

# AS THE PROP TURNS

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



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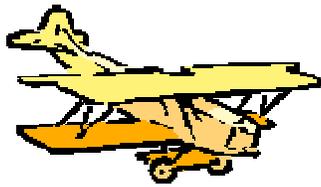
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## Minutes of the August 5th Meeting EAA Chapter 315

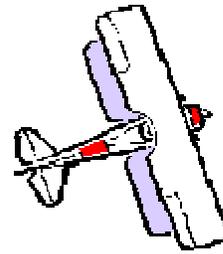
The August 5th meeting of EAA 315 was called to order by a motion made by Tom Goeddel, seconded by Frank Fine, approved by all present.

The Treasurer reported a balance on hand of \$1545.18 after an expense of \$98.00 for EAA chapter membership.





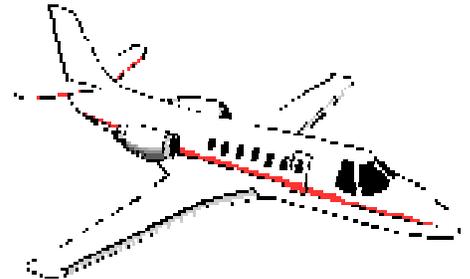
## OLD BUSINESS



A great time at the July meeting, held at Jay Lazewski's airport, good food, rides in two Cubs, no formal meeting, just eat and fly. There was also some T-shirt dropping and some flour bombing. Jay says he can host July meeting again next year.



## NEW BUSINESS



William Scott of Black Pilots spoke to the group about coordinating our October meeting with theirs for Young Eagles Day. After some discussion, it was approved by a show of hands. Scotty can be reached at [W.A.Scott@ven.net](mailto:W.A.Scott@ven.net) or [W.A.Scott@me.com](mailto:W.A.Scott@me.com). Tentative date for the event is Saturday, October 19th.

Peter Weidhorn's Eagles Nest Airport is up and running, has fuel, and repair shop with Tommy Gray. Tommy is looking for a mechanic helper. A sky-diving school is another possibility.

Frank Fine reported Allaire airport is under contract to sell 11 acres at the front of the property. Lakewood is moving along well.

Tim Sharp became a member of 315. Dan Murphy is learning to fly.

Bob Lorber went to Oshkosh, saw Jetman fly. He said it was amazing!

Chuck Pittman won the 50/50 in the amount of \$18.00.

The business meeting closed, Bob Hartmaier took the "stage" to tell about his experience flying his recently purchased C-34 from Oregon to New Jersey. Built in 1935, 145 h.p. engine, hard to land, has wooden wings. and a tail wheel that locks and goes straight on landing. Flying time from Oregon to Old Bridge airport 21hours 6 minutes at 130 knots. Nice looking plane!

Next meeting will be Monday, 9 September at Old Bridge Airport, 7:30 pm.

*Secretary Jane Finton*

# FAA finalizes rule modifying Philadelphia Class B airspace

May 14, 2013 | By Benét J. Wilson

The FAA has published a final rule modifying the Philadelphia Class B airspace area effective July 25, despite AOPA recommendations that were not adopted in the final design. The modified airspace configuration will align with the Washington, D.C., and the extended New York VFR charts.

