

# AS THE PROP TURNS

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



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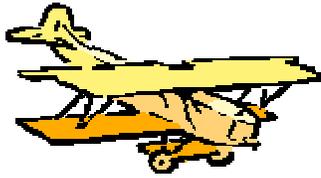
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## Minutes of May Meeting of EAA Chapter 315

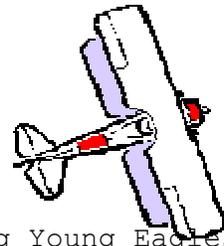
The meeting was called to order at 7:45 PM. A motion was made to accept the minutes of the last meeting by Jack Hamill, Lew Levison seconded. The minutes were accepted as published.

The Treasurer, Tom Goeddel, was absent. He reported (via email) that the treasury balance was \$2085.49.





## OLD BUSINESS



We discussed the need for insurance for the upcoming Young Eagles events. We have the following scheduled for June:

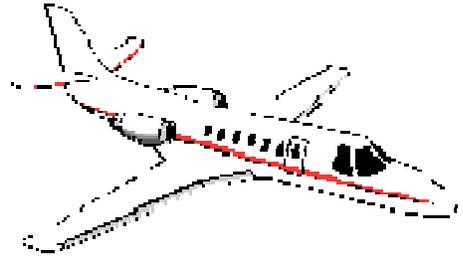
- June 7th – Old Bridge Airport Open House.
- June 14 - EAA Chapter 315 Young Eagles at Old Bridge.
- June 21st–Open House at Eagles Nest Airport.

Lew Levison requested pilots and their planes be made available for all three events. Lew distributed flyers to members to be put up in supermarkets and other conspicuous places to help spread the word for the June 7 Old Bridge Airport Open House.

Our July meeting will be a cookout at Jay Lazewski's private airfield, located at 105 Iron Bridge Road, in Englishtown, NJ. Food will be served around noon. Although this is not a fly-I, two Piper Cubs and Lew's Super Cruiser will be there to give rides to members. **Note that this event will take place on Sunday July 13th.**



## NEW BUSINESS



There will be several flyins at Massey Airport in Maryland. Check <http://masseyaero.org/> for latest schedule. The airfield has a nice grass strip and tricycle gear airplanes should not have any problems.

Oshkosh is taking place last week of July this year.

Frank Fine gave an update on the plans for Monmouth Executive Airport. The airport desires to cater more to corporate jets than GA aircraft. The price for tie downs has increased. Also, the flight school at Central Jersey Regional airport has ceased operation.

The 50/50 raffle was won by Greg Argila, who donated his winnings to the chapter. Thank you Greg!

A presentation was given by Jonathan "J.D." Goldstein, who owns a Cessna Cardinal at Old Bridge Airport. He showed a 9 minute video shot during his VFR arrival into Sun N Fun this year. The video included cockpit audio. It was recorded on an iPhone and a device sold by Nflightcam.

J.D. then told the group of a bird strike he sustained while flying a C-5 Galaxy last year. Shortly after takeoff, about 20 feet in the air, while over max gross weight (the Air Force waived it for this mission) the airplane hit 30-50 seagulls, severely damaging the #1 and #2 engines.

Despite the asymmetric thrust on the two damaged (but still running) engines, thrust reverser unlocked and engine vibration warnings, and an engine overheat, the crew performed an 80/260 maneuver off the end of the runway at low altitude and performed a downwind landing. There was no time to run any emergency checklists.

After touchdown, with no reverse thrust available, and still at the take-off flap setting, and at an extremely heavy weight, the crew managed to stop the airplane and taxi clear of the runway. However, the energy absorption capability of the brakes was exceeded, resulting in a brake fire, which the crew had anticipated.

All 12 crew members and passengers safely evacuated just as the brakes caught fire. Although damage to the aircraft was approximately \$8 million, there were no injuries and the airplane was saved. For their actions, the crew received an award for outstanding airmanship at a ceremony in Washington DC. J.D. closed by saying you never know when you are going to be tested as a pilot. This event occurred on J.D.'s last mission in the Air Force after 22 years of flying. Stay proficient, and stay in the books.

Assistant Secretary

J.D. Goldstein.

# OLD BRIDGE AIRPORT OPEN HOUSE

**JUNE 7**

10:00 a.m. to 4:00 p.m.

