

AS THE PROP TURNS

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



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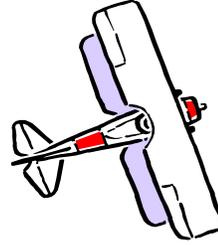
Minutes of the Meeting October 9th, 2006

EAA #315 Chapter meeting was called to order at 7:40 by President Glenn Stott. The minutes of the September meeting were approved and accepted.

Treasurer Tom Goeddel reported a balance of \$1826, minus \$150 for newsletter expenditure. He also asked a show of hands for calendars to be ordered.



OLD BUSINESS



- **Young Eagles Day – October 14th**

Insurance has been applied for—certificate is on the way. New Jersey State Police Helicopter will make an appearance.

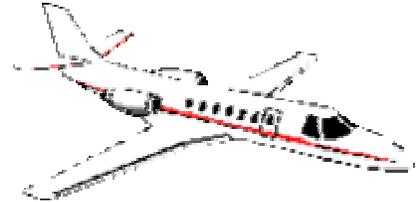
Details were gone over. We still need hot dog rolls—June Finton will supply them. Other supplies are already in the hangar.

Three planes and pilots (Richie Bielak, Dick Webb and Frank DiGenarro) will be on hand. Possibly more.

Patty Stott and Chris Bielak will handle the grill duties.



NEW BUSINESS



- An e-mail message was received from Jim Langley. He has a Rebel for sale.
- Jacksonville, Fl. Has passed a law forbidding the building of any homebuilt experimental aircraft within city limits. EAA and AOPA are intervening.
- Meigs Field is in the news again: the city of Chicago will be required to repay the FAA.
- Lew Levison has been refused a renewal of his medical. He is working with a doctor to clear out the paper work and get it back soon.
- Next meeting is on November 13th. We will have Mike O'Neil with us. He is a historian and an artist of WW I planes, pilots and experiences. Sounds like a good evening—bring a chair and enjoy.
- The newsletter editor won the 50/50.

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The meeting adjourned to enjoy the feature of the evening—Jay Lazewski and his 1946 J-3 Cub. What a beautiful airplane!



He told us the background story—how the airplane was put in the garage in 1951 because of a leak in a gas tank, with just 905 hours on the engine. It stayed there until Jay and his wife became the owners. It is almost totally original—the 65HP engine has been reconditioned, fabric is all new. The seat covers and all the gauges are original.

Restoration was started in 98-99 and recently completed. Some taxi test took place the previous weekend. Jay had excellent help rfrom Tommy Gray in the restoration.

On that high note the meeting was adjourned, some went to the diner where the 50/50 winner was treating.

*Submitted by
Sec. Jane Finton*



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Instrument panel from Jay's Cub.



As The Prop Turns - EAA Chapter 315

Young Eagles Day

The weather on Saturday, October 14th turned out to be perfect for the Young Eagles rally. It was sunny and warm, and whatever wind there was it was blowing down runway 24.

We had four airplanes giving rides. The turnout was relatively low. We flew about 25 Young Eagles.



Some happy Young Eagles. "What a smooth landing!!!" (OK, they didn't really say that)

NJ Police Helicopter.



Guest Speaker for Next Meeting

We will have a presentation by Michael O'Neil. Mr. O'Neil is a licensed pilot and an "Artist Fellow" of the American Society of Aviation Artists. He has devoted the last 29 years of his life researching man and machines of 1914-1918, with emphasis on aircrews from New Jersey.

