

AS THE PROP TURNS

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



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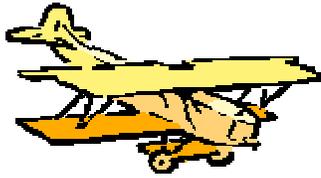
Minutes of Chapter 315 Meeting – June 2nd, 2014

The June meeting of EAA Chapter 315 was called to order by the President at 7:55 PM. George Cowling made a motion to accept the minutes of the previous meeting as printed in the newsletter. The motion was seconded and accepted by all present.

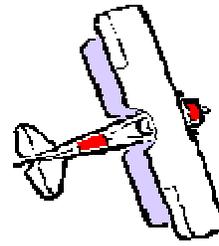
Treasurer reported \$1211.49 in our treasury.

Last months 505/50 was donated back to the club by the winner Greg Agulara. Thank you Greg!





OLD BUSINESS

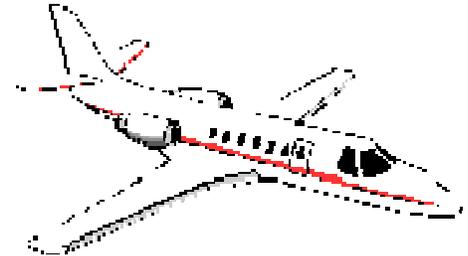


- Open House at Old Bridge airport is scheduled for 6/7. Bob Hartmaier is arranging for insurance from EAA HQ so that we can fly young Eagles during this event.
- We also have a Young Eagles Day scheduled for June 14th at Old Bridge. The insurance for that event is in place.
- Peter Weinhorn thanked the chapter for supporting Eagles Nest airport and invited us to fly down on Jun 21st for an Open House event. If possible we will also do young Eagles flights there.

Glenn Stott suggested that Peter should be nominated for NJ Aviation Hall of Fame for saving Eagles Nest airport.



NEW BUSINESS



Airport news:

- *Monmouth Executive* – the new management seems to only want jets there, and anyone who rents a hangar but has no airplane is getting kicked off the airport. Flight school still there, but not banner towers or jumpers.
- *Eagle's Nest* – First hangar is fully rented. The second hangar has 12 out of 18 spaces rented. There are 33 aircraft based there now.
- *Lakewood* – there was a nice cookout there attended by Bob Hartmaier and Lew Levison.

Glenn Stott talked about an aviation event for kids sponsored by the New Jersey Aviation Association. Part of the event took place in Trenton and part at the Alexandria airport.

The 50/50 was won by Glenn Stott in the amount of \$12.

July meeting will be on Sunday, July 13th at Jay's airfield.

Assistant Secretary
Richie Bielak

Directions to Jay's Airstrip:

