

AS THE PROP TURNS

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



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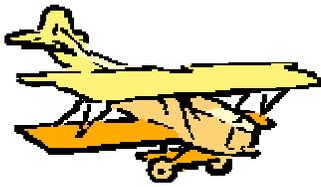
Minutes of the November, 2012 Chapter 315 Meeting

EAA meeting for November 5th, 2012 was cancelled due to something called "Hurricane Sandy" (the airport had no power). Instead we met the following Monday, November 12th.

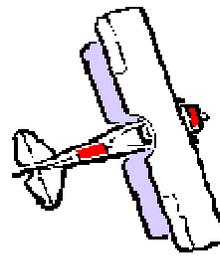
The meeting was called to order at 7:40PM when President Bob Lorber called for the acceptance of the minutes of the last meeting. A motion for approval was made by George Cowling and seconded by Dave Dubeck and approved by all present.

The treasury contains a total of \$1260.22 per Treasurer Tom Goeddel.





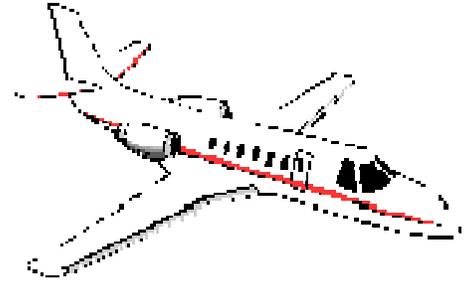
OLD BUSINESS



- Young Eagles Day was a Very Good one, a total of 63 young people were given rides. Thank you to every person who helped make the day a success. 63 is a record for EAA 315.
- Here at Old Bridge the VASI lights are up and running and a security camera to watch them has been installed.



NEW BUSINESS



- Eagles Nest Airport was used as a staging area for Sandy relief efforts. There now 18 hangars up and filled at Eagles Nest.
- Sandy Airport damage:
 - Allaire Airport sustained no major damage.
 - Lakewood Airport was closed during the storm.
 - Central Jersey had some tiedowns pulled out.
 - Old Bridge had one plane damaged.
 - Pearl Acres had one damaged hangar.
 - A hangar collapsed at Sky Manor damaging several aircraft.
- The airport in Massey, Md. Will hold their annual Fly-in on Dec.2. It is a phenomenal event as reported by those who have attended, well worth-while. Lots of airplanes, friendly people, lots of food (a pot-luck affair, the best kind). But no av-gas on the field (see <http://www.masseyaero.org> for details)

The 50/50 netted \$11.00 for Frank Fine. way to go.

The business meeting was adjourned, we then watched a film about the P-47 Thunderbolt in the WW-II air battles over Italy and Corsica.

Next meeting will be 3 Dec.'12, 7:30 pm, in the office at Old Bridge Airport.

Jane Finton, Secretary

Flight of the little Chihuahuas

Rescue mission to save 27 dogs ends safely in Ocean County

By Erik Larsen
@Erik_Larsen

BERKELEY — On approach to Robert J. Miller Air Park at an altitude of 5,500 feet and descending over the Pine Barrens, co-pilot Byron Hamby hit a button and Baha Men's 2000 hit single "Who Let the Dogs Out?" filled the cabin of the Piper Saratoga II HP.

That's when the 27 Chihuahuas, ultimately bound for the Popcorn Park Zoo in Lacey, awoke in their multiple pet carriers in the passenger compartment of the plane, Hamby said.

Pilot Matthew J. Kiener of Potterville and Hamby of Bridgewater touched down at Miller late Thursday afternoon after a 253-mile animal rescue flight

from Suffolk, Va., where the dogs were to be euthanized.

The dogs had belonged to a woman in North Carolina who suffered from compulsive boarding. She had recently died, leaving the animals without a home.

John Bergmann, general manager at Popcorn Park Zoo, said the Associated Humane Societies agreed to take the Chihuahuas.

"This was a touching story," Bergmann said. "Because the Chihuahuas are small, we can make the room for them."

He said the dogs — with names such as Mr. Bojangles, Mugs, Tonto and Charlie Brown — appeared to be in relatively good health, even slightly



Maria Cymanski, of the Popcorn Park Zoo, unloads the dogs with pilot Matthew J. Kiener Thursday at Robert J. Miller Air Park in Berkeley. DOUG HODGSTAFF PHOTOGRAPHER

overweight. According to Encyclopedia Britannica, Chihuahuas are the smallest recognized dog breed in the world and on average stand 5 inches in height and weigh 1 to 6 pounds.

Kiener, who volunteers his time about twice per month for Pilots N Paws, answered the call to pick up the animals for Popcorn Park Zoo. Three vans from

the zoo met the aircraft on the taxiway after the single-engine airplane landed at about 3:30 p.m.

Stephanie Fitts, who works on the kennel staff at the zoo, said the animals will be cared for as the zoo prepares the dogs for adoption. People who are interested in adopting a Chihuahua can come to the zoo and fill out an application.

Kiener would do it more often if it weren't for the cost. An estate planner by profession, he spends several hundred dollars each month out of his own pocket to travel on such rescue flights.

This round-trip flight to Virginia cost him about \$400.

Kiener said "a simple love for dogs and a love for flying" motivate him to donate his time and money.

ONLINE

Visit www.APP.com and search "dogs" to see a photo gallery from this story.