(Rain Date: Saturday June 14)



## AIRPLANE RIDES

- FREE for children ages 8-17  
*(parent must be present to give permission)*
- Flight Simulators

## AIRCRAFT DISPLAYS

- Helicopter, Ultra-light,  
Tail-draggers, Biplanes,  
Remote Control Aircraft

## LECTURES

- How Airplanes Fly
- How to Obtain a Private Pilot's License
- Tips for Nervous Flyers
- Careers in Aviation

## AIRPORT TOURS AND INFORMATION

- Aircraft Owners and Pilots Association
- Black Pilots of America
- Civil Air Patrol
- Experimental Aircraft Association
- Helicopter Flight Services
- New Jersey Army National Guard
- New Jersey Department of Aviation
- New Jersey Education Council
- Old Bridge High School JROTC
- Women in Aviation,  
Garden State Angels Chapter

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# 2014 Golden Age Air Museum Event Calendar

- **June 14 (rain date June 15) Golden Age Flying Circus Air Show**

Take a step back in time to the days of the barnstormer and the flying circus. Experience an authentic 1920's air show. Members \$5, Non-Members \$9, Children age 6 to 12 \$4. Biplane Rides. Airfield closed to fly-in traffic, except for aircraft with prior reservations. A limited number of reservations are available, contact the museum at 717-933-9566. Gates open at 10 a.m. for Biplane rides. Show starts at 2 p.m.

- **July 11 - 13 Wings & Wheels Extravaganza Fly-In, Car Show, & Big Band Dance**

The event theme is World War I. WWI aircraft, automobiles, reenactors, and memorabilia collectors encouraged to attend. The event kicks off Friday afternoon for members, participant pilots and car owners. General public hours all day Saturday and Sunday. People's Choice Awards for best aircraft & automobile or motorcycle. Big Band Dance featuring the Lebanon Big Swing Band Saturday at 7:30. Bring your dancing shoes and a lawn chair. Vintage attire welcome. Performance by the Hill-to-Hill Brass Quintet on Saturday at 11 a.m. Breakfast, lunch and refreshments available. Camping for museum members and show participants Friday and Saturday. \$10 camping donation per site for entire weekend (funds go to pay for the big band). Evening dinners in the pavilion for campers. Aviation & Automobile Flea Market spaces available (Vintage parts & memorabilia only). Registration & admission fee of \$8 for automobiles 1946 to 1977 (no newer cars please). Pre 1946 vehicles admitted free. General Public Admission: Members: free. Non-members: Adults \$8. Children age 6 to 12 \$4. Overnight aircraft must be tied down. Bring your own tie-downs. No fuel available. All pilots & display vehicle drivers please register upon arrival.

- **August 22-24 Golden Age Radio Controlled Model Meet**

Featuring model aircraft design from the Pioneer era through 1941. Sponsored by the Tri-County Sky Barons. Registration fee for pilots: \$20 weekend, \$15 single day. Admission: Adults \$7, Children age 6 to 12 \$4. Museum flight demonstration by full size aircraft. Breakfast, lunch and refreshments available. Model flea market. Primitive camping available.

- **Museum closed for the Labor Day weekend**

- **September 13 (rain date September 14) Golden Age Flying Circus Air Show**

Take a step back in time to the days of the barnstormer and the flying circus. Experience an authentic 1920's air show. Members \$5, Non-Members \$9, Children age 6 to 12 \$4. Biplane Rides. Airfield closed to fly-in traffic, except for aircraft with prior reservations. A limited number of reservations are available, contact the museum at 717-933-9566. Gates open at 10 a.m. for Biplane rides. Show starts at 2 p.m.

- **October 18 & 19 Great Pumpkin Fly-In**

Expanded to two fun filled days! Hours: 9 a.m. to 5 p.m. each day. Biplane Rides. Aerial Pumpkin Bombing Competition. General Public Admission: Members free. Non-members: Adults \$8. Children age 6 to 12 \$4. Breakfast, lunch and refreshments available. Vintage aircraft displays. Join us for the last bash of the season!

