

AS THE PROP TURNS

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



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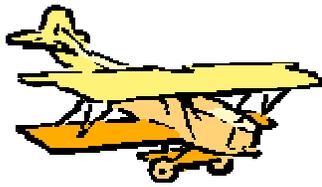
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Minutes of the December 5th, 2011 Meeting

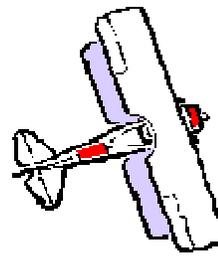
EAA 315 monthly meeting opened at 7:45 pm ,by President George Cowling asking for a vote of approval for the minutes of the last meeting. This was seconded by Bob Lorber and approved by all.

Treasurer Tom Goeddel reported \$1385.67 on hand. He ordered calendars, he prepared the annual Chapter report for the state to be filed.





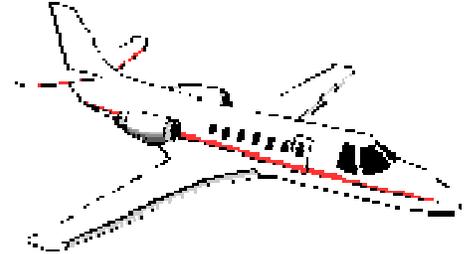
OLD BUSINESS



- At Central Jersey Airport (formerly Kupper) PAPI has been certified by the FAA. PAPI stands for "Precision Approach Path Indicator".



NEW BUSINESS



- The Awards dinner will be April 12 or 19, details and decisions next month. Sun and Fun will be held the end of March. Lew is working on a possible speaker.
- Kudos to Sandy Duma, her plane is back in the air, the spar problem dating back to '95 has been repaired. It's now good to go.
- Lew spoke about a Fly-In at Massey Aerodrome (MD1, 3000ft grass runway) in Maryland. About 100 planes flew in. There was an open Hangar party. There is a museum at the field, and the place is staffed by wonderful, friendly people, who also brought lots of food.
- This is an annual event at Massey. Someone said Maryland is the most airport friendliest state in the nation. A Chili Fest will be held at Massey the last Sunday of April.
- Jason Flood flew in, in a J-3 Cub!!! Joe flew in a Stearman. Jason is now walking, using a walker which Joe flew in for him to use. Everyone so happy for him.
- For more information visit <http://masseyaero.org/>

We then discussed ways to improve our chapter. Only 23 paid memberships currently. Suggestions for activities. A Howard Levy day fly-in, a guest from the FAA, a day to acquaint the community with the airport. Suggestions welcome!

One member mentioned that AOPA and EAA want to modify/expand the 3rd class medical.

The 50/50 was won by Neil Newman: \$10.00

Next meeting is Jan.9,2012, at which time our new President Bob Lorber will preside. Come out and cheer him on. Also dues are due.

Meeting time 7:30 pm at Old Bridge Airport office.

Still secretary, *Jane Finton*

2011 Highlights



Howard Levy Inducted

We found out in March that Howard Levy (our late member) was inducted into the New Jersey Aviation Hall of fame. Big thanks to Glenn Stott for all his work to make this happen.