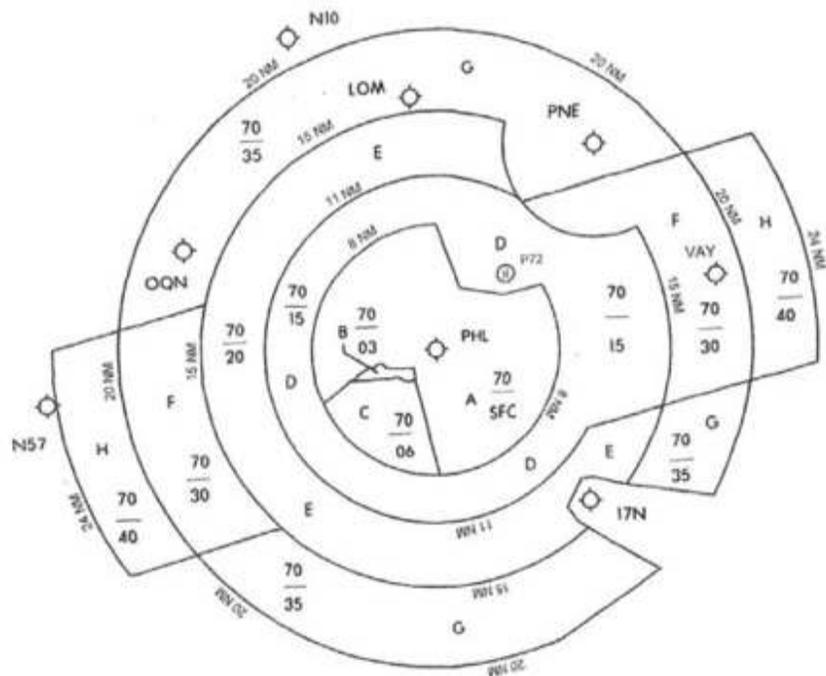
In its [comments submitted on Sept. 27, 2012](#), AOPA

acknowledged minor changes the FAA adopted as a result of pilot input during public meetings on the airspace redesign. But the association continued to call on the agency to mitigate other concerns including an incursion hazard that could result from two proposed Class B airspace shelves from 4,000 feet msl to 7,000 feet msl in the northeast and southwest areas of the airspace.

AOPA is particularly concerned about the northeastern shelf, as this airspace currently serves as an unofficial VFR flyway.

"Currently, aircraft transiting from the north and south are able to avoid both Class B airspace and McGuire Alert Area (A-220) by utilizing this airspace. As such, this area is already heavily congested with bi-directional VFR traffic so we urge pilots to become familiar with this new design and use caution when transiting this area," wrote Melissa McCaffrey, AOPA senior government analyst.

**MODIFICATION OF THE  
PHILADELPHIA, PA CLASS B AIRSPACE AREA  
(Airspace Docket No. 08-AWA-2)**



## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the September 1993 issue of Sport Aviation featured a Wittman *Tailwind* owned and built by Mac McKenna of Ocala, Florida. Jack Cox gave us a brief description of how Steve Wittman used the tricks he learned while racing in the 1930's to come up with a design that performed well on low power. The *Tailwind* design was an evolution of Steve's *Flying Carpet* that first flew in 1953 that was an evolution of the pre-WWII two-place *Buttercup*. It would cruise at 150 mph and had a top speed of 185 mph using a Continental C-85 engine. It is now owned by the EAA Aviation Foundation and hangs in the terminal of Wittman Regional Airport. Mac became interested in the *Tailwind* because after his retirement as a mechanic from Eastern Airlines he built a house at Jimmy Leeward's Air Ranch in Ocala, FL. One of his neighbors was Steve Wittman, and he was able to have a chance to fly *Buttercup*. He wanted to build one, but Steve had never drawn up any plans for it, Mac settled on a *Tailwind*. Although the *Tailwind* had been updated over the years with larger engines, Mac wanted to maintain the spirit of the original design, and used a 115hp Lycoming O-235 for power. He reported a cruise speed of 165 mph while using fuel at a rate of 7 gph, and a stall speed of 43 mph.

H.G. Frautschy treated us to a description of the Piper PA-17 *Vagabond* owned by Luke Walker of Newport, RI. The plane had been damaged when the previous owner had hit tree stumps on takeoff and damaged the landing gear and bottom of the fuselage. Luke had studied as a cabinet maker, and had restored several motorcycles, so an airplane project did not scare him even though he had never attempted an airplane restoration before. His father had owned a Piper *Cub* while Luke was growing up, but his interest in aviation did not blossom until after he had finished school and gotten married. Perhaps the fact that his wife, Bess was a pilot helped to revive that interest. In fact, he was still working on his private license when the *Vagabond* was completed, so Bess got to make the first flight. The only modifications made from the original factory configuration were to upgrade the engine to a Continental C-85, and add nav and instruments lights powered by a small gel cell battery.

