

AS THE PROP TURNS

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



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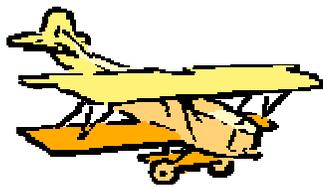
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Minutes of the September 2012 Meeting of EAA Chapter 315

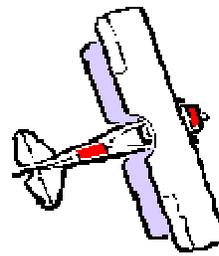
EAA Chapter 315 met Sept.10, 2012, the meeting was called to order by President Bob Lorber at 7:45 pm. George Cowling moved that the minutes of the last meeting be approved, Tom Goeddel seconded and the motion was approved.

The treasurers report was next, Tom Goedell reported \$1309.62 on hand.





OLD BUSINESS



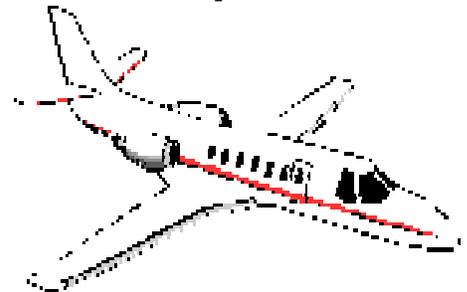
Young Eagles Day will be 6 October (rain date 7 Oct.) at Monmouth (Allaire) Airport. Registration will be from 10 am to 1pm, for ages 7 thru 17. Each one must have a valid consent form signed by a parent or legal guardian.

The Black Pilots Association will hold a cookout the same day.

We extend our thanks to Monmouth Airport for the use of their space.



NEW BUSINESS



- An upgrade to security at Old Bridge airport was talked about with possible airport camera installation. Some of the runways lights have been repeatedly broken by vandals.
- An inquiry was received from N.J. Aviation Hall of Fame asking if we would like to contribute again. It was agreed to contribute \$100.00, so agreed by all. Peter Weidhorn of Eagles Nest Airport will also give \$100.00. This will honor Howard Levy, our long time member and aviation photographer, whose work is on display at the Hall. Peter plans to run an ad for Eagles Nest. This is all for the program for the Hall of Fame dinner coming soon.
- **Airport news:** Lakewood is missing 2 flight instructors from the Flying Club. Monmouth.. No news, the airport is still in the hands of the trust. Nothing happening with regard to the Superfund.
- Golden Age Museum(Pa.) has a Fly-in scheduled this month and a radio-control event for 29 and 30 Sept.

Greg Argula was a guest this evening, Dave Duvak became a member, welcome to both.

The 50/50 was won by Chuck Pittman.

A motion was approved to adjourn, next meeting Monday, 1 October at the office of Old Bridge Airport, 7:30 pm

Secretary Jane Finton



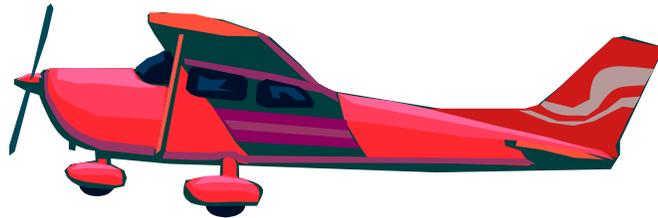
EAA Chapter 315

YOUNG EAGLES FLIGHT RALLY



Learn about aviation!

**FREE Airplane Rides for young
people ages 8 to 17!**



WHEN: SATURDAY October 6, 2012

WHERE: MONMOUTH EXECUTIVE AIRPORT



**1717 State Highway 34
Belmar, NJ 07719**

Registration 10:00 A.M. to 1:00 P.M.

Flights 11:00 A.M. to 3:00 P.M.

