

AS THE PROP TURNS

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



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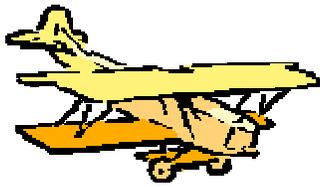
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Minutes of November Meeting of EAA Chapter 315

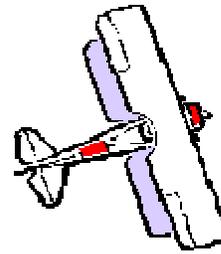
The meeting was convened with 12 members present. President Bob Lorbor called for the minutes of the last meeting to be approved. So moved by Sandy, seconded by George Cowling and approved by all.

The Treasurer was absent, but via email he reported that our balance in the treasury was about the same as last month.





OLD BUSINESS



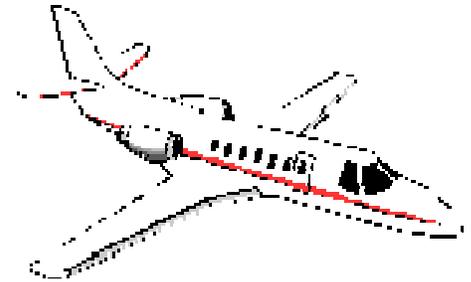
Young Eagles Day was held on October 19th, which turned out to be a really nice day. Forty four (44) young people were taken up for rides.

We ran into a small problem with the children from the Boys and Girls Club. The club rules require that every child must be in a group with a guardian present. But there was only one guardian, who could not be in the air and on the ground at the same time. Maybe next year the parents can also come along. June Fine will contact the EAA to discuss this.

Two meetings ago we discussed putting an ad in New Jersey Aviation Hall of Fame program. Further talk resulted in a motion by Chuck to do so. A donation of \$100 was approved for this.



NEW BUSINESS



- We have to start planning our annual Awards Dinner.
- Eagles Nest Airport has a nice website:
<http://eaglesnestairport.com/>
- Rumors about Allaire airport being sold persist.
- Lakewood Airport mechanics left—there maybe a new mechanic setting up shop.

The 50/50 was won by Sandy in the sum of \$13.

A motion for adjournment was made by George Cowling, seconded by Sandy, approved by all to welcome our speaker for the evening - Dave Grimes, an engineer on the Osprey aircraft. He worked at Boeing and with Bell. Very interesting to hear about some of his experiences.