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the November 1986 issue of Sport Aviation featured Giles Henderson and his Clipped Wing Cub. Giles, from Charleston, IL, had won the Sportsman category at the EAA/IAC International Aerobatic Championships held at Fond du Lac, WI in August of 1986. It was the fourth time that Giles had won the Sportsman title. I'll bet some other competitors were wishing that he would move up a category! Eighty year old Harold Neumann, who won the 1935 Thompson Trophy in "Mr. Mulligan", entered again this year and finished fourth in his Monocoupe. Randy Henderson, of Frisco, TX and apparently no relation to Giles, won the Intermediate competition in a clipwing Taylorcraft. Bob Armstrong won the Advanced category award in a Pitts S1C. And the Unlimited competition was won by Mike Stauter in a Pitts S1T. Mike also won the Pitts Cup for scoring the highest percentage of points possible during the meet. The number of competitors was somewhat disappointing as the competition overlapped with the World Aerobatic championships that were held during the first week of August in South Cerney, England. Don Berliner reported that the Russian team came equipped with a new mount, the Su-26M. It was obvious from the start to all spectators that it could climb faster, roll faster, and pull more G's than any other plane in the competition. Apparently this affected the judges also since when the final standings were posted two Russian pilots had taken first and second in the Unknown sequence flights and the Russian team beat the U.S. by 37 points out of more than 40,000 that were awarded. Most observers felt that the two had given sub-standard performances, but that the judges were influenced by the airplane they were flying. They didn't even blame it on any Cold War politics. In the individual competition Petr Jirmus of Czechoslovakia won the men's title for the second time and the women's competition was taken by Liubov Nemkova of the Soviet Union. The Soviets also won the women's team title, followed by the U.S. Bright spots for the U.S. were Kermit Weeks and Julie Pfile finishing second in the men's and women's individual competition, and Linda Meyers winning the Gold Medal in the women's Unknown sequence flight.

Jack Cox also described the Stearman restored by Dick Packer that won the Grand Champion Antique award at the previous Oshkosh Fly-In. Dick originally bought the Stearman from a crop duster outfit to get the 450 hp engine as the spare for one of his own dusters. He then decided to install an original 220 Continental and restore the ship as a sport plane rather than as a trophy winner. As he got into the project, however, he decided that with only a little more work, he could "do it right". Of course, it was finished in the blue and yellow of it's Army training days, and had all the proper military stencils and inspection windows.

Norm Petersen supplied an article about the Grand Champion Classic award winning Stinson Voyager owned by David Jorgensen. Dave enjoyed flying the plane for about ten years before the fabric failed inspection. As he disassembled it he found traces of the original Stinson Sand color that had been applied at the factory in 1947, so Dave decided to do a restoration back to factory original condition. The fact that all of the original parts were still there and that David was a sheet metal former by trade helped a lot.

This was the year that Steve Pitcairn brought his newly restored Pitcairn PCA-2 Autogiro "Miss Champion" to Oshkosh and Gene Chase was there to get all the details. The restoration was supervised by George Townson of Delran, NJ and went along the usual path until just before painting when they were running the engine and checking out the tracking of the free wheeling rotor blades. As George was making a small adjustment at the hub of the rotor he drooped a small wrench. Much to his and Steve's horror, it hit the wing below and went right on through the fabric! After much investigation it was found that they got a bad batch of nitrate dope that weakened the grade A cotton. So over the Winter of 1985 the plane was stripped and completely re-covered again.

Bill Turner, who had built reproductions of many of the famous 1930's racers brought his newly completed Miles & Atwood Special to Oshkosh in 1986. Powered by a Menasco D4 Super Pirate engine, the plane won many races in the 375 cu in and 550 cu in classes in the mid 1930's. As advances were made by the competition it's success in the 550 cu in class began to wane but it continued to dominate the 375 cu in class until it's career ended at the 1937 National Air Races in a crash that killed pilot Lee Miles. When Bill brought the plane to Oshkosh, he received many compliments from such folks as Harold Neumann, Steve Wittman, and Roger Don Rae who said that the appearance and color were exactly like the original.

Jack Cox supplied a wrap up of the significant happenings of AirVenture '86 and another article about the Rotorcraft in attendance. In the "Craftsman's Corner" Ben Owen talked about control flutter and how to prevent it. In the "Sportplane Builder" Tony finished up his two-part series about baffling Lycoming engines.

Bob Hartmaier
EAA 78889

Until Next Month --- Fly Safely



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E.A.A CHAPTER 315 “As The Prop Turns”

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Editor: Richie Bielak 732-566-5879

Next Meeting: November 13th @ 7:30 pm

Special Guest: Michael O'Neil

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