**For More Information Contact:
Frank Fine 732-681-5286 or
Lew Levison 908-415-0246 (cell)
Web Site: www.eaa315.org**



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the October 1992 issue of Sport Aviation featured the Kinner powered Hatz Biplane owned and built by Steve and Deborah Lund that won Grand Champion Custom Built (Plans) at the 1992 Oshkosh Fly-In Convention. Steve was a millwright at GM's Buick plant in Flint, Michigan. A millwright is the person who maintains the production machinery, so Steve was highly skilled in all sorts of areas that made his jump into homebuilding rather easy. Steve originally planned to install an opposed Lycoming engine in the 125 to 150 hp class, but the more he thought about it, the more he wanted the Hatz to have an antique look. So he began looking for a suitable engine, and found the 160 hp, 5 cylinder, Kinner in Trade-A-Plane. He built an "English Wheel", and practiced using it by making aluminum bowls. When he felt good enough he fashioned a PT-22 style cowling with the cylinders exposed to the wind. Steve reported that the Hatz would cruise at an honest 100 mph while burning 10-11 gph, and stalled at about 55 mph.

The Grand Champion Custom Built (Kit) award was won by Myron Jenkins of Parker, AZ. The plane had also won the Grand Champion award at Sun 'N Fun and had been featured in the June, 1991 issue of Sport Aviation. The Reserve Grand Champion Custom Built (Kit) was a highly polished RV-4 built by Dave Anders of Visalia, CA. Jack Cox also offered his usual commentary on the 1992 Fly-in Convention with lots of photos and a summary of new planes, engines, and other products that were introduced to the public at Oshkosh.

David Hartman, yes the first host of Good Morning America David Hartman, contributed an article about the reuniting of five aces from 357th Fighter Group from World War II. The five included Kit Carson, Tommy Hayes, Bud Anderson, Chuck Yeager, and Pete Peterson. All five participated in a formation flight of P-51 Mustangs, with Yeager, Anderson and Peterson at the controls of three of the ships, and Hayes and Carson as passengers with the plane's owners at the controls. All five were interviewed by David and related various stories of their combat experiences.

Another featured program at the 1992 event was a tribute to the Doolittle Raiders. Six original crewmembers and four airworthy B-25's participated in the 50th anniversary ceremony. Also Honored this year were the Tuskegee Airman, and World War II glider pilots.

Dave Gustafson described the new Kitfox Vixen design that featured a tricycle landing gear. While bearing a family resemblance to the Kitfox Model IV and the follow on Speedster model, the Vixen started as a clean sheet of paper. It was powered by a new version of the Rotax 912 that featured a vacuum pump that allowed for an IFR panel if so desired by the builder.

Randy Schlitter of RANS aircraft introduced his S-11 Pursuit that he intended to certify under the Small Airplane Certification Program. That program allowed less stringent certification standards, similar to the less stringent requirements of today's LSA regulations. The single-place S-11 was a tractor engine design with a twin tail and a lifting body fuselage and short wings. Randy predicted that it would lead to a whole family of aircraft designs, expanding into four-place designs powered by turbine and even jet engines. He predicted that a two-place retractable gear version powered by a 180 hp IO-360 should be able to cruise close to or perhaps better than 300 mph.

In "Hints for Homebuilders" Ed Wischmeyer, an Apple employee, described how to design an instrument panel using a simple inexpensive computer program. And Greg Rainwater (yes that was his real name!) explained how to make a com antenna that fit inside a fiberglass wing tip using two Radio Shack parts and a wire coat hanger. In "The Sportplane Builder" Tony Bingelis answered the question, "What You Should Know About Canopies" with a discussion of the several different types and the advantages and disadvantages of each.

Bob Hartmaier
EAA 78889



Replicas of the Wright Flyer and the Vin Fiz at the Rhinebeck Aerodrome museum.





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E.A.A CHAPTER 315 “As The Prop Turns”

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Experimental Aircraft Association— September 2012
Editor: Richie Bielak (732)-566-5879

**Next Meeting: Monday, October 1st, 7:30PM
Office at Old Bridge Airport**