

AS THE PROP TURNS

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



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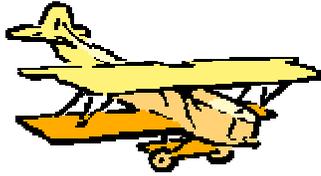
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Minutes of the Meeting – August 14, 2014

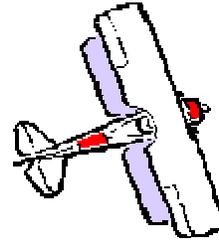
The August meeting of EAA Chapter 315 took place at Old Bridge Airport in Hangar E-10. The meeting was opened by President Bob Lorber, shortly before 8:00PM. There were 12 members in attendance.

Treasurer Tom Goeddel reported a balance of \$1100.21 in the treasury.





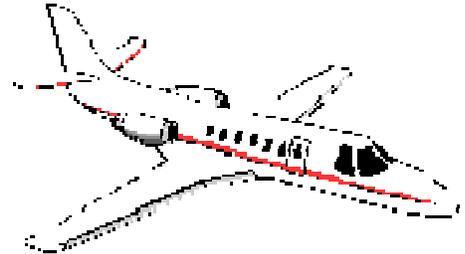
OLD BUSINESS



- Frank Fine reported that Monmouth Airport has no banner towing operations under the new owners. The last one there has departed. The management is encouraging jet traffic. Possibly the same outfit that runs Sussex Airport.



NEW BUSINESS

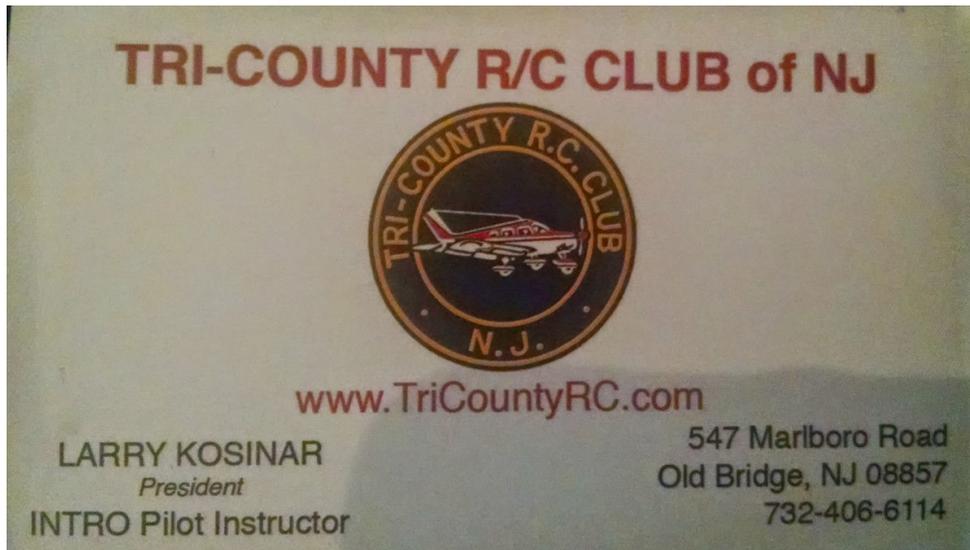


- Our President Bob Lorber attended the annual EAA Fly-In at Oshkosh. He said there was a very large crowd. Air Force's Thunderbirds and Warbirds performed. In addition there was a nightly air show with fireworks and music. The show was great every night.
- There was some discussion about the FAA recommendations in regard to flying around National Parks. Noise abatement is particularly important. (see here for more information: https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/advisories/parks/)
- Claudio Tonnini is building his 4th plane, an RV-14.

The 50/50 (\$10.00) was won by Jack.

There were 12 in attendance, Next meeting is 8 September at Old Bridge, Airport at 7:30 pm.

Jane Finton, Secretary



During the Old bridge Aviation Day the President of the RC flying club asked if any members of our chapter would be interested in giving a talk to his chapter.



Steve Wittman's Bonzo racer.

