



AS THE PROP TURNS

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



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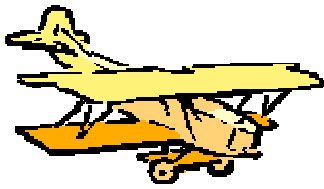
EAA Chapter 315 Minutes of the August 2012 Meeting

The August 2012 meeting of EAA Chapter 315 started at 7:40PM in Hangar E-10 at Old Bridge Airport. Fourteen members and one guest were present. The minutes of the previous meeting were accepted as printed in the Newsletter.

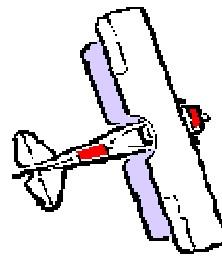
The Treasurer reported \$1243.62 in the treasury. We've had 18 paid members for this year.

We had one guest, Dave Duvak, who is a flight instructor at the Old Bridge flight school. He is already a member of EAA and will join our chapter.

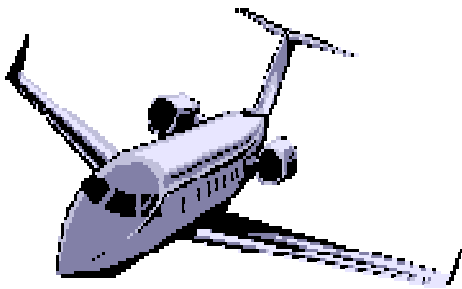




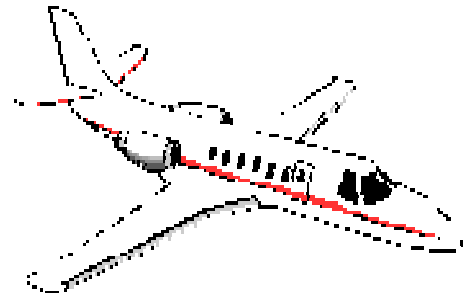
OLD BUSINESS



- Our August picnic turned out to be real nice. Ed Nagle flew in his T-6.
- We started planning for Young Eagles Day on October 6th at Allaire airport.
- Airport news:
 - Eagle's Nest has self-serve fuel and hangar construction is starting
 - Central Jersey's taxiways were repaved and working VASI lights have been installed.
 - Joe Flood moved his shop to South Jersey Airport.
- There was a picnic for Old Bridge pilots on August 12th.



NEW BUSINESS



We discussed the proposed changes to the rules for Medical Class 3 certification. Both AOPA and EAA are pressing the FAA to approve a rule where people who fly for recreation only would be able to self certify. Visit this page to read the details:

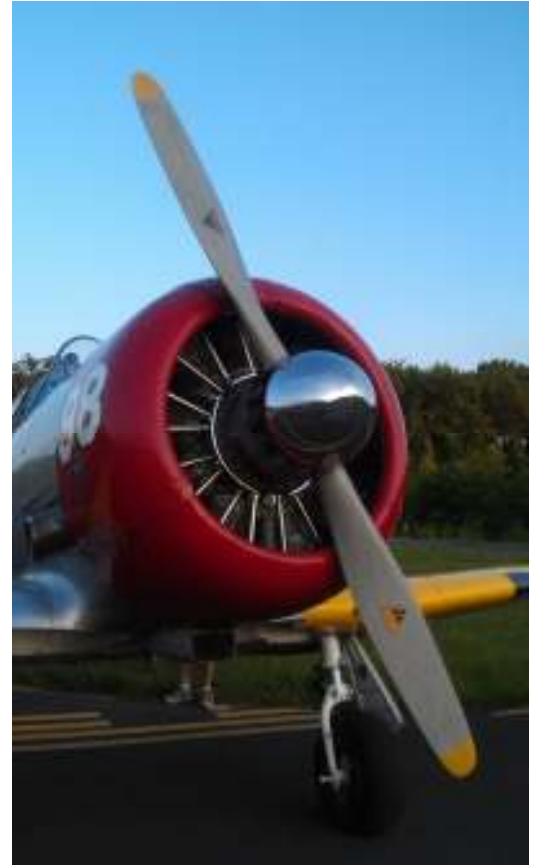
http://www.eaa.org/news/2012/2012-06-21_exemption.asp

We ended the meeting with a show of photos from Oshkosh taken by Butch Van Pelt and we also watched a video shot from a wing camera of Glenn's airplane. Glenn uploaded the video to You Tube. You can see it here:

