

AS THE PROP TURNS

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



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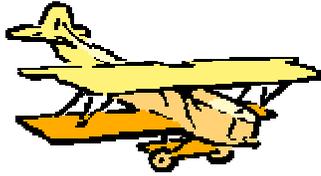
Minutes of EAA Chapter 315 November 2014 Meeting

EAA Chapter 315 November meeting was opened by President Bob Lorber at 7:40PM. The minutes of the previous meeting were accepted as published in the newsletter.

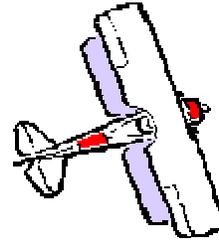
The treasurer reported that we had a balance of \$1,155.21 in the chapter's account.

One guest, Tom Noonan—a pilot with an airplane based at Old Bridge — was present.





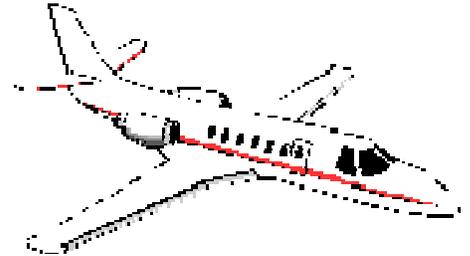
OLD BUSINESS



- The chapter flew 16 kids during our Young Eagles event on 10/18. The wind kicked up later in the day, and we had to cancel our Sunday event because of strong winds. We will try to schedule a similar event next year.
- Peter Weinhorn received a "Excellence in Aviation" award at annual NJAA Banquet. His candidacy was proposed by Glenn Stott and the recommendation that Glenn wrote is published elsewhere in this newsletter.



NEW BUSINESS



- Lew and Bob proposed a speaker for our 2015 Awards Dinner. He is the grand nephew of Harold Pitcairn and he gives talks restoration of the Pitcairn Mailwing. We will discuss the further plans for the next years Awards Banquet at the next meeting.
- We are planning a breakfast fly-out to Greenwood Lake airport on 11/16. The ETA is set for 10:30AM.
- Roger Elowitz updated his spreadsheet of places to fly. He mentioned that the restaurant at Columbia airport burned down few years ago. On the other hand Smoketown airport has several nice restaurants within walking distance.
- The flyin at Massey Aerodrome in Maryland is scheduled for December 7th.

Craig told us about his adventures flying an training jet, Albatros L-19 in Santa Fe, New Mexico. He got about an hour of flight time, including taxi, takeoff and landing. He found the airplane easy to fly and went up to 17,000 feet and performed a some high speed dives, reaching about 400 knots.

50/50 was won by Jay Lazewski.

Next meeting will be at Old Bridge airport, at 7:30PM on December 1st.

Richie Bielak

Snapshot from Greenwood Lake Breakfast Fly Out



Members arriving!



"Connie" at Greenwood Lake.



Food was excellent. All you can eat for \$10 !!

"Butch" - our chapter's photographer.



Lew and Richie.

Peter Weidhorn for 2014 NJAA Award
nomination by Glenn Stott

Peter Weidhorn was born in 1947. His aviation interest was sparked by the thrill of the first astronaut launches and the moon landing. It inspired him to excel so he started flight training at Madison (3N6) in 1975 and has since accumulated over 3100 flight hours, 1700 of which are in his beloved twin engine Beech Baron.

For the past seven years Peter has been vigorously engaged in the redevelopment of Eagles Nest Airport with the long term goal of preserving Eagles Nest “in perpetuity” for general aviation in New Jersey. It has become a natural extension of his philanthropy efforts fueled by his passion for aviation. He wishes to allow the greater community to benefit from the joys, knowledge, and opportunities of general aviation beyond just being a pilot.