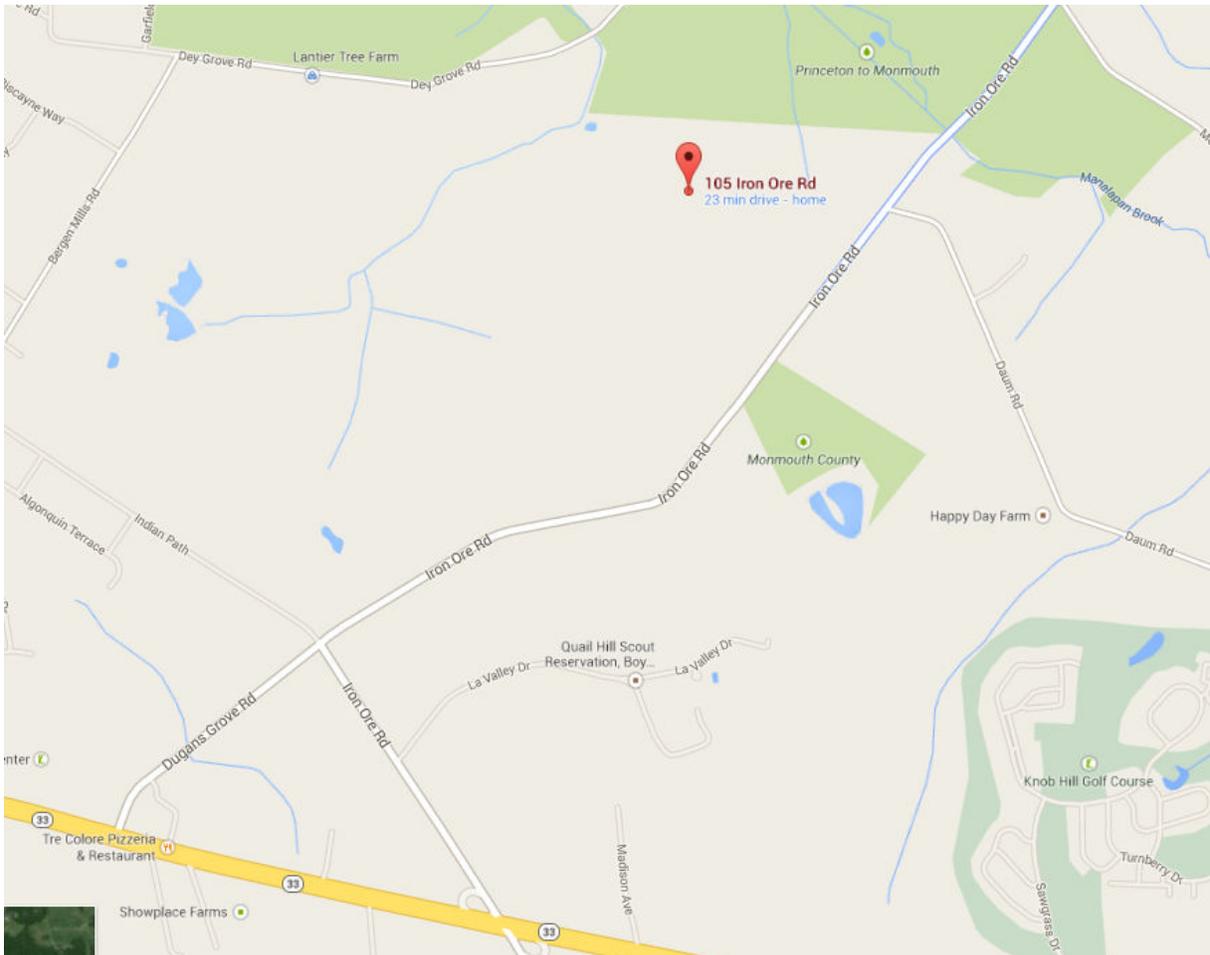
**This is for the July 13th meeting
Meeting will start at 12:00PM
Please call Lew Levison and let him know how many
people will be with you (he needs to buy food).**

The address is:

105 Iron Ore Road.
Englishtown NJ

Plug it into a GPS. Coming out of Englishtown turn right
on a dirt road just before the orange balls on the wires.

It is right across from Daum Road.



Young Eagles on 6/7/2014 and 6/14/2014
at Old Bridge.

We had very large turnout for our Young Eagles day. We flew 60 Young Eagles on the 7th and another 22 on the 14th.





TWENTY YEARS AGO IN SPORT AVIATION

The cover of the July, 1994 issue of Sport Aviation featured test pilot Eliot Cross flying Jim Stewart's 70% scale P-51D Mustang, the S-51. In the 1960's Jim conceived of designing a scale Mustang, and in 1967 began work on an all wood model. Another builder convinced him that it should be all-metal, and a complete re-design ensued. Plans were offered for a short time, but Jim realized that the plane was just too complicated for the average homebuilder, and withdrew the plans from the market. Two examples were completed from the original plans; both flew in 1985. By then Jim realized that kits were the way to go (perhaps the success of the RV line of planes may have got him thinking along those lines?), and started with a clean sheet of paper again. He enlarged the design slightly for more room in the cockpit and to allow a more powerful engine. He hit on the idea that the major assemblies would be shipped assembled with a few Pop rivets holding them together. The builder would drill out the rivets, drill the holes to the final size, and after deburring, dimpling, and anodizing, would complete the final assembly. He even developed a quick-build kit that was approved as meeting the "51%" rule by the FAA that saved several thousand man-hours of building time. A 454 cubic inch Chevy V-8 powered the prototype. It was rated at an even 400 hp, and drove the 4-bladed prop through a reduction unit that was very similar to the original one on the Merlin engine used in the full sized "Mustang". Jim reported that they had completed about 20 hours of test flying. Initial rate of climb was in the 2,000 to 3,000 fpm range. Cruise speed was 215 knots, and the stall speed with full flaps was 61 knots.