Awards Dinner, April 14th



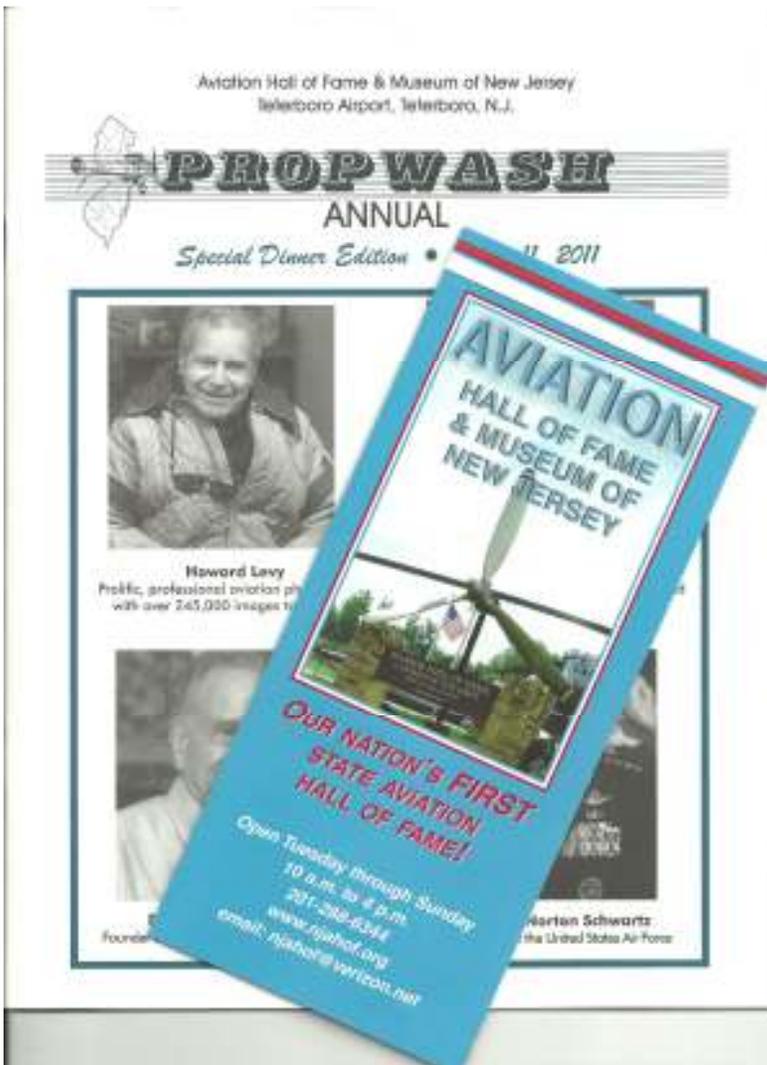
The guest speaker at our Annual Awards dinner was writer and pilot Mike Phelps. He spoke about a P-51 fighter pilot, Ralph Hofer.

As is our tradition the chapter presented Mark with a beautiful model of Ralph Hofer's P-51.



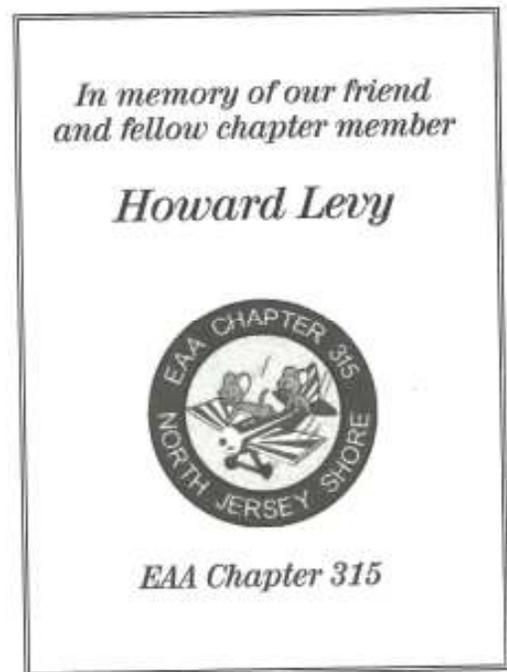
Here is a picture of the model next to Mark's hat.

Howard Levy's Induction into New Jersey Hall of Fame,



A number of members of our chapter attended the induction ceremony and the banquet at New Jersey Aviation Hall of Fame museum.

Glenn gave a wonderful speech on behalf of Howard.





Several of our members
at the Banquet.

Young Eagles Day



Our Chapter flew 47 Young Eagles on
June 18th.



TWENTY YEARS AGO IN SPRT AVIATION

The cover of the January 1992 issue of Sport Aviation an in flight photo of the *Skyblazer*, an original design built and owned by Chuck Harrison. The *Slyblazer* project started when a friend of Chuck's decided to abandon his *Solitaire* powered sailplane project. He was unable to sell the molded fuselage shells, and Chuck offered to save him a trip to the dump. He cut off the nose portion and molded in a firewall and the structure to install a Wittman style main landing gear and a Lycoming O-235 engine. Familiar Burt Rutan construction procedures were used to build up the wings and tail surfaces out of blue foam and fiberglass. The finished plane weighed in at 700 lbs empty and would cruise at about 170 mph and top out at 205.

The EAA was working with the FAA in an effort to make it easier, simpler, and economically feasible for small manufacturers to certify two place trainer type aircraft. The program would be called the Small Airplane Certification Compliance Program. A team from the FAA toured several representative companies that were already supplying homebuilders with kits and parts to determine if they would be able to take advantage of such a program. Jack Cox accompanied the team to represent the EAA and reported on the visits in Sport Aviation. The companies were Stoddard-Hamilton Aircraft, Van's Aircraft, and Denny Aircraft (marketers of the *Kitfox* line). Jack's conclusion was that each one was already well managed and organized, and would only have to develop the paperwork side of the process to be able to produce certified aircraft.

