AS THE PROP TURNS

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 315 NORTH JERSEY SHORE

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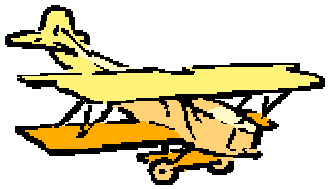
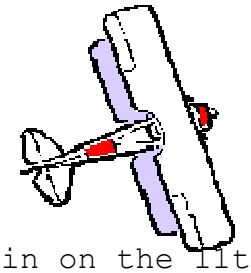
Minutes of the July 11th Meeting of EAA Chapter 315

EAA Chapter 315 met on July 11th at 7:30 pm at Old Bridge Airport. The President asked for a motion to accept the minutes of the last meeting, Tom Goeddel so moved, Lew Levison seconded, so approved by all present.

The Treasurer reported a balance of $1730.67 on hand. Also reported all calendars sold.

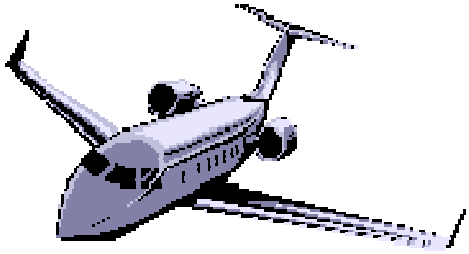


OLD BUSINESS

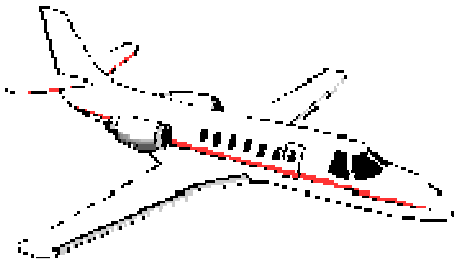


- Young Eagles Day, held on June 18 due to rain on the 11th, was a success. 48 kids were given rides, many expressed appreciation and thanks to their pilots. June Fine said good publicity helped, a photographer from the Coast Star was present with a nice write-up in the following issue. Thank you to all helped to make the day a success.

- Frank Fine spoke of a helicopter crash at Lakewood Airport. The tail rotor failed, had a bad landing, made a gash in the pavement. No one was hurt.



NEW BUSINESS



- Peter Weidhorn, Eagles Nest Airport, plans to hold a Young Eagles Day on Sept. 24., start time 10-10:30 am. He will handle the publicity. Chapter 315 will help any way we can.

- August 13 is the date for another Pancake breakfast at Allen Air. It is an interesting place to visit, plus the breakfast is good per some who have visited.

- Roger Elowitz and his wife visited Gabresky Field recently, reported a code is needed to get through the locked gate, plus a $5.00 landing fee and avgas is $7.50 per gallon.

- Glenn Stott has been honored by EAA for his work on behalf of Howard Levy and his life work in aviation photography. Many thanks to Richard and Jayne Bielak for their efforts in this.

- Recently in San Diego, Glenn met Bud Anderson, a former P-51 fighter pilot and also Eric Long, photographer with Air & Space Museum. He offered to give a presentation for us sometime about his work. He has photographed the Blackbird-very difficult job as it is meant to not be photographed. Discussion followed as to whether is it should be a dinner or an event in a large space, as a hangar. More discussion next month.

- A suggestion was made that we make a donaton to the Dr.Albright Forsythe Chapter of the Black Pilots of America to help send 2 students to school to solo. A motion was made by G. Cowling to donate $50.00, seconded by G. tott, and approved by all. Treasurer will forward the donation.

50/50 was won by Roger Elowitz...$15.00....14 present for the meeting. Next meeting will be August 8 due to Air Venture at Oshkosh the previous weekend. All who are going — enjoy!

