

AS THE PROP TURNS

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



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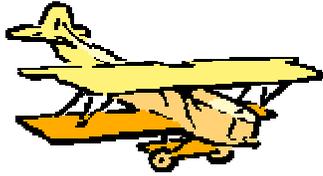
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EAA Chapter 315 - Minutes of October 2014 Meeting

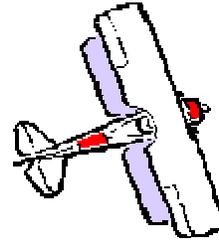
The October 2014 meeting of EAA Chapter 315 was opened by VP Lew Lewison at 7:40PM. The minutes of the previous meeting were accepted as published in the newsletter.

The Treasurer reported \$1122.21 in our accounts.





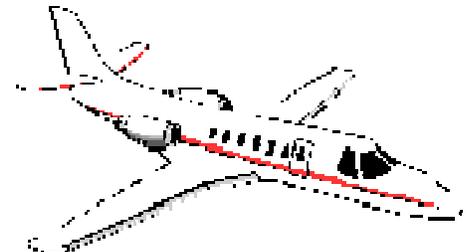
OLD BUSINESS



- The previous weekend (9/28) Lew and George went to an event at Millville, hosted by Tom Duff. He holds this event every year to show off his airplane collection. Included in the collection are P-51, P-47 and a Spitfire (see photos on next page).
- Last fly-in breakfast at Allen's airstrip was on 10/11.
- We scheduled a two day Young Eagle event for 10/18 and 10/19, with a rain date for 11/25 at Lakewood.
- Glenn Stott talked about a NJAA Awards Luncheon scheduled for October 15th. Our member, Peter Weidhorn, will be receiving a well deserved Excellence in Aviation Award for all his work at Eagles Nest Airport. Thanks to Glenn for submitting Peter's candidacy for this honor.
- Speaking of Eagles Nest – the airport now has lights.



NEW BUSINESS



- Roger Elowitz talked about attending a safety seminar of pre-flight. Attendance at these seminars counts as part of the Wings Program.
- Vanity Fair magazine had a long article on the crash of Air France flight 447 by William Langewiesche. Well worth reading (<http://www.vanityfair.com/business/2014/10/air-france-flight-447-crash>)
- Sadly one of our long time members, Richard "Dick" Webb pass away two weeks ago. He suffered a fatal heart attack. He was only 65.

- Lew told us about a book, titled "Unbroken", which contains a true story of a gunner from a B-24. He's airplane was shot down in the Pacific, and after surviving in raft for a number of days he was capture and held by the Japanese for over 3 years. A movie based on this book will be released later this year.
- We discussed a proposed FAA rule making that attempts to regulate the contents of hangars at federally supported airports. See this article: <http://www.aopa.org/News-and-Video/All-News/2014/July/24/faa-drafts-new-hangar-policy> on AOPA's web site for more details.

This months 50/50 was won by Sandy Duma in the sum of \$13.00. Next meeting will take place at Old Bridge Airport on November 3rd at 7:30PM.

Once the meeting ended, Glenn Stott told of his adventures of flying a Falcon 7-X in China. The presentation was quite amazing. Thanks Glenn!

*Assistant Secretary
Richie Bielak*



WEDNESDAY, OCTOBER 15TH, 2014

TPC JASNA POLANA GOLF AND COUNTRY CLUB, 8 LAWRENCEVILLE ROAD, PRINCETON, NJ 08540

RECEPTION 11:30 am / LUNCH 12:30 pm

PLEASE JOIN US TO HONOR AND GIVE THANKS TO

OUR KEYNOTE SPEAKER

— **GOVERNOR THOMAS H. KEAN** —

WITH THE NJAA EXCELLENCE IN GOVERNANCE AWARD

— **JOSEPH A. TRUNFIO, Ph.D.** —

CHIEF EXECUTIVE OFFICER, ATLANTIC HEALTH SYSTEM

WITH THE NJAA EXCELLENCE IN BUSINESS AVIATION AWARD

— **PETER J. WEIDHORN** —

EAGLES NEST AIRPORT

WITH THE NJAA EXCELLENCE IN AVIATION AWARD

Young Eagles Day at Lakewood (October 18th)



Snapshots from our event at Lakewood. We flew 16 Young Eagles.



As The Prop Turns - EAA Chapter 315

Young Eagles Day at Lakewood (October 18th)



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the November 1994 issue of Sport Aviation featured a photo of Roy Foxworthy's 1946 Johnson Rocket that won the 1994 Grand Champion Classic award at the Oshkosh Fly-In Convention. The Johnson Rocket was conceived by R.S. "Pop" Johnson in 1945 as a two-place, low-wing design powered by a 190hp Lycoming O-435 engine. The plane featured a retractable tricycle landing gear as well as a Koppers Aeromatic propeller. Roy acquired the basket case project when the previous owner who started the restoration passed away. He was helped to a large extent when it was discovered that a friend, Bill Smith, who he knew from trap shooting, had not only been a Johnson Rocket dealer in 1946, but had been the first owner of Roy's plane. He was able to supply a wealth of information as to the interior and exterior finishing. Roy reported a 75% power cruise of 175 mph using about 12 gallons per hour. A check of FAA records indicates that the ship is still owned by Roy, but sadly the registration was allowed to expire on 12/31/13.