- **October 26 Museum closes for Winter**

## TWENTY YEARS AGO IN SPORT AVIATION

A Starduster Too built and owned by Gene Hudkins graced the cover of the June, 1994 issue of Sport Aviation. Gene built the main structure according to the plans, but when it came to the cowling, canopy, and fuselage side panels he fell back on his boat building experience and made everything out of fiberglass. This allowed him to use compound curved shapes to fair the cowling into the fuselage and have everything flow smoothly back to the tail. He estimated perhaps a 10% weight penalty over the use of aluminum, but was willing to accept it for the freedom to achieve the shape he was looking for. The ship was finished in a gray color with red, white, and blue trim. The IO-540 engine provided a cruise speed of well over 150 mph, but did not report the top speed. Needless to say, Gene won Plans Built Champion at Oshkosh '93, and Plans Built Grand Champion at Sun 'n Fun '94.

Jack Cox contributed a preliminary report on Sun 'n Fun '94 that included lots of photos of airplanes and engines. He also reported on a new coaxial helicopter prototype designed and built by brothers Herb and Jack Nolan. The machine did not have traditional helicopter cyclic and collective, or even a tail rotor. The complete coaxial hub and semi-rigid rotor blades tilted for control, aided by two rudders on the end of tail boom. Since the design precluded autorotation, the ship was powered by two identical Rotax 503 engines that featured two completely independent fuel and electrical systems. The design philosophy was that often crashes happen during actual or practice autorotation, so the solution of two engines is at least as good a risk as doing an autorotation after an engine failure, and it makes the hub mechanism much simpler and less prone to failure. The first person who saw a flight demonstration offered to join them as sales and marketing manager! I wonder if it was ever developed into a commercial product.

The ever busy Jack Cox also reported on the then new Fantasy of Flight attraction being built by Kermit Weeks in Polk City, Florida. At the time the runways had been graded and seeded and the walls of the first building were going up. Kermit always had the dream to be able to have a central facility to restore and maintain his collection of aircraft, as well as to provide the general public access to be able to also enjoy the aircraft. While he was in Florida he also attended a party celebrating the 90<sup>th</sup> birthday of Steve Wittman at Jimmy Leward's Leward Sky Ranch. Steve gave an impromptu aerobatic demonstration in his V-Witt, his Olds V-8 powered Tailwind, and in another O-320 powered Tailwind. Roscoe Morton and Jimmy Leward felt completely justified in renewing Steve's low level aerobatic waiver.

Speaking of Tailwinds, the CAFE Foundation provided a lengthy and detailed report on the performance, flying qualities and other features of a typical Tailwind W10 using the above mentioned O-320 powered Tailwind owned by Jim Clement. Jack Cox reported the results of the two races held in conjunction with Sun 'n Fun, the Sun 100 for custom built aircraft and the Sun 60 for factory entries. The Sun 100 was won by Dan Wright in an SX300 at a speed of 291.72 mph. Second at 285.33 mph was another SX300 piloted by Russ Burnup. The Sun 60 race was won by Robert Gandt in a Siai Marchetti SF260B at a speed of 240 mph. Another SF260 flown by Neil Bird tied for second place with a V-35B Bonanza at 236 mph.

Dave Gustafson supplied an article describing Dan Denney's search for the perfect engine for his 75% scale P-51 replica that he called the Thunder Mustang. He found it when he visited the shop of Ryan Falconer and examined the V-12 engine that Ryan built for motor racing and off-shore racing boats. It was narrow enough to fit inside the scale cowl of the Thunder Mustang; in fact, it was to such a perfect scale that the exhaust stacks came within 1/16" of being true ¾ scale of a Merlin. Dave detailed the process by which Dan engineered an accessory section and gear reduction unit for his application. In fact, he was able to find much useful information in a book published just after WWII in which the Rolls Royce engineers detailed their trials, errors, and successes in developing a geared reduction unit for the Merlin engine.

In the Craftsman's Corner Ben Owen discussed some of the useful information that could be found in the book "The Basic Glider Criteria Handbook". In his example he showed how loads are distributed on the horizontal tail during different modes of flight. In "A Medical Question" Dr. Frank Anders of the EAA Aeromedical Advisory Council discussed strokes. He reported that the FAA will consider a Special Issuance after an applicant for a medical certificate can demonstrate full recovery of motor, sensory, language and intellectual function. In the Sportplane Builder Tony talked about installation of fuel systems and some common mistakes to be avoided.

*Bob Hartmaier*



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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— June 2014

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**Next meeting Monday June 2nd, 7:30 PM  
Old Bridge Airport Hangar E-10**