Secretary Jane Finton

Golden Age Air Museum Summer Fly-In Update

Chris Ritter, Event Chairman for the Golden Age Air Museum, reported that Summer Fly-In, held on July 8, 9 and 10, was probably the most well attended and profitable event in the history of the museum. Highlight of the event was the third and fourth flights of the newly completed Fokker DR-1 Triplane. Powered by an authentic LeRhone rotary engine, I'm sure the sight and sound of a World War I fighter was a real treat to those present. There are not too many places where you can see no less than two OX-5 powered planes and a LeRhone rotary powered plane, all in flying status. Next event is the Barnstomer's Airshow on Saturday, August 20. Rain date is the 21st.

Photos by: Gene Allen

747 Pilot comments about flying the Shuttle Carrier Aircraft

(*This was circulated in an email at work, from United Technologies corporate*)

A quick "trip report" from the pilot of the 747 that flew the shuttle back to Florida after the Hubble repair flight. A humorous and interesting inside look at what it's like to fly two aircraft at once . . .
(I have decided to adopt one of "Triple Nickel's" phrases: "That was too close for MY laundry!")

Well, it's been 48 hours since I landed the 747 with the shuttle Atlantis on top and I am still buzzing from the experience. I have to say that my whole mind, body and soul went into the professional mode just before engine start in Mississippi, and stayed there, where it all needed to be, until well after the flight...in fact, I am not sure if it is all back to normal as I type this email. The experience was surreal. Seeing that "thing" on top of an already overly huge aircraft boggles my mind. The whole mission from takeoff to engine shutdown was unlike anything I had ever done. It was like a dream... Someone else's dream.

We took off from Columbus AFB on their 12,000 foot runway, of which I used 11,999 1/2 feet to get the wheels off the ground. We were at 3,500 feet left to go of the runway, throttles full power, nose wheels still hugging the ground, copilot calling out decision speeds, the weight of Atlantis now screaming through my fingers clinched tightly on the controls, tires heating up to their near maximum temperature from the speed and the weight, and not yet at rotation speed, the speed at which I would be pulling on the controls to get the nose to rise. I just could not wait, and I mean I COULD NOT WAIT, and started pulling early. If I had waited until rotation speed, we would not have rotated enough to get airborne by the end of the runway. So I pulled on the controls early and started our rotation to the takeoff attitude.

The wheels finally lifted off as we passed over the stripe marking the end of the runway and my next hurdle (physically) was a line of trees 1,000 feet off the departure end of Runway 16. All I knew was we were flying and so I directed the gear to be retracted and the flaps to be moved from Flaps 20 to Flaps 10 as I pulled even harder on the controls. I must say, those trees were beginning to look a lot like those brushes in the drive through car washes so I pulled even harder yet! I think I saw a bird just fold its wings and fall out of a tree as if to say "Oh just take me". Okay, we cleared the trees, Duh, but it was way too close for my laundry. As we started to actually climb, at only 100 feet per minute, I smelled something that reminded me of touring the Heineken Brewery in Europe...I said "is that a skunk I smell?" and the veterans of shuttle carrying looked at me and smiled and said "Tires"! I said "TIRES??? OURS???"

They smiled and shook their heads as if to call their Captain an amateur...okay, at that point I was. The tires were so hot you could smell them in the cockpit. My mind could not get over, from this point on, that this was something I had never experienced. Where's your mom when you REALLY need her?

The flight down to Florida was an eternity. We cruised at 250 knots indicated, giving us about 315 knots of ground speed at 15,000'. The miles didn't click by like I am use to them clicking by in a fighter jet at MACH...94. We were burning fuel at a rate of 40,000 pounds per hour or 130 pounds per mile, or one gallon every length of the fuselage. The vibration in the cockpit was mild, compared to down below and to the rear of the fuselage where it reminded me of that football game I had as a child where you turned it on and the players vibrated around the board. I felt like if I had plastic clips on my boots I could have vibrated to any spot in the fuselage I wanted to go without moving my legs...and the noise was deafening. The 747 flies with its nose 5 degrees up in the air to stay level, and when you bank, it feels like the shuttle is trying to say "hey, let's roll completely over on our back"...not a good thing I kept telling myself. SO I limited my bank angle to 15 degrees and even though a 180 degree course change took a full zip code to complete, it was the safe way to turn this monster.

