

AS THE PROP TURNS

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



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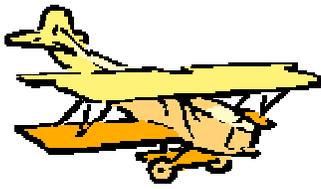
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Minutes of the August 8th Meeting of EAA Chapter 315

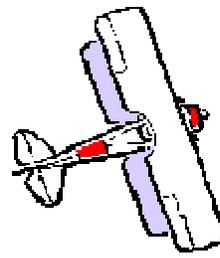
EAA Chapter 315 met on August 8th at 7:30 PM at Old Bridge Airport. President George Cowling asked for a motion to accept the minutes of the last meeting as printed in the August newsletter. Motion was moved, seconded, and carried by all present.

In the absence of Treasurer Tom Goeddel, Bob Hartmaier reported a balance of \$1707.67 in the Chapter treasury.





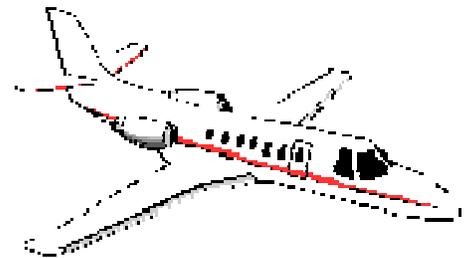
OLD BUSINESS



- Vice President Lew Levison discussed the Open House being hosted by Peter Weidhorn at Eagle's Nest Airport in Eagleswood Township on Saturday, September 24th. There will be static displays, radio control model aircraft demonstrations, and the chapter will conduct a Young Eagles Flight Rally. Lew asked for volunteers to fly the Young Eagles, and to help out with crowd control and anything else that will need to be done. Bob Hartmaier will **make** arrangements with Headquarters for the insurance certificate and the Young Eagles registration forms. Several members committed to bring an aircraft for the Young Eagles flights.
- Glen Stott passed around the chapter achievement award plaque that he received in recognition of his efforts on behalf of the late Howard Levy. Those efforts included getting Howard's photo collection accepted by the National Air and Space Museum as well as putting together the proposal for Howard's induction into the New Jersey Aviation Hall of Fame. Glen also put together the display that honors Howard at the Hall of Fame at Teterboro Airport. Due to a recent job change, Glen was unable to attend the awards ceremony at the recently completed EAA Oshkosh Fly-In Convention, so the award was accepted on his behalf by Jack Elliot.



NEW BUSINESS



- Glen Stott reported that he and others had established the Howard Levy Foundation, a non-profit organization that would help young people interested in a career in aviation journalism by offering scholarships and other incentives. Progress was still in the early stages and the details were still being worked out. Thanks to 315 member Jack Marin for donating the time to help set up the 501c non-profit status for the foundation.

- Lew Levison reported on the banner towing crash in which 20 year old Jason Flood had been critically injured. Jason is the younger son of Joe Flood, who has an aircraft restoration business at Hammonton Airport. Jason is a very talented young aerobatic pilot who has already placed very highly in IAC aerobatic competitions and has performed at the Millville Airshow. Jason's condition had been stabilized and his injuries were no longer life threatening, but he faces many months of recovery and rehab.
- Guest Allison Holt announced that she was starting a new flight school at Old Bridge Airport. Currently the school has a Cessna Skyhawk and an Aeronca Champ. She offers aircraft rentals, dual instruction, including a tailwheel endorsement, as well as scenic and photo flights.

The 50/50 was won by Bob Lorber...\$10.00.

There were 8 members present for the meeting.

The next meeting will be at 7:30 PM, September 12th at hangar E-10, Old Bridge Airport, 182 Pension Road, Englishtown, New Jersey.

Respectfully submitted by acting Secretary Bob Hartmaier



Back Issues of Aviation Magazines

Paul Bilodeau is cleaning out the basement and is offering free back issues of aviation magazines. Most years are missing one or more issues, but he has most of the following:

AOPA magazine - 1995 to 2005

Flying - 1991 to 2002

Sport Aviation - 1995 to 2005

Sprit of St. Louis Replica at the Old Rhinebeck Aerodrome

Late this summer I had a chance to visit the Old Rhinebeck Aerodrome upstate New York. On the day I was there the pilot and author Ev Cassagneres gave a short talk about Charles Lindbergh and his airplane, "The Spirit of St. Louis".

As it turns out there is a replica of the Spirit being constructed at Rhinebeck. As Ev is one the most prominent experts on Lindbergh and his airplane he has spent a lot of time advising the team rebuilding the airplane.

Below are some of the pictures I took.



The sign under the engine says:

Wright Whirlwind J-5

Paterson, New Jersey 1926

220HP, 1800 RPM, 788 cu. In.

Configuration: 9 cylinder, radial, air cooled



As The Prop Turns - EAA Chapter 315



A view of the entire airplane as it stands now.



Ev Cassagneres giving his presentation. It was quite entertaining and for me full of new information. And I have read quite a bit about Lindbergh and his airplane.