In 2007 Eagles Nest Airport had no hangars, no electricity, no telephone, no fuel, and the single structure was a lone porta-potty. The airfield was neglected, grossly underdeveloped, and financially destitute. The previous owner worked hard to preserve it knowing full well that if it closed the airport’s zoning approval would never be reinstated. The property was also being shopped at unreasonable pricing to potential developers and the local town was using unreasonable real estate tax assessments to try and get rid of the airport. Weidhorn spent over two years working with the seller, helping her file a tax appeal and placing a mortgage on the site so the real estate taxes could be brought up to date.

He purchased the airfield in 2009 and worked with the NJDOT to acquire adjacent land parcels that would be required in order to have sufficient property to develop the airport. The key property needed was 159 feet wide and 3800 feet long which bordered the northern side of the runway. Without this property the runway was too close to the property/tree line and development would be impossible. Years ago the state tried to buy this piece of land but the seller refused their \$250,000 offer for what is essentially a worthless landlocked parcel. Weidhorn successfully acquired this property along with several others to allow for the development of a limited residential airpark.

He thought the tough part was done but never knew how many expensive permits and approvals would be required. There were a multitude of meetings, applications, and permits with the town’s planning and zoning boards, DEP, DOT, FAA, Ocean County soil and erosion, CAFRA and wetlands, fuel tank vent license, Fire Marshall, health department for the sanitary system, and water quality for the water well. He hired dozens of expert witnesses, planning engineers, and attorneys to attend the numerous public hearings. He spent over a year just on the approval for a state of the art fuel facility due to ridiculous concepts about terrorists blowing up the tank or hunters using it for target practice. The site plan for storm water basins and tree removal also made for some very interesting hearings. The airport had been a blight, and at first the local people did not understand his intentions. The value of the airport to the state’s infrastructure and the local communities was never more clearly understood than when it was heavily used as a staging area following the aftermath of Hurricane Sandy.

Today, Eagles Nest looks very different. Due to Peter Weidhorn’s persistence there is more than just electricity and water. The state helped update the airport master plan so now there are 35 new hangars and a full service FBO with restrooms, computerized flight planning, and weather. In addition, four hundred feet of the Rwy 14 safety overrun area has been paved and the Rwy 32 safety overrun has been stabilized and extended. New runway lights, a rotating beacon and PAPI lights are also under construction.

During these turbulent times the resurrection of Eagles Nest is one of the very few positive news stories regarding General Aviation.

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the December 1994 issue of Sport Aviation featured an inflight photo of a Grumman F4F-3 *Wildcat* that had been restored to flying condition after having been submerged in Lake Michigan for over 47 years. It had been lost when a young Navy Ensign practicing aircraft carrier operations attempted to takeoff with the flaps up. Realizing his mistake during the takeoff run he attempted to put the flaps down. While reaching for the flap lever he apparently hit the throttle and it came back to idle. Needless to say, as he went off the end of the boat with no flaps and idle power, he made a dramatic splash instead of soaring off into the wild blue yonder. He managed to escape, but the Grumman sank in 216 feet of water. One of several aircraft that had been recovered, the plane made its way into the hands of Jim Porter and Dick Hansen, both Chicago area residents. Next month H.G. Frautschy promised to present the story of how the ship was returned to flying status.

Peter Moll described the T-28 *Trojan* owned by Bob Watts that won the Oshkosh 1994 Warbird Grand Champion award. Obtained by Bob from the government, it was pulled out of storage at Davis-Monthan Air Force Base, near Tucson, Arizona, and restored by Great American Aircraft in Torrance, CA. The aircraft was restored to its former glory as a 1950's Navy trainer, with only the electrical system and avionics being updated with the latest equipment for ease of operating in the modern ATC environment.

Another North American Aviation product, a P-51D *Mustang* owned by Ed Shipley of Paoli, PA, won the Oshkosh 1994 WWII Warbird Grand Champion award. Restored by Pacific Fighters in Chino, CA, no compromise was made to modern operations; the ship was put back into the configuration that it would have been in during WWII. It was finished in the paint scheme of "Big Beautiful Doll", the mount of Lt. Col. John Landers, commander of the 78th Fighter Group based at Duxford. Lt. Col. Landers had begun his fighter career in the Pacific Theater where he was credited with six victories, and would amass another 30 and a half victories against Germany.