Airliners and even a flight of two F-16s deviated from their flight plans to catch a glimpse of us along the way. We dodged what was in reality very few clouds and storms, despite what everyone thought, and arrived in Florida with 51,000 pounds of fuel too much to land with. We can't land heavier than 600,000 pounds total weight and so we had to do something with that fuel. I had an idea...let's fly low and slow and show this beast off to all the taxpayers in Florida lucky enough to be outside on that Tuesday afternoon. So at Ormond Beach we let down to 1,000 feet above the ground/water and flew just east of the beach out over the water. Then, once we reached the NASA airspace of the Kennedy Space Center, we cut over to the Banana/Indian Rivers and flew down the middle of them to show the people of Titusville, Port St.Johns and Melbourne just what a 747 with a shuttle on it looked like. We stayed at 1,000 feet and since we were dragging our flaps at "Flaps 5", our speed was down to around 190 to 210 knots. We could see traffic stopping in the middle of roads to take a look. We heard later that a Little League Baseball game stop to look and everyone cheered as we became their 7th inning stretch. Oh say can you see...

After reaching Vero Beach, we turned north to follow the coast line back up to the Shuttle Landing Facility (SLF). There was not one person laying on the beach...they were all standing and waving! "What a sight" I thought...and figured they were thinking the same thing. All this time I was bugging the engineers, all three of them, to re-compute our fuel and tell me when it was time to land. They kept saying "Not yet Triple, keep showing this thing off" which was not a bad thing to be doing. However, all this time the thought that the landing, the muscling of this 600,000 pound beast, was getting closer and closer to my reality. I was pumped up! We got back to the SLF and were still 10,000 pounds too heavy to land so I said I was going to do a low approach over the SLF going the opposite direction of landing traffic that day. So at 300 feet, we flew down the runway, rocking our wings like a whale rolling on its side to say "hello" to the people looking on! One turn out of traffic and back to the runway to land...still 3,000 pounds over gross weight limit. But the engineers agreed that if the landing were smooth, there would be no problem. "Oh thanks guys, a little extra pressure is just what I needed!" So we landed at 603,000 pounds and very smoothly if I have to say so myself. The landing was so totally controlled and on speed, that it was fun. There were a few surprises that I dealt with, like the 747 falls like a rock with the orbiter on it if you pull the throttles off at the "normal" point in a landing and secondly, if you thought you could hold the nose off the ground after the mains touch down, think again...IT IS COMING DOWN!!! So I "flew it down" to the ground and saved what I have seen in videos of a nose slap after landing.

Then I turned on my phone after coming to a full stop only to find 50 bazillion emails and phone messages from all of you who were so super to be watching and cheering us on! What a treat, I can't thank y'all enough. For those who watched, you wondered why we sat there so long. Well, the shuttle had very hazardous chemicals on board and we had to be "sniffed" to determine if any had leaked or were leaking. They checked for Monomethylhydrazine (N_2H_4 for Charlie Hudson) and nitrogen tetroxide (N_2O_4). Even though we were "clean", it took way too long for them to tow us in to the mate-demate area. Sorry for those who stuck it out and even waited until we exited the jet.

I am sure I will wake up in the middle of the night here soon, screaming and standing straight up dripping wet with sweat from the realization of what had happened. It was a thrill of a lifetime. Again I want to thank everyone for your interest and support. It felt good to bring Atlantis home in one piece after she had worked so hard getting to the Hubble Space Telescope and back.