TWENTY YEARS AGO IN SPORT AVIATION

Skip and Theresa Gutzman's red Falco was on the cover of the September 1991 issue of Sport Aviation. The plane was the winner of the Grand Champion plans built trophy at the most recent Sun 'n Fun as well as numerous other awards. Thanks to a very complex finishing process, the exterior of the plane appears to be of composite construction, but it is all plywood covered. First a coating of Safetyepoxy and micro balloons was applied, and then sanded off. Next the surface was covered with a coating of Safetyepoxy and a layer of very thin glass cloth. Next, two coats of Ultrabuild, a primer/filler used as a substrate for Alumigrip paint, were applied and sanded smooth. Finally a coat of Awlgrip primer and three coats of Alumigrip paint went on. No wonder the plane took 5,000 hours to complete! The IO-360 engine was taken off the left side of a Twin Comanche and bumped up to 180 hp by High Performance Engines of Mena, Arkansas. Of course the plane featured a full panel of the latest instruments including an autopilot and full 3-axis electric trim. All antennas were installed inside the structure, helping the plane reach a top speed of 240 mph. At a normal cruise of 200 mph the Lycoming consumed 9.4 gph.

Jack Cox also reported on the 0-200 powered Wittman Tailwind owned by Don Wood and his son Steve. The wing was damaged during a forced landing resulting from a partial power loss, so the father and son team constructed a new tapered wing using wood spars and VariEze type solid foam and glass materials. They reported that while the cruise and top speeds were about the same as with the old wing, the new wing was more efficient. While before it had burned about 5 gph in cruise flight with two aboard, with the new wing it only required 4 gph. They both agreed that the tapered wing looked much better also.

Jack also contributed an article on the Prescott Pusher completed by Russ and Marcia Taylor. Marcia was a retired computer programmer, and Russ was a retired Braniff Captain. Marcia had been looking for something challenging to do since her retirement, and the Prescott Pusher kit filled the bill for her perfectly. Russ on the other hand, was not enamored with actual aircraft construction; it was just the means to the end of having a fast, good looking plane to fly. While things started off with Russ doing the work and Marcia looking over his shoulder, soon she began reading the manuals, learning how to do the tasks, and doing more of the work herself. Russ soon realized that the smart thing to do was to stand back and let Marcia satisfy her need for a challenge and assume the "helper" role himself. The end result was a plane that most observers thought had been professionally built, and Marcia had a Repairman's Certificate. They were using a fixed pitch propeller but had a three-blade constant speed prop on order. No performance figures were supplied, but Russ did say that he had added gap seals for the flaps and ailerons, resulting in lowering the stall speed from 72 to 60 mph. In early test reports writers who flew the prototype complained that they had to reach around 80 mph before the plane could be rotated for takeoff, and the plane still had to be yanked off the runway. Russ reported that with the gap seals he accelerates to about 60 mph, adds a little back pressure, and the plane will fly off by itself at about 65 mph.

The ever busy Jack Cox also supplied an article about the filming of the movie *Aces, Iron Eagle III*. He was interested since the fictional characters played by Horst Bucholz, Lou Gossett, Japanese actor Sunny Chiba, and Eric Cazenove were replaced by Steve Hinton, Charlie Hillard, John Maloney, and Gene Soucy for the actual flying sequences. Among the planes involved were a P-38, a Spitfire, a T-6 painted to resemble a World War II Japanese “Zero”, and a P-51A painted up like a Messerschmitt. No, not very realistic, but that’s Hollywood, and anyway, an actual ME-109 probably was not in the budget.

New contributing editor Peter Underhill of Luton, Bedfordshire, England, reported on the Popular Flying Association International Rally, Europe’s largest airplane gathering, held for the first time at a new site at Wroughton, in England’s southwest.

David Gustafson described the new Exec 90 that was being offered by Rotorway International. John Netherwood, Rotorway’s UK dealer, had acquired the assets of the company when they shut their doors. He reorganized and renamed the company, hired new engineers, made some modifications to the Executive design to improve practicality and reliability, and renamed the two-place homebuilt helicopter the Exec 90. The kit comes complete, including the engine, the intricate rotor hub and gearbox assemblies, and all welded parts. The builder only has to add paint and gas, but the kit still fulfills the 51% rule.

A short article about the recently completed 1991 Oshkosh Fly-In Convention was included, along with several pages of photos, and of course more detailed coverage was promised for future issues.

You may recall that last month the subject of deep stall came up after two incidents involving the Velocity design. Barry Jones, an engineer for Douglas, reported that the original DC-9 had exhibited the same phenomenon that was fortunately discovered during wind tunnel tests. The solution had been to increase the size of the horizontal tail to almost one-third the size of the main wing to insure that there was enough control authority to recover from such a situation. Since all aircraft are different, he was able to offer some ideas to consider, but no sure cures.

Thomas Irwin offered a simple and easy tool for making bends in aluminum sheet for airframe and control surface skins. In “Hints for Homebuilders” Johnny Jones described his method for clamping wood wing ribs during construction. In the “Sportplane Builder” Tony discussed keeping costs down while not sacrificing quality or reliability.

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, September 12th, 7:30PM
Old Bridge Airport, Hangar E-10**