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the September, 194 issue of Sport Aviation featured a photo of Steve Wittman flying his racer, Bonzo. The occasion was the retirement of Bonzo and its installation in the EAA Air Adventure Museum at Oshkosh. After World War II a new air racing class sponsored by Goodyear was instituted that specified a minimum weight of 500 lbs and a maximum engine displacement of 190 cubic inches. For 1947 Steve modified a pre-war racer, Buster, to meet the new rules. Flown by 18 year old pilot Bill Brennand, a mechanic at Steve's FBO at Oshkosh, Buster won the race and the Goodyear Trophy. Steve decided to build a plane from scratch for himself, and Bonzo was the result. It came in with an empty weight of 508 lbs, and would top out at about 230 mph, powered by a Continental C-85 engine. A month or two ago we talked about a Goodyear class racer designed and built by the Lockheed Skunk Works engineers for Lockheed test pilots Tony LaVier and Fish Salmon called the Cosmic Wind. Well, in the 1948 race Steve was edged out by Fish Salmon in the Cosmic Wind, Minnow. Steve raced Bonzo for the next 40 years and also performed aerobatics at airshows. Because Bonzo was so light he could do continuous loops off the deck with a snap roll at the top and gain altitude. Today, Buster is enshrined on the Mall in the National Air & Space Museum. Steve flew Bonzo at the 1994 Fly-In Convention, doing several high speed passes, and at age 90, complained that he was not allowed to do any aerobatics! After he landed he taxied up to the speakers stand and formally turned the plane over to the EAA Air Adventure Museum, represented by Paul Poberzny.

Jack Cox told us about the efforts of the Florida Aviation Historical Society to build a replica of a Ford No 2 Fliver. Henry Ford was taken with the idea of providing a simple, low cost, flying machine to the masses as he had done with the Model T. He engaged the services of a young engineer to design a single-place aircraft and the Ford engineers designed and built an opposed, two-cylinder 40 hp engine to power it. The prototype was successful, and a follow on No. 2 was built, with thoughts of production. Flying the prototype No. 2, pilot Harry Brooks set out from Dearborn, Michigan to Miami to attempt to set a record. He was delayed, and in gathering darkness, off the coast of Melbourne, Florida, he crashed into the ocean. His body was never recovered, and Henry Ford gave up all thoughts of aircraft production. The replica was built with the help of the original designer, Otto Koppen, by the Florida Aviation Historical Society.