<http://www.youtube.com/watch?v=ytMa6rPinjE>

Minutes taken by Assistant Secretary

Richie Bielak



Ed Nagle and his T-6 at Old Bridge
Airport

August 2012



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the September 1992 issue featured an inflight photo of John Eickmeier's Pitts Special. John originally completed his Pitts in 1989 using various parts from two projects that his father had collected and the fuselage from another S1C project that he found. He had logged just over 10 hours when an engine failure on takeoff resulted in a forced landing in a bean patch. He needed 58 stitches to close up the gash on his forehead, and another 10 years to rebuild the plane. Besides the usual amazing attention to detail with fit and finish, John's paint job was outstanding. He went through 17 coats of silver, sanding most of it off in between each coat, to completely fill the fabric and hide the tape edges. He then applied his color coats, one coat of clear that was wet sanded, and two more coats of clear. The empty weight came out at 756 pounds, so he didn't really think that his super paint job really added as much weight as one would think since most of it was sanded off anyway. Powered by a 150 hp Lycoming O-320, the little ship would cruise at 144 mph at 2500 rpm.

In another detailed report H.G. Frautschy described the 1947 Aeronca 11CC "Super Chief" owned and restored by Densel Williams of Jackson, MI. The 11CC was the final version of the Chief and differed from the previous 11AC/11BC by having a plusher interior with more sound insulation, mufflers on the Continental C-85-8F engine, and toe brakes. Other standard equipment included a device that I have never heard of before, a McDowell Aero Safety Starter. The pilot pulled a lever on the left side of the cockpit, and through a series of cables, pulleys, and ratchets, the engine turned over. Quite the thing to save having to prop your plane by hand if it lacked an electrical system! The "Super Chief" was the only plane that ever came from the factory with the McDowell starter, and due to the troublesome nature of the beast, most were eventually removed. Densel chose to keep it, and enjoyed jumping into the plane and yelling "clear" to the astonished onlookers.

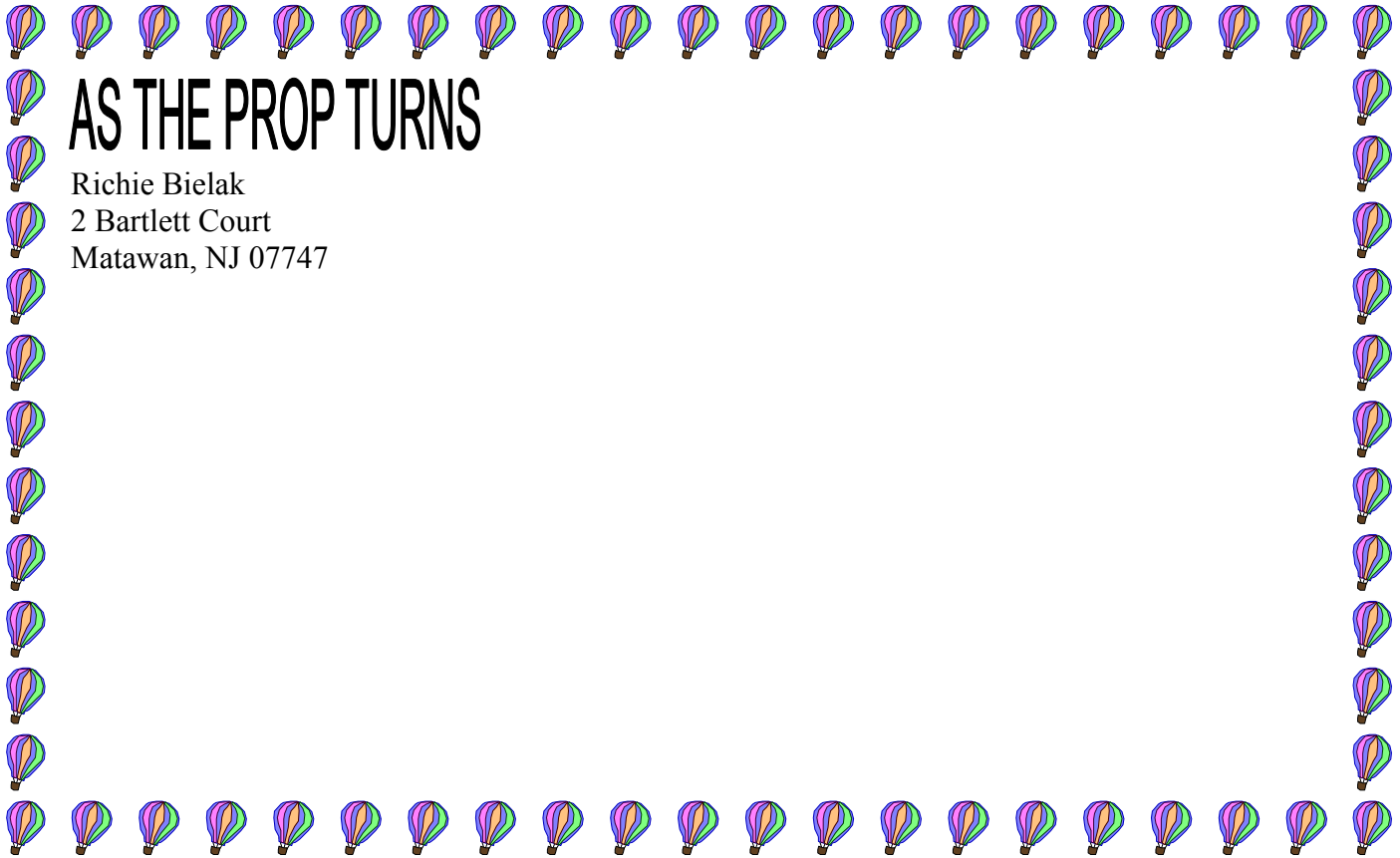
H.G. also contributed an article about the Curtis-Wright Travel Air 16 E "Sport Trainer" owned by Willie Ropp. In case you are wondering about the name, the plane was built by Travel Air after they merged with Curtiss-Wright in 1929. The 16 was a three-place version of the Travel Air model 12. Although the prototype was built in Wichita in 1932, the Travel Air factory was closed in early 1933 and only 9 more examples were built at the Curtiss-Wright St. Louis factory between 1933 and 1936. Adding to rarity of his plane, Willie mounted it on Edo 44-2425 floats, and reported that it was one of only two open-cockpit biplanes on the FAA roles flying on floats. Powered by a 175 hp Wright R-540 engine, the ship would cruise at 100 mph with wheels installed, and about 90 mph with the floats attached.