The CAFÉ Foundation began what was promised to be a continuing series of performance reports on popular amateur built aircraft with a report on the Van's RV-6A. Eleven pages of data and text covered performance data, design information, a flight report and much more. The purpose of the program was to eventually build up a data base of reports on popular designs so that prospective builders would have a wealth of detailed information to help them make a decision as to what aircraft would best suit their purposes.

Robert T. Jones, who went by "R.T.", gave us a short history of the Nicholas-Beasley Airplane Company of Marshal, MO. In the early 1920's Russell Nicholas and Walter Beasley acquired a large stockpile of surplus Curtiss JN-4 and Standard JN-1 airplanes along with OX-5 engines spare parts. They sold a Standard to a Charley Fower, a cab driver in Macon, R.T.'s home town. After teaching himself to fly it, he started a barnstorming troop with parachute jumper Bertie Brooks and Marie Meyer, who flew the plane and also did a wing walking act. In 1928 R.T. began carrying gas cans and helping to start the planes in return for a few flying lessons. After one year of college he began working at the Nicholas-Beasley factory in Marshall and eventually became the chief engineer. In addition to selling planes and parts to the Jenny and Standard operators, N-B operated a flight school, and R.T. found himself also teaching ground school for a time. He was instrumental in the design of the NB-2, a trainer based on the Standard that was used in the flying school.

He also came up with the preliminary design for a small racer powered by an 80 hp geared Pobjoy engine that Mr. Nicholas had purchased while on a trip to England. The plane finished third in Event #7 at the 1930 Chicago Air Races at 115 mph. The Nicholas-Beasley company did not survive the Depression, and R.T. worked as an elevator operator for a time before obtaining a WPA sponsored 9 month temporary position at NACA Langley. He stayed for 50 years, and was responsible for the mathematical theory behind the swept wing, and also helped Fred Weick develop the modern tricycle landing gear and two-axis flight control system that eventually led to the Ercoupe design.

Dave Gustafson provided a report on the Aircraft Spruce sponsored Great Cross Country Race of 1993. The competition was won by Henry Bouley flying a Questair *Venture* who flew the course from Palm Springs, CA to DuPage Airport, IL in 5 hours, 4 minutes, and 30 seconds for a speed of 327.09 mph. In fact, he beat the King's School Citation carrying the race officials that had to stop in Colorado to refuel! Other winners were Norman Gavin in the Production Line-Modified in his Mooney AIRC, and Charles Woolcott in Production Line-Stock in a Money TLS.

Oshkosh '93 was previewed with photos of some of the notable planes that showed up at the Convention Fly-In. My favorites were the Lone Star Flight Museum's replica Grumman F-3F, and Ralph Rosanik's replica Curtiss P-6E *Hawk*.

A few pages were devoted to Jack Cox's review of the previous 40 years of EAA history in "EAA, 40 and Counting!" Mary Jones related how the Oshkosh Police Department acquired a Quicksilver GT-500. Officers Steve Schauz and Jim Busha envisioned the plane as a means to interact with local youth through the local DARE program and the EAA Young Eagles program. In the EAA Advisory Council Report Harry Riggs discussed "The Delicate Art of Purchasing a Used Aircraft". Norm Petersen told us about the EAA Foundation Kermit Weeks Flight Research Center. Funded as you might guess by a grant from Kermit Weeks and run by Daryl Lenz, the Center was responsible for maintaining the EAA's flying aircraft.

In the "Craftsman's Corner", Lloyd Hartenberger discussed selecting an alternator and voltage regulator for an electrical system. In the "Sportplane Builder", Tony Bingelis talked about control systems.

Bob Hartmaier  
EAA 78889





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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 2013

*Editor:* Richie Bielak (732)-566-58791

**Next Meeting: Monday, September 9th, 7:30PM**  
**Old Bridge Airport, Hangar E-10**