

AS THE PROP TURNS

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



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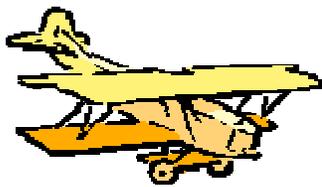
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Minutes of the May 2012 Meeting: EAA Chapter 315

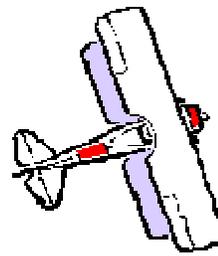
Pres. Bob Lorber opened the May, 2012 meeting of EAA #315 at 7:40 pm with 11 members present. A motion was made by T. Goeddel, seconded by G.Cowling, approved by all to accept the minutes of the last meeting.

Treasurer Tom Goeddel reported \$1595.18 in the treasury plus \$96.76 from the Awards dinner in April. The last 2 EAA calendars were sold.





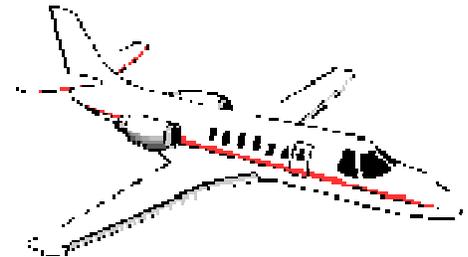
OLD BUSINESS



- The "Awards Dinner was great" was the view of all present and the speaker was a hit, very good message and slides and pictures. She was pleased by the model plane, created by John Izzo, and presented to her. A guest, Louise Gaston, who had taught navigation to Navy pilots in WW II was very happy to be present and hear her speak of her experiences. She has written a book about her experiences that is very interesting.
- The Award Certificates were given out, but without pins! which our leader found on his return home, fallen behind his desk. He brought them to this meeting.
- Young Eagles Day. Bob Hartmeier will be assisting Frank Fine. Many members will not be available June 9th, after discussion it was voted to move to a fall date. However, a mini fly-in will take place June 9 at Allaire Airport which will be an opportunity to take Black Pilots children up for rides during their



NEW BUSINESS



- We then held a discussion of possible ways to add interest to our meetings, increase attendance. We thought we should limit the business meeting to 15-20 minutes, place emphasis on program, bring in guest speakers on various aspects of aviation. Craig Barnett, an expert aircraft painting, was suggested.
- Glenn Stott told of Phyllis Murray, niece of Howard Levy, who has some aerial photos on display in NYC. Some were made from Glenn's plane. Take a look:
<http://phyllismurrayphotography.com/#/Portfolio/Sky%20High/1>

- Next, the EAA and AOPA request to the FAA for exemption to the Third Class Medical Requirements as discussed. This was outlined in the May 2012 issue of Sport Aviation. Every member is urged to send your comments on the proposal to the FAA.

(see: http://www.eaa.org/news/2012/2012-03-20_exemption.asp)

- We welcome a guest to the meeting, Anthony Verzella. h\He became a member..Welcome.