TWENTY YEARS AGO IN SPORT AVIATION

An in-flight photo of Bergon Brokaw's *Brokaw Bullet* was featured on the cover of the August 1991 issue of Sport Aviation. Some who have been EAA members since the 1970's will remember the two-place tandem low-wing design. It was originally powered by a Continental engine when it first flew in 1973, but later a 380 hp Lycoming TIO-541 was installed that gave 300 mph plus cruise speed. After an excursion into a drainage ditch caused extensive damage to the ship, Bergon decided it was time for a complete rebuild that would allow him to incorporate some improvements that he had been thinking about anyway. The fuselage was rounded out and widened to give more room in the cockpit and allow the engine cowling to fair in more smoothly. The electrical system was upgraded and more modern avionics were added. And a new more streamlined windshield was installed. He had always had trouble with the reliability of the retractable landing gear, so the hydraulic system was completely redesigned and a back-up CO2 system was added that would blow down the gear in the event of hydraulic failure. A new wing with the same airfoil used on the SIAI-Marchetti SF-260 was constructed as well. Bergon reported the plane's handling was improved at both low and high speeds. Bergon had recently acquired a Garrett-AIResearch TPE 331-25AA engine and propeller that he wanted to install. Calculations indicated that it would produce about the same shaft horse power as the Lycoming, but would maintain the power at higher altitudes while using about the same amount of fuel. He was anxious to get going on the conversion, but his wife said that after the extensive rebuild that they should enjoy flying the plane for a year or so before taking it apart again.

Mary Jones contributed a long and detailed article about the designing and building of the *Explorer*, a very large high wing amphibian with a fuselage that was as large as a large RV motor home and had an interior that could hold a Robinson helicopter. It was built by Dean Wilson of Caldwell, Idaho for Hubert de Chevigny of Boulogne France. Hubert was a producer of nature films and wanted a go anywhere, land anywhere plane that he could use for his projects. In fact, the plane was specifically designed for a flight to the South Pole. And the wings were easily removed so the plane could be transported by ship across large ocean expanses. Even though the fuselage was fully 10 feet wide and high, Dean carefully lofted the profile to maintain laminar flow from nose to tail. The fuselage was constructed of 4130 steel tubing, the wing was all wood, and the top half was covered with ceconite while the hull was fitted with fiberglass panels. The plane cruised at 109 mph using two 235 hp Lycoming 0-540 engines. The *Explorer*'s first mission was to fly to Nome, Alaska and follow the migration of blue whales from the Bering Sea to Baja California.

Jack Cox described the Piper PA-16 *Clipper* owned and restored by Mitch and Mary Beth Freitag of Summerville, NC. The structure was in poor shape and the fuselage and wing needed lots of attention in order to be airworthy. The good news was that a previous owner had embarked on a major drag reduction program by adding custom fairings everywhere two surfaces intersected. Mitch reported that the plane cruised at 115 mph in smooth air.

Norm Petersen told how three members of Chapter 159 in Midland, Michigan built a replica of a Ford *Flivver*. The *Flivver* was designed in 1926 as a single place all wood design that would be "everyman's" airplane in the mold of the Model T automobile. Henry Ford's personal pilot, Harry Brooks, lost his life in the second plane built, and Ford was so discouraged that he canceled the program and the prototype was placed in the Ford Museum. They managed to find an original three cylinder Anzani engine, but it was in such poor shape that overhaul was impossible. It was cleaned up to look operational from the outside, and the plane was put on static display at the EAA Aviation Foundation Museum.
In "From the Archives" Dennis Parks described the around the world flight in a homebuilt aircraft by Charles and Gladys Day. Charles was the President and chief engineer for the New Standard Aircraft Corp. in Patterson, NJ. He designed and built the two-place, side-by-side biplane and then decided to take it on a world tour. The plane was disassembled and shipped to England. After reassembly he and his wife Gladys flew from England to Shanghai, China. The plane went by boat again from there to San Francisco, where they continued the trip by taking the southern route across the US to New York.

In the Craftsman's Corner Ben Owen presented some items relating to registration, N-numbers, aircraft logs and pilots licenses that were frequently brought to the attention of EAA Headquarters. In a related article Jack Harrington discussed ramp-check readiness including log books, ELT's and annual inspections. Brett Clowes of Victoria, Australia, contributed a detailed account of his attendance at the 1990 Brazilian Antique, Classic, and Experimental Fly-In, including a few side trips to various museums. In the Sportplane Builder Tony talked about making a stainless steel firewall recess out of a household mixing bowl and offered some ideas about routing fresh air into the cockpit.

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E.A.A CHAPTER 315
"As The Prop Turns"

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the
Experimental Aircraft Association— August, 2011
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Next Meeting: Monday, August 8th, 7:30PM
Old Bridge Airport, Hangar E-10