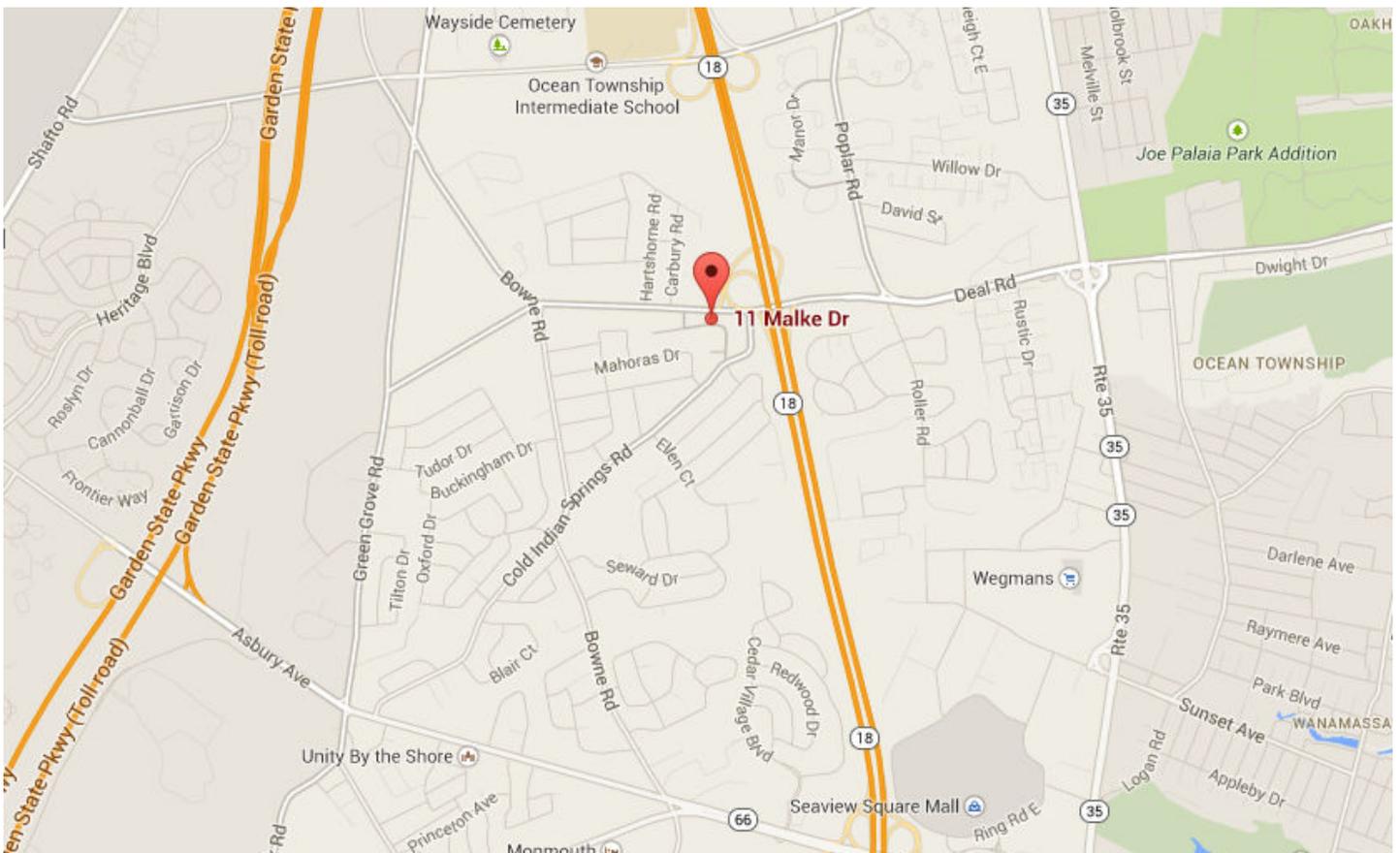
The next meeting will be on December 2nd at Elie Lieberman's house at 7:30 PM.

Secretary
Jane Finton

Next Meeting at Eli Lieberman's house.

Address: 11 Malke Dr, Ocean Township, NJ.

Time: December 2nd, 7:30 PM



TWENTY YEARS AGO IN SPORT AVIATION

The winner of the Grand Champion Warbird award at the 1993 Oshkosh Fly-In Convention was on the cover of the December 1993 issue. Although most would have immediately identified it as a P-51D *Mustang*, it was really an F-6 photo-recon version owned and restored by Butch Schroeder. It is the lone survivor of a mere 136 F-6 airplanes built. It featured a window on the left side of the fuselage with a slightly bulging shape and provisions for mounting one of three different aerial cameras behind it. Since the plane was designed to take pictures of folks who might object to a certain extent, the .50 Browning guns were left in place. The plane was finished in the markings of the plane flown by Capt. Clyde East, the highest scoring photo-recon ace of World War II, with 13 aerial victories. The F-6 was restored to as close to how it looked in 1945 as was possible, down to hard points for drop tanks and rocket rails. The .50 Brownings featured a full complement of ammo, minus powder and primers. A working K2 aerial camera was installed, and the painted on reference marks that the pilot used to aim the camera were in the proper place on the wing.

EAA World featured several pages of photos of Warbirds at Oshkosh including two Grumman F7F *Tigercats*, five Republic P-47 *Thunderbolts*, and a Douglas A-26 *Invader*.