Some good press about general aviation in our Asbury Park Press.

TWENTY YEARS AGO IN SPORT AVIATION

As usual, the December 1992 issue of Sport Aviation was largely devoted to finishing up coverage of Oshkosh '92 with articles about the Warbirds, Rotorcraft, and Ultralights from the Convention Fly-In. The cover featured the T-28 Trojan owned by John Morgan that won Grand Champion Warbird. John had taken a demo ride in the plane in 1989, and bought on the spot, even though the engine quit on downwind and an emergency landing was necessary. The plane was torn down to the basic airframe and then rebuilt piece by piece to be original as possible. And yes, the engine was overhauled, and has been dead reliable ever since. It was then finished in the markings that it wore while serving in VT-22 at Navy Corpus Christie from 1979 to 1980. Subsequently John acquired a 10,000 square foot hangar at Rockford, IL and started a company called Pride Aircraft to do warbird restorations and to restore and maintain T-28 aircraft.

Jim Kern brought the prototype of his 2/3 size Mustang built by Fighter Escort Wings (FEW). Jim emphasized that it was not "scaled down" because you cannot really perfectly scale down a larger plane due to limitations of the engine and cockpit size. The prototype was powered by an aluminum block V-8 with a 1.67 to 1 gear reduction unit provided by George Morse Auto Aviation that displaced 266 cu. In. and produced 250 hp at 4,300 engine rpm. Jim said that FEW would recommend that builders use an aluminum block 300 cu. In. Chevy V-6 built up to produce 275 hp at engine 4,500 rpm using a 2.28 to 1 reduction unit. He did not provide any performance numbers with either engine. The airframe was all composite consisting of about 200 pre-molded parts. The airfoil was not the original P-51 airfoil, but custom designed by the master, John Roncz, for the weight and speed range of the look-alike Mustang. I don't remember any of these planes being completed by builders, but they may be out there.

H.G. Frautschy contributed an article describing the "Aerodrome 92" fly-In of World War I era aircraft held at Guntersville, Alabama Labor Day Weekend in 1992. In attendance were several Fokker Dr.1 Triplanes, Sopwith Camels, SE-5s and even a Pfalz D.III built for the movie "The Blue Max". Fred Ryder, who collected WWI aircraft, made the Fly-In a reality, hoped that it would be an annual event.

Texan Dick Cavin visited the Fort Worth facility of the Texas Airplane Factory that was in the middle of building authentic flying replicas of the Navy's last biplane fighter, the Grumman F-3F. Doug Champlin wanted an F-3F for his Champlin Fighter Museum in Mesa, AZ, and bought the wreckage of a flight of three F-3F's that had flown into a mountain in Hawaii. As it turned out the wrecks were only good for patterns, but he was able to obtain a full set of factory drawings from Grumman. After getting commitments from 3 other museums, he arranged for the Texas Airplane Factory to construct them. Knowledgeable readers will know that the last remaining F-3F is the famous orange Gulfhawk II that was flown by Al Williams in the 1930's and '40's and is now in the collection of the National Air & Space Museum. By the way, the NASM also has the Curtiss Gulfhawk I flown by Al in the 1920's. Dick reported that when the 4 F-3F replicas were completed, five, or perhaps more, ME-262 jet fighters were on the schedule.

David Gustafson provided a description of the Rotorway Exec built by Bill Meyer that won the Grand Champion Rotorcraft award. While in the Navy Bill had flown RC helicopters, and so when he went for his first hour of dual in a Bell Jet Ranger, he was able to do takeoffs, landings, and hovering within the first 45 minutes. He immediately decided that he needed a helicopter, and after researching the factory built models on the market, decided to build the Exec. He made hundreds of small and large changes to the design as he went along, many of which Rotorway incorporated into the improved Exec 90 model. Dave's attention to detail meant that he often built two or three of each part before he was satisfied enough that he could install it on his machine.

Mary Jones filled us in on the activities at the ultralight field at Oshkosh. She described the Kolb Twin-Star Mark III owned by Dan Bauman that won the Grand Champion Light Plane award, and the Klob UltraStar owned by K.Z. Zigaitis that won Grand Champion Ultralight. Norm Peterson visited the Brennan Seaplane base and summarized the activities among the seaplane pilots. He described the DeHavilland Beaver on floats that won Best Amphibian award, as well as the Noorduyn Norseman MK V on floats that is the only one registered in the US. Lots of photos of Warbirds and Ultralights were provided, as well as coverage of the Northwest EAA Fly-In '92 held at Arlington, Washington, the Mid-Eastern Regional Fly-In at Marion Municipal Airport in Marion, Ohio, the Rocky Mountain Fly-In at 1992 Greeley, Colorado, and the 1992 North Central Old Fashioned EAA Fly-In at Rock Falls, Illinois.

In "Hints For Homebuilders" Andrew Bittinger described how to make a spark plug vibrator cleaning tool from an electric engraver. Harry Riblett explained how to properly draw an airfoil from coordinates provided by a catalog of airfoil tables. And Tony discussed some exhaust system notes.

Bob Hartmaier
EAA 78889

Sandy Damage at local Airports



Airplane
flipped over at
Central Jersey



Collapsed hangar
at Sky Manor.



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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— December 2012

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**Next Meeting: Monday, December 3rd, 7:30PM
Office at Old Bridge Airport**