 1948 the Indian Air Force put it back into service and operated it until 1968. It was then purchased by an English collector who had it disassembled it and shipped it to England. Robert Collings purchased it in 1984, intending to put it on static display. Some former B-24 crewman convinced him that it could be seen by many more people if it was restored to flying condition and flown around the country on the air show circuit. The restoration was paid for by donations to the Collings Foundation, and also by donated parts and labor from many aviation related manufacturers. Robert Collings would not say how much he paid for the ship, but admitted that more than \$1,000,000 had been spent on the restoration.

Dennis Parks, Library/Archives Director of the EAA Museum, supplied an article detailing the Bill Stout designs that were produced by Ford, starting with the single-engine Stout 2-AT "Air Pullman" and going up to the 5-AT Ford "Tri-motor" as well as many variants.

Alex Strojnik presented a good case for improving performance by reducing drag and weight instead of increasing horsepower. His flying testbed was a composite pusher design called "Laminar Magic" that featured very low drag airframe. Using a Kawasaki engine derated to about 30 hp, Laminar Magic, flown by 1st Lt Joe Washington, USAF, set a Class C-1A(piston engine, less than 661 lbs. gross weight) record of 126.7 mph over a 3 kilometer course.

In the "Craftsman's Corner", Ben Owen showed an easy way to determine the area of an irregular surface without resorting to calculus. In "Sport Pilot Medicine" Dr Lawrence Desanato discussed hearing aids. And in "The Sportplane Builder" Tony talked about choosing an engine, including auto conversions and engine mount considerations.

Bob Hartmaier
EAA 78889



In 2009 this Jenny was restored to flying status by the Golden Age Museum. Many of Chapter 315 members are also members of this museum.



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 2010
Editor: Richie Bielak (732)-566-5879

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