Carlys Sjolholm described the Miles Adventurer, a 2-place, high-wing amphibian with a Lycoming O-320 mounted on a pylon above the wing in the pusher configuration. The main structure was a steel tube cage to which the composite fuselage shell and wing were attached. Designer Happy Miles envisioned a flying boat that had a practical useful load, was easy to build, had at least a 1,000 mile range, and could be completed for less than \$35,000. He felt that there was a market for such a craft in many third-world countries that did not have a modern aviation infrastructure and relied on unimproved runways and rivers/lakes for aircraft operations. The area behind the seats could accept a 7 foot sleeping area, be configured for 2+2 seating, fitted with a hopper for spraying crops or invasive water plants, or a 60 gallon aux fuel tank. The factory supplied the welded up cage structure as well as all the pre-formed fiberglass/foam sandwich composite parts. A quick build kit reduced construction time to as little as 300 hours.

H.G. Frautschy introduced us to Tom Baker and his 1941 Taylorcraft BC-65 that won the Grand Champion Antique award at Oshkosh '94. When Tom purchased the plane he planned to modify it to a clipped-wing T-Craft. When he examined it and saw how original it was, down to the original Taylorcraft compass and Heath tailwheel, he changed his mind and decided that it should be restored to original condition.

Carlys Sjolholm told us about the South African Airways' DC-4 Sky-master that carried 25 passengers from Johannesburg to Oshkosh. Part a fleet of vintage airliners operated by SAA, the DC-4 usually made charter flights to such locations as Victoria Falls or Mt Kilimanjaro. They also operated a Junkers JU-52 and a DC-3 on shorter charters or sight-seeing flights. The ship was the last DC-4 built by Douglas and was delivered to SAA in 1947. After being taken out of service 1965 it was transferred to the South African Air Force. When retired by the Air Force in 1992, it was bought back by SSA and restored to its former 1950's airline configuration.

Seth Anderson provided a comparison of the single-place BD-5 design to the new two-place tandem BD-10. He basically determined that the -5 was a great sport plane, but impractical for cross-country use. The BD-10, which looked like a miniature F-15, provided fighter-like looks and performance with cross country utility.

David Gustafson contributed one more aircraft report with a discussion of the new McDonnell Douglas C-17 Globemaster. Although not yet operational, a C-17 was brought to Oshkosh by an Air Force crew in the command of Major Tim Bender, one of the first crews to be checked out in the new global airlifter. The C-17 offers a fuselage cross section almost as large as a C-5 that allows the carrying of large equipment, with the slow landing distance of the C-130. For example, the C-17 can carry approximately 80% of the load of a C-5, but is able to fly at 110 knots on final and land in 1500 feet, about the same performance as a C-130. Really an amazing feat of technology.

Jack Cox attended a Monocoupe Reunion at Creve Coeur Airport near St. Louis. 19 Monocoupes attended, including 5 110 Special Clipwings. Budd Davisson reported on his chance to fly a Lycoming O-330 powered Murphy Rebel. The Rebel is a bush plane originally designed to be powered by a Rotax 912, and with a 160 hp up front, Budd described it as a pogo stick disguised as an airplane. The all-metal plane is delivered in kit form with all parts cut out and holes punched via CNC machines. Jack Cox also supplied an article describing the Stearman PT-13D owned by Duane Huff that won the 1994 Antique Customized Grand Champion award. Modifications made as a concession to modern flying included an alternator, starter, radios, disc brakes, and an intercom.

Jack also visited with Bruce Bohanon who had just set a world record for the 6,000 meter time-to-climb record for the FAI Class C-1.a aircraft. Using his Miller Special Formula One racer, "Pushy Galore", Bruce took off from Wittman Airport during the 1994 Convention, and climbed to 6,000 meters (19,685 feet), in just 12 minutes and 48 seconds, breaking the record set in 1983 by Gary Hedges in a 160 hp RV-3. In November Bruce planned to lend "Pushy Galore" to astronaut Hoot Gibson who wanted to attempt to break three records in one flight. His attempt was to include the Class C-1.a time-to-climb record to 9,000 meters, altitude in horizontal flight, and the absolute altitude records.

In "From the Archives" Dennis Parks shared some of the early life of Max Conrad who had recently passed away. In the "Craftsman's Corner" Ben Owen discussed fire suppression systems. And in the "Sportplane Builder" Tony described ways of safely jacking an aircraft.

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— November 2014
Editor: Richie Bielak (732)-566-58791

**Next meeting Monday, November 3rd, 7:30 PM
Office at Old Bridge Airport**