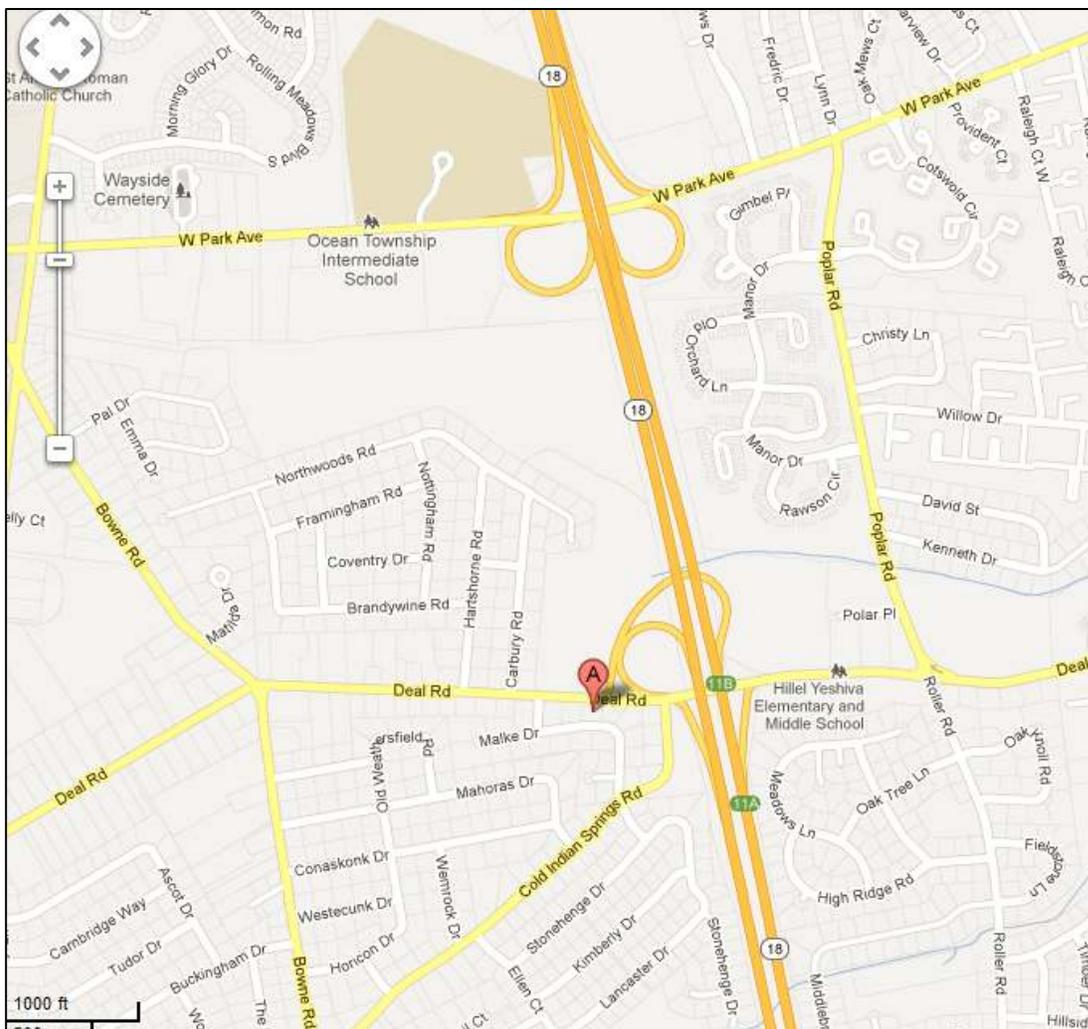
The 50/50 was won by Treasurer Tom Goeddel...\$11.00.

Our next meeting will be at Eli Liebermans home, June 4th at 7:30 pm. We will get to see the latest plane Eli is building. See you there.

Secretary
Jane Finton

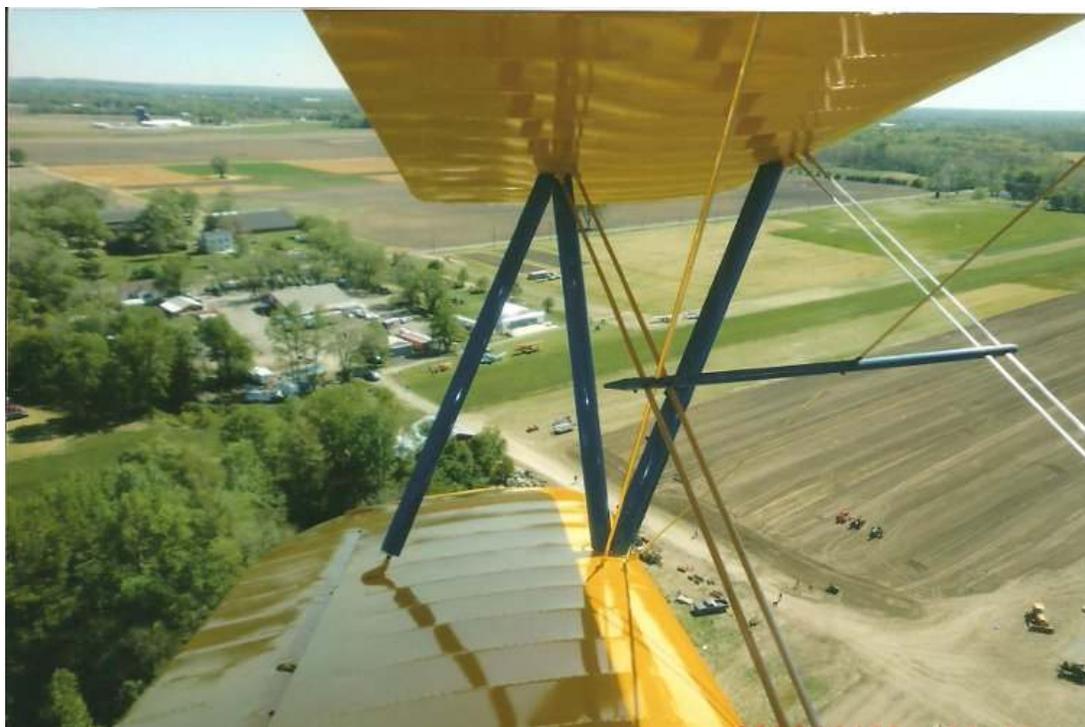
**Eli Liebermann's
address:**

**11 Malke Dr,
Ocean, NJ. 07112**



Spring Pancake Fly In at Allen's Airstrip (3NJ9)

