

AS THE PROP TURNS

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



EAA CHAPTER 315 ON THE WEB: www.eaa315.org

President:

Bob Lorber
7 Eggers Street
East Brunswick, NJ 08816
(732) 325-0320
rlorber@ece.rutgers.edu

Vice-President:

Lew Levison
11 Cromwell Lane
Jackson, NJ 08527
(732) 617-9521

Secretary:

Jane Finton
104 Arbor Court
Tinton Falls, NJ 07753
(732) 918-2111

Treasurer:

Tom Goeddel
31 McCarter Avenue
Fair Haven, NJ 07704-3408
(732) 842-4387
tgoeddel@comcast.net

Young Eagle's Coordinator:

Frank Fine
3311 Belmar Blvd.
Wall NJ 07719-4616
(732) 681-5286
thefines@juno.com

Newsletter Editor:

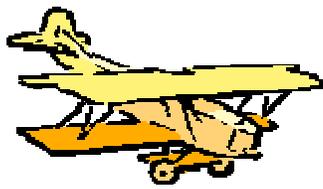
Richard Bielak
2 Bartlett Court
Matawan, NJ 07747
Home: (732) 566-5879
Mobile: (732) 266-4461
richieb@gmail.com

Minutes of the January 2013 Meeting of EAA Chapter 315

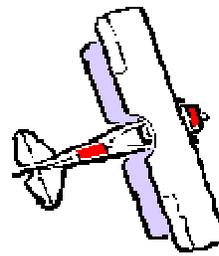
EAA chapter 315 met 7 January, 2013 at Old Bridge Airport, 7:30 pm. President Bob Lorber opened the meeting with a request by Jane Finton for approval of the minutes of the last meeting. Seconded by Tom B, approved by all.

Treasurer Tom Goeddel reported a balance of \$1280.22, minus \$275.00 for Chapter renewal and insurance to National. He reports " We are in good shape at this time."





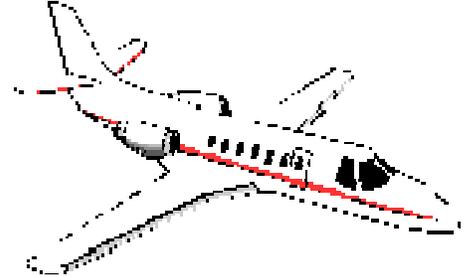
OLD BUSINESS



Lew Levison called Jay Lazewski about holding our annual picnic in July at Jay's field, and he is waiting to hear from Jay.



NEW BUSINESS



- Two new members were in attendance: Mike Zelavity and Dave Duvak. Welcome to both.
- Bob Lorber told of flying along the coast, viewing the devastation from Hurricane Sandy. Looks worse than the pictures.
- News from Eagles Nest Airport: all the hangars are done. An e-mail was sent out, thanking all who for their help getting this job done
- We discussed the Annual Awards Banquet. As Sun n' Fun is 9-16 April, the banquet will be held 18 or 25 April. Lew will check with the Manalapan Diner on those dates. He spoke of a possible speaker, Donald Sparing, a photographer, who has been on many aviation photo missions. He is also a model maker of ejection seats. Lew will contact him to see if he may be available.

The business meeting was adjourned to hear our speaker of the evening.

Glenn Stott spoke of his visit to San Francisco during Fleet Week in October, 2012. He saw many different planes and exhibits. He flew on a plane named "Fat Albert" as a passenger. That turned into a rough ride for Glenn as a strap to his seat broke, adding to the excitement of the show. It was also the week of the Americas Cup Yacht Race, adding more interest and excitement to the week.

Next meeting is 4 February at Old Bridge Airport office 7:30 pm.

Secretary Jane Finton.

Glenn Stott Presenting his Fleet Week adventures.



Map of the Blue Angels show airspace in San Francisco.

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the February 1993 issue of Sport Aviation featured the Cozy built by Todd Morgan of San Diego, CA. Jack Cox was impressed with fit, finish and custom touches when he saw it on the flight line at Oshkosh. His judgment was confirmed when the plane won the Plans Built Reserve Grand Champion Award for 1992. Todd followed the plans closely when building the airframe, but used a 180 hp O-360 Lycoming engine that had been removed from a plane that was converted to a larger engine. He also used a custom made three-bladed propeller to be able to get full use of the added power and still have adequate ground clearance. Other touches were custom streamlined wheel pants that added 17 mph to the cruise speed and a professionally done leather interior.