Those of you of a rather "mature" age will remember the guy who raised and trained Canada Geese to follow his ultra-light. Well, the "guy" was William Lishman of Ontario, Canada, and he was experimenting with migratory waterfowl with the hopes of restoring populations of such endangered species as the Trumpeter Swan. The Trumpeter Swan had once been plentiful across North America, but was by 1994 extinct east of the Rocky Mountains. William was working with Professor William Sladen who wondered if it was possible to restore migration routes and populations of the Swan in the East. Rather than use eggs from the endangered Trumpeter, it was decided to use eggs from the plentiful Canada goose. Nests were robbed of eggs, and the newly hatched goslings were imprinted on the ultralight. In order to achieve a goal of 30 mph, a wing of French design was mated to a single-place Cosmos Echo model trike ultralight, using a 28 hp Koenig radial engine. They would pull the plane up and down the grass field with the goslings following it until the birds were fully fledged and ready for flight. They made several short flights to nearby fields to get the geese used to landing at strange surroundings, before starting off to the intended final destination, Warrenton, Virginia, the site of Professor Sladen's Airlie Centre for environmental studies. 17 Geese followed Lishman to Virginia, and 10 found their way back to Ontario the following spring.

H.G. Frautschy contributed a story detailing the history and restoration of Allen Johnson's 1938 Culver Dart. The Dart was an Al Mooney design that was powered by a five-cylinder Lambert radial engine. Allen attempted to restore the plane as it would have originally left the factory, and was lucky that it had never been modified in any way. An engine was the difficult task, but eventually enough parts were rounded up to be able to build up a complete engine. Allen's Dart won the Grand Champion Antique trophy at the 1994 Sun 'n Fun.

Budd Davisson treated us to an article describing the Cosmic Wind racer completed by Bill Warwick. The Cosmic Wind design was developed by Lockheed test pilots Tony Le Vier and Fish Salmon for the 1940's "Goodyear" class of racing planes; a maximum 190 cu.in. displacement engine and a minimum of 66 sq. ft. of wing area. The Cosmic Wind was what you got when the same folks who designed the P-38 and Constellation turned their attention to a small, fast racer. No tube and fabric fuselage with wood wings, the Cosmic Wind was all metal and was of complicated construction. It was also fast and beautiful to look at. Two were completed for Tony and Fish, but were soon sold off after Lockheed displayed their displeasure at their two best test pilots risking their necks with this racing business. A third was begun by another racer by the name of Billy Robinson who worked on it into the late 1950's until he lost his life in a J-3 Cub crash. The project changed ownership numerous times before winding up in the hands of Joan Alford. She offered Bill half ownership if he would complete the plane. Bill finished up the project and made several test flights. Unfortunately, soon after, Bill Warwick lost his life in the crash of a newly completed Thorp T-18 that he was flight testing for another builder. It seems that the trim system for the stabilator had not been constructed according to the plans, and on the second flight the plane stalled at low altitude and entered a spin that was unrecoverable.

Budd Davison contributed a description of the Waco UBF-2 replica built by Tom Brown. Tom used original factory drawings to build his plane. If he had wanted to spend the money to locate and purchase the paperwork for an original Waco, he could have licensed the plane as a standard category plane by proving conformity with "owner produced" parts. However, he chose to go for the experimental category so he could modify the plane at will as well as to be able to perform the annual inspection himself.

Jack Cox offered his round up of 1994 Sun 'n Fun with lots of photos and a list of award winners. Brian Meyer contributed an article in which he discussed choosing a propeller. Jack Harrington advised us on surrendering your airman, medical, or aircraft certificates. Bob Nuckolls described the role of a master switch in an electrical system. Budd Davisson introduced us to Hale Wallace and explained how Hale came to be the supplier of kits and parts for the Steen Skybolt. In the Craftsman's Corner Ben Owen offered some tips on building hot wire cutters for foam. In the Sportplane Builder Tony began a series on rigging and trimming. In "From the Archives" Dennis Parks talked about Ed Heath and his various designs.

Bob Hartmaier





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E.A.A CHAPTER 315 “As The Prop Turns”

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Experimental Aircraft Association— July 2014

Editor: Richie Bielak (732)-566-58791

Next meeting Sunday July 13th, 12:00 PM
Jay Lazewski’s Airstrip
(see inside for directions)