John Hauck's Kolb *Mark III* was named Grand Champion Light Plane at EAA Oshkosh '93. Originally completed in March of 1992, the plane only had about 10 hours on it when John had an engine failure on takeoff and was forced to put the plane into a grove of trees. He was uninjured, but the plane suffered major damage. The cause of the failure was determined to be due to someone pulling a tie wrap too tight on the fuel line. No one ever admitted to the deed, and John never found out who it was, but it restricted the fuel flow enough to cause the engine failure. As he rebuilt it, he added a few custom touches including better seats with leather upholstery and a larger fuel tank in the center of the wing. This modification allowed space for a small baggage area behind the seats where the fuel tank was originally located.

The Grand Champion Ultralight award went to Phil Coleman's Preceptor N-3 *Pup* finished to resemble an L-4, right down to the invasion stripes on the wings and extra Lexan windows behind the wing. Phil was a double ace who flew in World War II and Korea, but had not flown since 1964 when he discovered ultralights in 1984. The N-3/L-4 was powered by a two-cylinder Mosler engine 40 hp. The only modifications were hydraulic disc brakes, and trailing edge flaps. Phil admitted that the N-3 *Pup* doesn't need flaps, but he wanted to play around with the idea to see how the flaps would affect the performance of the airplane.

Jack Cox introduced us to the *Omega II*, a two-place tandem, all-metal sportplane offered by Integrated Systems Engineering headed by Brent Brown. The *Omega II* was based on a design from the 1960's called the Palomino that was to be FAA certified. Based on the single place Mooney M-19 that was in turn based on Al Mooney's M-18 Mite, the Palomino design had input from Al's brother Art Mooney as well as Hal Cronkhite, who had been the chief design engineer for Ted Smith on the original Aero Commander. Brent's team updated the design, making it wider in the cabin area, longer, and replacing the original 130 hp Franklin engine with a 200 hp Lycoming AEIO-360. In the interest of ease of construction and aerobatic performance the original stabilator was changed to a more conventional tail. Each horizontal tail element and the vertical fin/rudder were identical, which allowed for ease of manufacturing at the factory and customer construction. Numbers were 75% cruise at 8,000 feet of 200 mph, top speed of 215 mph, stall speed 67.9 mph, and a range of 750 miles. I must add that this is another of those designs that was introduced with lots of hype and promise, but I have never heard of and *Omega II* being completed and flown.