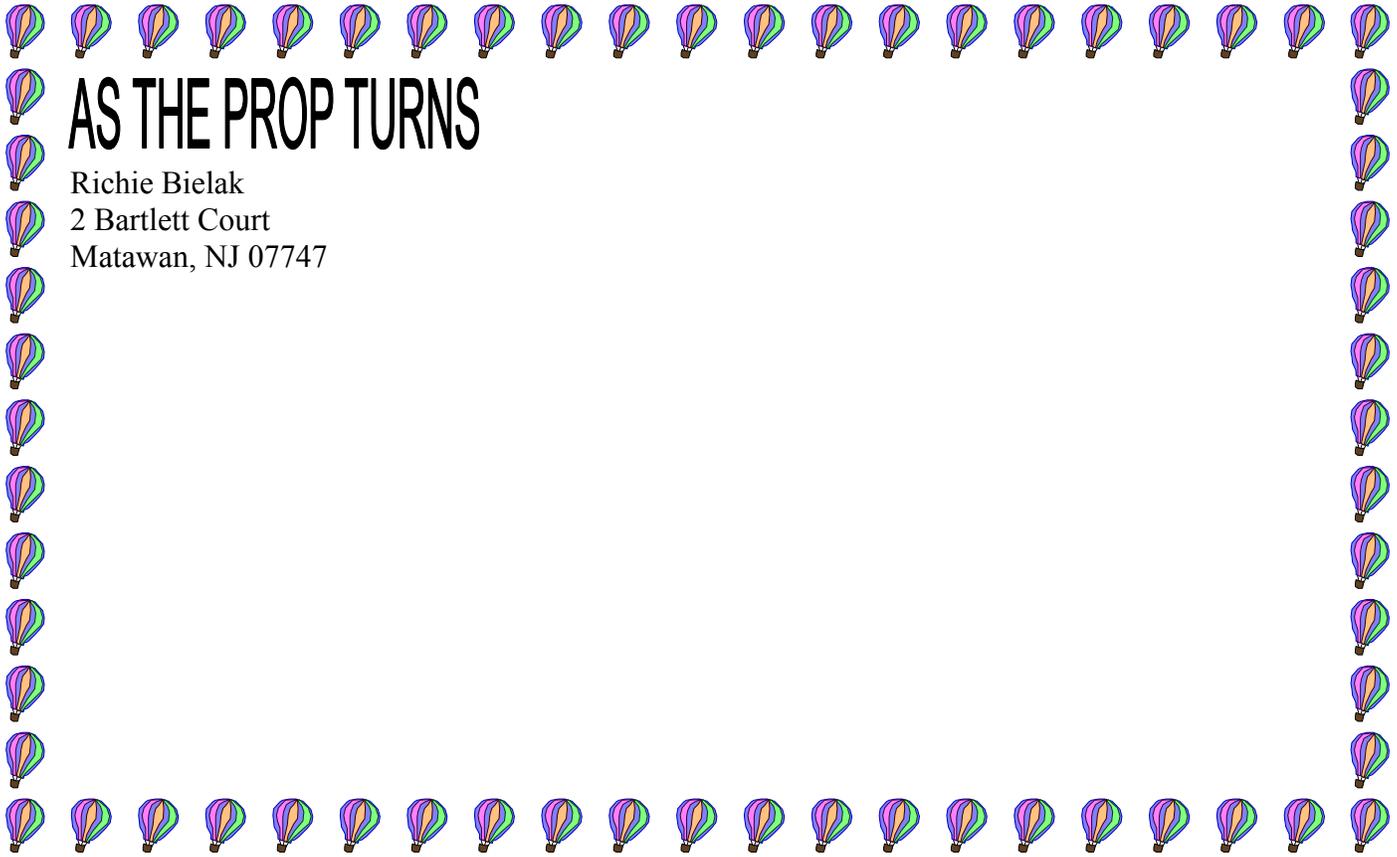
Recently we discussed two new aerobatic ships, the tube and fabric One Design, and the pre-molded fiberglass Acro 1. Richard Giles, wanted an unlimited aerobatic mount that would keep up with the folks using six-cylinder Lycomings and Russian radial engines, but was light enough to use a less expensive four-cylinder engine. His solution was the all-carbon composite G-200. It came in with a competition weight of 1,000 lbs. and was powered by a 200 hp Lycoming AEIO-360. Other than the structure, he did not try to reinvent the wheel, using a Pitts main gear, Haigh tailwheel, and the same prop used on the Extra 230. He raved about the aerobatic performance, saying that it did everything better than any other aerobatic ship he had flown previously.

Remo Galeazzi treated us to an account of the restoration a Warner powered Fleet. Remo had retired and planned on spending his time flying his Marquart Charger and building RC models. A friend who owned the disassembled plane offered him one-half ownership if he would restore it, and he accepted the job. He reported that it was basically in good shape, and after some minor repair work on the wings and fuselage structure, it was covered and painted black with yellow wings and tail. Budd Davisson contributed an article about the restoration of a Stinson L-1 owned by Dave Smith. Not many were produced in 1940 before Stinson came up with the smaller, cheaper to maintain and easier to crate up and ship L-5 Sentinel, so it is a rare bird. In fact, Dave's L-1 was the last flyable example in the world. With a wingspan of 51 ft. and empty weight of almost 2,600 lbs., it is very large for a two-place airplane, but would still take off in about 100 ft., and landed at 28 mph.

Mary Jones submitted "Putting the Fun in Flying" in which she described several new ultra-light models that had recently been introduced into the market place. Jack Cox offered an account of the EAA West Coast Fly-In at Arlington, Washington. Richard Steeves related the history of the amphibian designed by Molt Taylor. Carlys Sjolholm gave an account of the 194 Great Cross Country Race from Denver to Oshkosh, won by Don Goetz, flying a Lancair IV-P. His time of 2:45:42 was only 24 minutes slower than that of the Citation carrying race co-sponsors John and Martha King!

Budd Davisson began a series in which he discussed building from plans. He began by giving some tips as to how to choose the right design and begin gathering tools. Michael Pangia talked about developing a Minimum Equipment List for your aircraft. K. Bodeker gave us a rough guide to propeller efficiency. And in the "Sportplane Builder" Tony covered safety wiring and other safety precautions.

Bob Hartmaier



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E.A.A CHAPTER 315 “As The Prop Turns”

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

Next meeting Monday, September 8th, 7:30 PM
Old Bridge Airport
Hangar E-10