Long time EAA directory Gus Limbach also related the saga of a 1940 Ford Model B powered Funk that he originally began to restore in 1959. He began the project and then was transferred to Brussels and sold the plane to a man that was going to use it for an EAA Chapter project. Gus reported that he was never paid. After returning from Europe in 1966 Gus learned that the plane had been acquired by a manual arts teacher for a class project. Still later it was found that the school had closed and the teacher had moved. A call to the teacher resulted in the information that the plane was now stored in West Virginia. What was left of the plane was recovered and returned to Wisconsin. The restoration was finally completed with the major part of the work being done by Stan Gomoll of Minneapolis and the Funk flew again in 1991.

Ed Lachendro reported on the kickoff of the Young Eagles program. Young Eagles #1, Lesley Poberezny, #2, Audra Judy, and #3, Kenny Toson were taken aloft by Tom Poberezny in July 31, 1992. Dave Gustafson reported on the results of The Great Cross Country Flying Race of 1992 that originated in Palm Springs, CA, and ended at DuPage County Airport in Illinois. The winner was Dave Morss in a Lancair IV. Notable was the fact that six of the nine people who received trophies flew in homebuilts. Second place finisher was the prototype Cirrus VK-30. Also notable was the fact the Citation jet carrying the judges and other officials to DuPage only beat the Lancair by 8 minutes! Another item related how EAA Chapter 1000 had been formed at Edwards Air Force, California. And several pages of photos from the recently completed Oshkosh Fly-In Convention were included.

In "Hints for Homebuilders" Wheeler North explained how to build a device for adjusting the blade angles on ground adjustable propellers. And Sam Thrasher showed how to build an avionics master switch that was impossible to leave in the on position. In the "Craftsman's Corner" Ben Owen submitted an idea for a way to bend the aileron horns used on the Pitts Special, Acro Sport, and other aircraft. And in the "Sportplane Builder" Tony offered some ideas on drag reduction.

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

**Next Meeting: Monday, September 10th, 7:30PM
Old Bridge Airport - Hangar E-10**