There were two significant aircraft reports in this issue. Ray Ward of Houston, TX described his BD-4 equipped with a highly modified Chevy 350 cu. in. engine that produced 475 hp and used a 2:1 reduction unit to get the prop rpm in the proper range. He reported a top speed of 220 mph indicated that resulted in over 240 mph true at the altitudes that he normally flew at. He compared the engine to a Lycoming IO-720 aircraft engine as follows: Cost, Lycoming - \$70,000, Ward V-8 - \$20,000. Weight, Ward V-8 30 pounds less, Horsepower, Ward V-8 75 more, Fuel consumption, Lycoming - 18 gph, Ward V-8 - 15 gph, Overhaul cost, Lycoming - \$8,000, Ward V-8 - \$800. I would venture to say that the cost to overhaul the V-8 would be somewhat more today, but the Lycoming would be 4 or 5 times that much!

Dick Cavin interviewed John Harmon, builder of the Harmon Rocket II. John's original Harmon Rocket was a much modified RV-3. As soon as the RV-4 model was introduced, John began working on how to mount a 250 hp Lycoming IO-540 engine on the nose. The RV-4 fuselage was widened to allow it to better fair into the larger engine and to give more room in the cockpit. The fuselage was also lengthened to allow for dual controls in the rear seat and to help balance the heavier engine. Since RV-4 wings would no longer fit the wider fuselage, RV-6 wings were modified by shortening the center section spar carry through sections to fit. Due to the larger diameter propeller necessary to get full use of all that extra power, the landing gear legs were lengthened 4 inches and machined out of titanium to provide the proper stiffness. John set the redline at 275 mph, and reported a 10 gph economy cruise speed of 215 mph at 55% power.

Curt McConnell of Lincoln, NE related the story of pilot Russ Owen who attempted to open an air mail route between Anchorage, Alaska, and Seattle, WA in 1936. To promote the project, he attempted to fly non-stop from Anchorage to Seattle in a one of kind two-place, high-wing design that had been built by Ole Fahlin and Swen Swanson. They called the SF-2, but it became known as the Plymo-coupe due to the fact that it was powered by an inline six-cylinder Plymouth engine. He left Anchorage on the morning of September 28, 1936 having been delayed by morning fog. Near Juneau just after dark his oil pressure began to fluctuate, and he attempted to land at the unlighted Juneau airport. Unfortunately he undershot the runway by about 20 feet and severely damaged the prop and landing gear. The wings were removed and the plane was trucked to a hangar and put into storage while awaiting someone to claim it. Three years later mechanics doing some welding started a fire that burned the hangar, and the Plymo-coupe, to ashes. Although Russ did not make it to his original destination, he apparently was the first person to fly non-stop from Anchorage to Juneau.

Dick Cavin also contributed an article describing the Avenger two-place gyroplane built by Mike McKiernan and his close friend Rufus Howard. Mike changed the plans by installing a 160 hp O-320 engine that been removed from a Skyhawk. Due to the low cooling flow at typical gyroplane speeds, the engine required careful baffling and an auxiliary custom cooling fan just behind the pusher prop to help pull cooling air across the cylinders. Although he could hit 115 mph, he preferred to putter around at 50 to 60 mph, and reported that the little ship handled well and the controls were very effective.

Bob Nuckolls of The AeroElectric Connection discussed electrical system design with regard to what items are the highest priority in case of alternator failure, and provided a sample wiring diagram to illustrate his design philosophy.

In "Hints for Homebuilders" Roger Wall contributed a method of cutting lightening holes in metal wing ribs using plywood jigs and a router with a flush Formica bit. Syl Heumann described his method of adjusting a magnetic compass that did not require a compass rose. In the "Craftsman's Corner" Ben Owen provided some tips for doing shop calculations without using advanced mathematics. In the "EAA Advisory Council Report", Fred Zimring discussed aircraft maintenance records, and in particular the Form 337, and when it is required. He also recommended when researching and aircraft records, order copies of all 337's to check for any major repairs or alterations that may have been done. Nowadays you just order the CD from the FAA. In the "Sportplane Builder" Tony continued with his hints for first time builders working in sheet metal.

Bob Hartmaier



AS THE PROP TURNS

Richie Bielak
2 Bartlett Court
Matawan, NJ 07747

E.A.A CHAPTER 315 “As The Prop Turns”

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the
Experimental Aircraft Association— February 2013

Editor: Richie Bielak (732)-566-58791

Next Meeting: Monday, February 4th, 7:30PM
Office at Old Bridge Airport