Dave Gustafson reported on the Flying Tigers reunion that was held at the 1991 Oshkosh Convention. He provided a brief history of the unit and was able to interview several of the members and share their thoughts with readers. Norm Petersen reported on new additions to the Air Adventure Museum. The EAA's Stinson SM-8A was retired from flying status and suspended from the ceiling as if in flight. The plane had been used as a chase plane for the EAA's *Spirit of St. Louis* when it made the 1977 50th anniversary Lindbergh tour, as well as two tours of Canada. Other new arrivals were a Vultee BT-13, a Standard E-1, and a Fairchild PT-19.

David Thurston discussed his contributions in the building and flying of two replicas of early aircraft, the 1908 Curtiss *June Bug* at the Curtiss museum at Hammondsport, NY, and the 1913 *Taube* owned by the Owls Head Transportation Museum in Maine. He related how they were able to make realistic flying replicas while improving both safety and flying qualities by employing modern structural design and aerodynamic principles. He also had to make some educated guesses as to exactly what the original designers intended.

When the US first decided to employ gliders as troop transports in World War II, they engaged civilian sailplane makers to supply the training aircraft. Schweizer modified their SGS 2-8 design to meet the government specifications and it was designated the TG-2. The SGS 2-8 was a major departure from the usual wood construction that was common in the 1930's. It featured a steel tube fuselage that used wood and metal stringers and fabric covering. The wings, ailerons and tail surfaces were fabric covered aluminum structures. Jeffery Byard of El Camino Real discovered a derelict TG-2 between a building and a shed at the Bishop, CA airport in 1982. When he located the owner and offered to purchase it, the owner told him that he could have it if he would remove it from the property and to please remove it as soon as possible! After an estimated 2000 man-hours of work, the little ship flew for the first time in 23 years on May 23, 1990.

EAA Chapter Activities included many pages of coverage of various fly-ins including the EAA East Coast Fly-In at Wilmington, Delaware, the Oregon State EAA Chapter Fly-In, the Mid-Eastern Regional Fly-In, the 20th Annual EAA Copperstate Fly-In, and the Southwest Regional EAA Fly-In at Kerrville, Texas.

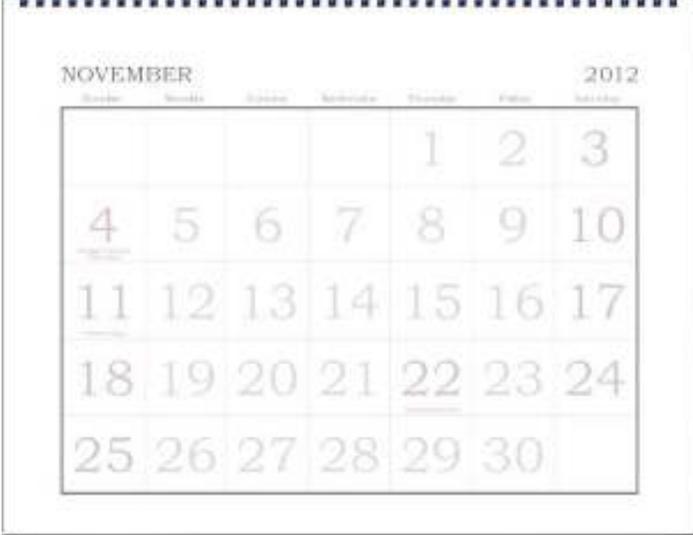
Landis Ketner contributed an article about various forms of corrosion and how to prevent it. In the “Craftsman’s Corner”, Ben Owen shared an idea for jiggging the ribs in an all-metal wing to keep the ribs from twisting while the skin is fitted. In “Hints For Homebuilders” John Carlson described how he built a hydraulic press for \$24 and one automotive jack. In the “Sportplane Builder” Tony talked about the Gel/Cell battery and some considerations necessary for reliable operation.

Bob Hartmaier



Glenn Stott’s Velocity will be featured in the 2012 Velocity calendar!!!

Photo was taken by Stan Berger.





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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— January 2012
Editor: Richie Bielak (732)-566-5879

**Next Meeting: Monday, January 9th, 7:30PM
Old Bridge Airport Office**