Are you sensing a warbird theme here yet? Dave Gustafson talked about the development of the Vought F4U-1 *Corsair*. The first fighter that could exceed 400 mph in level flight, it was a giant leap of size and performance over other fighters in service with the Navy and Marines at the time. The first operational squadron was Marine Squadron VMF-124, and the second was a newly formed Navy Squadron, VF-17. Under the command of Lieutenant Commander Tom Blackburn, the squadron came to be known as the "Jolly Rogers", due to the skull and crossbones logo on the cowl and a distinctive red and white checkerboard pattern on the nose and rudder. VF-17 was never carrier based, but instead spent the Pacific war operating out of land bases with Marine Squadrons, first in the Solomon Islands and later on Bougainville. During two years of combat the Jolly Rogers were responsible for the downing of over 300 Japanese aircraft, and could boast 12 pilots who had reached "Ace" status. They logged 8,500 hours and downed eight enemy aircraft for each *Corsair* that was lost. They were honored at Oshkosh 1994 with fourteen original members of the Jolly Rogers in attendance.

Budd Davisson reported on a Waco CG-4A glider that the Kalamazoo Air Zoo museum displayed at Oshkosh 1994. The steel tube fuselage had been discovered in a forest near Ironwood, MI, by Darl Watters, a former WWII glider pilot, and a museum volunteer. Originally it was intended just to clean it up and put it on display, but Darl kept showing up with more parts, and it became a full blown restoration project. A cache of original wing ribs were found in a cave in Colorado that were in such good condition that they only needed a fresh coat of finish. Other parts were found across the country where subcontractors had been located during the war years. The plane was finished in the paint scheme of the "Fighting Falcon", a CG-4A that had been sponsored by Kalamazoo school children and had been the first glider to land in Normandy on D-Day.

Jack Cox supplied a report on the *Stallion*, a new four-place design by Martin Hollmann's Aircraft Designs, Inc. The *Stallion* featured a steel tube structure in the cabin area to which composite fuselage, wing, and empennage components were attached. It used the tail surfaces from the Lancair ES and retractable landing gear from the Lancair IV. The high wing did not have struts and gave the plane a look similar to a *Cardinal RG*. The pilot's side featured a clamshell style door that included a step in the lower half that allowed ease of entry when opened. The right hand side had two panels that when removed allowed access for large cargo pieces as well as converting the Stallion into a fine photo or skydiving plane. The 300 hp Continental IO-550 G engine gave a cruise speed of 224 mph. Kits were offered at a total cost of \$46,840, but of course the builder would supply the engine, paint and instruments. Jack also introduced us to the four-place KIS *Cruiser*, a larger version of the two-place KIS designed by Rich Trickel. The low-wing, fixed-gear design was powered by a 180 hp Lycoming O-360 and the reported cruise speed was 175 mph, which was 35 mph faster than a C-172 and 25 mph faster than an *Archer II*.

In "Hints for Homebuilders" Dallas Alldredge provided plans and photos for a roll around utility cart that included a 500 watt halogen light on a pole. In the "Craftsman's Corner" Ben Owen discussed a possible problem with hollow Lycoming crankshafts that used a fixed pitch propeller and had the oil hole for a controllable propeller blocked. Sludge could accumulate inside the crank and cause corrosion and possible failure. He also added some tips concerning ELT's. In the "Sportplane Builder" Tony began a series on painting.

Bob Hartmaier
EAA 78889



A beautiful Cessna-170, visiting from Martha's Vineyards,
at Greenwood Lake airport.



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E.A.A CHAPTER 315 “As The Prop Turns”

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Experimental Aircraft Association— December 2014
Editor: Richie Bielak (732)-566-58791

**Next meeting Monday, December 1st, 7:30 PM
Office at Old Bridge Airport**