Our members Lew Levison and George Cowling attended the monthly fly in at Allen's Airstrip. Here are some pictures:





TWENTY YEARS AGO IN SPORT AVIATION

The cover of the June, 1992 issue of Sport Aviation featured a photo of the Glasair III owned and built by Myron Jenkins. As you might guess, the reason the plane was on the cover was because it had won the Grand Champion award at Sun 'n Fun '92. Myron had previously built a Glasair RG, and reported that the newer kits were easier to assemble. The Glasair III still took longer to build, since it included more complex systems, such as a constant speed propeller. Myron also reported that the III was more stable on approach and otherwise easier and more stable to fly than his RG. Of course, to win a trophy, a plane has to have a trophy winning finish. Myron accomplished that despite the fact that he painted his plane himself in a carport. He did put up tarps to prevent the larger bits of debris from becoming embedded in the paint, but he then spent uncounted hours of elbow grease to achieve the final award winning finish. He applied multiple coats of Ditzler 8000 acrylic enamel, with lots of sanding between coats. When he was satisfied with the finish, he then applied two coats of clear that was then sanded and buffed to a final high gloss shine. When the IO-540 Lycoming was rebuilt, Myron had the reciprocating parts balanced, but otherwise everything is stock. He reported a cruise speed of 270 mph indicated at 9,500 feet and 24 inches of manifold pressure.

Mary Jones reported on the new high-wing Murphy Rebel. Of all-metal construction, the Rebel was designed to be powered by the 65 hp Rotax 582, the 80 hp Rotax 912, or the 115 hp Lycoming O-235. Some builders were even asking for engine mounts suitable for the 100 hp Canadian Airmotive Honda conversion. With the O-235 the top speed is 130 mph, and the initial rate-of-climb is over 1000 fpm. Murphy went to great lengths to simplify construction by supplying all parts pre-formed and pre-drilled. They claimed that the average homebuilder could complete the airframe in less than 600 hours, and an experienced one could do it in as little as 400 hours.

Peter Moll contributed an article describing the Lockheed PV-2 Harpoon owned by Richard and Maggie Mitchell. The Harpoon was a medium range bomber used by the Navy in the Pacific theater during and after World War II. The Harpoon is rather rare as warbirds go, as it came out late in the war and only 535 aircraft were produced. Richard and Maggie had owned a Harpoon that they called "Fat Cat" that was lost due to an engine fire in 1990. They soon found another one sitting in the California desert, purchased it and brought it back to their home in Lafayette, Louisiana. They and a group of dedicated enthusiasts spent about 33,000 man hours in 11 months performing a ground up restoration to bring it up to its former Navy condition. Of course, it was named "Fat Cat II".

Stephany and Hank Balcer reported on the "restoration" of their Stits Playmate. Originally built in 1968, in 1991 it was decided that the fabric should be stripped so that the airframe could be inspected and a few items updated. The instrument panel was updated and a II Morrow loran installed, and an aux fuel tank added. Jack Cox also provided a profile of Tom Hahn and his Questair Venture that won the 1992 Sun 100 Air Race. Tom's winning time was 18 minutes, 43 seconds for a speed of 301.34 mph.

Jack Cox provided his usual detailed and thorough coverage of the 1992 Sun 'n Fun Convention including lots of photos and listing the award winners in the various categories. H.G. Frautschy added a nice article where he detailed the role of U.S. Army light aviation, including descriptions of the Piper L-4, Aeronca L-3, Stinson L-5, and the Cessna L-19.

The beginning of the EAA's Young Eagles program was announced at a news conference by EAA President Tom Poberezny and Honorary Chairman Cliff Robertson. The first Young Eagle flight was planned for the 1992 Oshkosh Fly-In Convention. In more EAA news, it was announced that the entire inventory of the Combat Jets Flying Museum of Houston, TX was being donated to the EAA Aviation Foundation. The collection included an A-4 Skyhawk, an F-104 Starfighter, a MiG 15, a MiG 21, two F-86's, a T-33, a Hawker Hunter, and a deHavilland Vampire.

D.E. Baker contributed a hint in which he described how to use an inexpensive GM/Delco voltage regulator with his 40 amp Prestolite alternator. In the Sportplane Builder Tony discussed coping with cockpit noise.

Bob Hartmaier
EAA 78889



Airplanes at Allen's Airstrip.



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

Next Meeting: Monday, June 4th, 7:30PM
Eli Liebermann’s House
(see Map inside)