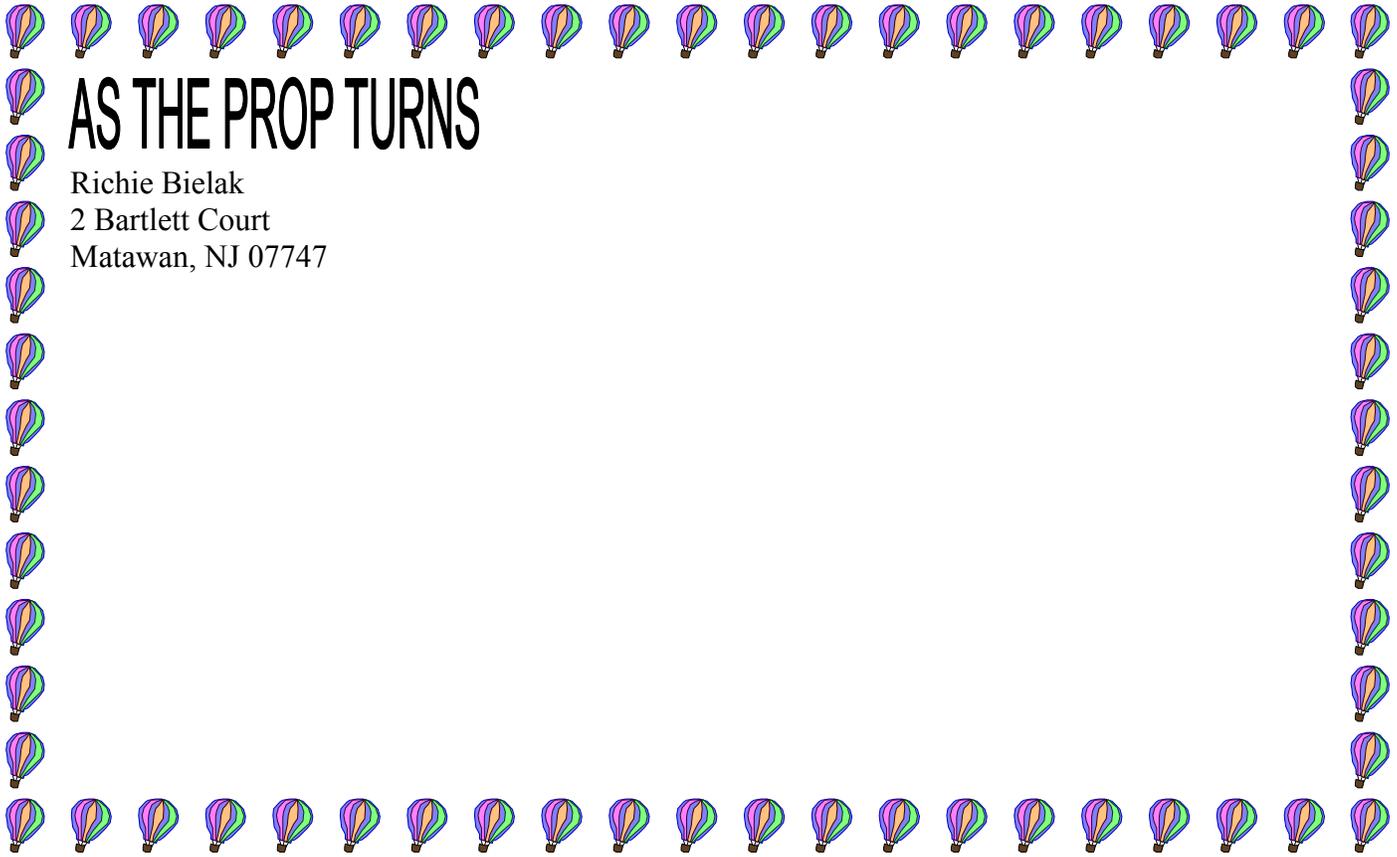
Peter Brooke of Canadian Airmotive, Inc. of Delta, B.C., Canada, contributed an article about the development of a dual electronic ignition system for auto engine conversions. Norm Perersen described the improvements that were made to the seaplane lagoon in preparation for Oshkosh '93. In EAA Air Adventure Museum Highlights, Norm described the Douglas A-26 and Piper PT that had been recently donated to the museum. The Piper PT was a prototype that had been built in 1943 as a plane that anticipated the private flying desires of future returning military pilots for a faster, more maneuverable planes at the end of World War II. It featured a low-wing, tandem seating, and retractable gear. Top speed was claimed to be 190 mph with the 130 hp Franklin engine. Well, the Piper PT was never produced; I guess that niche in the market place was filled by the North American Navion. Another significant donation was Lear Fan S/N E003, the plane that was used by the factory for certification flights.

Frequent contributor Bob Nuckolls offered a do-it-yourself over-voltage design. In the EAA Advisory Council Report Dr. Hunter Heath discussed Diabetes. In the "Craftsman Corner" Ben Owen talked about the Head and Neck Support (HANS) system that had been developed by Hubbard/Downing, Inc., of Atlanta, GA. Now standard in virtually all auto racing series in the U.S., the HANS system consists of a full-face helmet tethered to a yoke that is held to the torso by the shoulder harness. In the "Sportplane Builder", Tony discussed equipment for night flying.

Bob Hartmaier
EAA 78890



Dave Grimes talking to us about the Osprey.



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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 2013

Editor: Richie Bielak (732)-566-58791

Next Meeting: Monday, December 2nd, 7:30PM
Elie Lieberman’s House (see inside for directions)