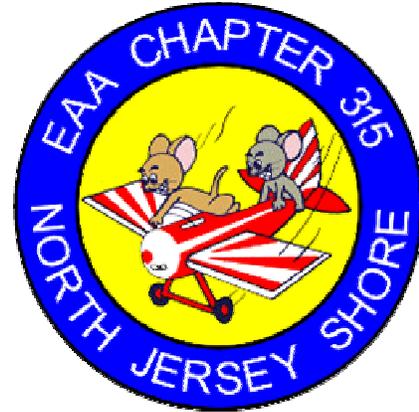


AS THE PROP TURNS

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



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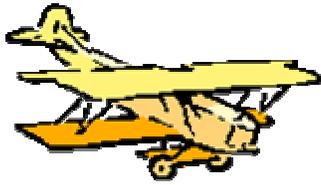
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Minutes of the July 12th, 2010 Meeting

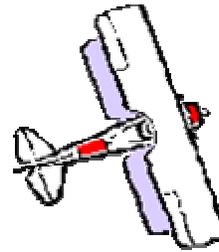
President George Cowling opened the meeting at 7:35 by asking for a motion to approve the minutes as printed. Frank Fine so moved, Tom Goeddel seconded, all present agreed.

Treasurer Tom Goeddel reported a balance of \$1445.74 on hand after taking care of expenses connected with Howard Levy Day.





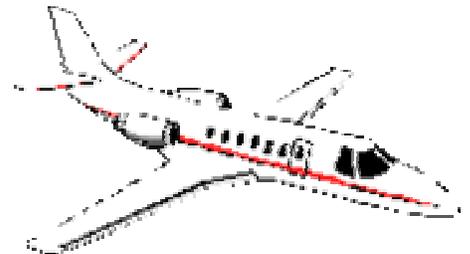
OLD BUSINESS



- Young Eagles Day brought out just 5 young people this year, seemed to be too many conflicting events in the area, and students schedules. The question was raised. Do we want to do another in the fall? It will be discussed further next meeting.
- Howard Levy Day saw 72 people signing to attend.
- The showing of the film "The Barnstormer" to try to attract young people to aviation and draw attention to our chapter saw a few people in attendance, not as many as had been hoped for.



NEW BUSINESS



- Ray Hoopes he has someone from Georgia wanting his plane for \$16,000.00 !?!
- Mark Pierce has a 1st generation GPS for takers ?\$?
- Jack has strobe system, lights, starter for Piper Cherokee..\$?
- Gordon has an electric tow...make and offer
- Colim has a Cherokee 140 for sale..\$?

The "offers" were rolling in there for a bit!

Airport News:

The Coast Star reported that the sale of Monmouth (Allaire) is still on. Funds may be available for paving, questions still to be resolved, strengthen enough for DC-9, or 727, Wall Twp still does not want an airline there.

Lakewood: some work is being done on L-2.

Bob Lorbor reported that Central Jersey may pave the taxi-ways.

Glenn Stott told us of his experience on a plane to Las Vegas, he met a man who has been working for Sikorsky for 39 years, the result of this meeting was a very rare invitation to tour the Sikorsky plant.

Glenn did take the tour and gave us a fascinating account of his tour through the whole huge plant, 14,000 employees. Thank you, Glenn

The 50/50 was won by Lew Levison..\$16.00....way to go, Lew.

The next meeting will be 9 August in hangar 10E, Old Bridge airport, 7:30 p.m. (August 9 because Air Venture is the week before—26 July—1 August)

After a motion was made, seconded, approved the meeting was closed.

Secretary J. Finton



Book Corner

Recently I attended a conference on all kinds of computer hacking (H.O.P.E. Conference). One of the talks was about the technologies used in the Apollo program.

One the books the speaker recommended was called "Digital Apollo". It is a book about the evolution, development and flight testing of the various control and guidance systems used by the Apollo spacecraft.

I just started reading this book and it first talks about the state of high speed flight testing in the late 1950s.

The Editor

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the August 1990 issue of Sport Aviation featured a Ryan STA owned and restored by Ted Babbini of Schellville, CA. The plane, NC16039, had been purchased new by Tex Rankin in 1936, and was in fact the plane he used when he won the World Aerobatic Championship in 1937. Ted first saw the ship in 1939 when "Put" Humphreys, one of the pilots in the Tex Rankin Air Show, was performing in the STA while Tex did his routine in his Great Lakes. Upon landing "Put" applied the brakes too hard and the STA went over on its back in a cloud of dust. It was discovered sitting derelict in a field near Yuma, AZ in the 1950's and had ended up in the hands of one Hal Sparks who disassembled it with the intention of restoring it. When Ted heard that Hal was considering selling it, he jumped at the chance, bought it, and finished the restoration. Rather than giving it its original 1930s paint scheme, he polished the fuselage and all other metal parts, and painted the wing silver with blue trim. In the interest of keeping it one piece on modern runways, he added Cleveland wheels and brakes to improve the handling on landing but other wise restored the plane to its original mechanical specification, including the Menasco Pirate engine.

Jack Cox contributed an article describing the Sopwith Camel replica built by Don Rushton of Edmonton, Alberta. Don had built a 7/8 scale SE.5A, and realized that it would require no more effort to build a full size plane. He contacted a friend who was an engineer for British Aerospace, and asked him to look for plans for a WWI fighter, preferably something from Sopwith. The friend was able to locate an original set of factory drawings for the Camel, and the project was underway. Don said that the plans came to him sealed up in black oil cloth, and didn't seem to have been touched for perhaps 50 years. They still had "Top Secret" stamped all over them. In the interest of practicality Don used a Warner radial engine instead of the original Clerget, and added brakes and a steerable tail wheel. He also used plywood box construction for the fuselage instead of the labor intensive wire braced wood method of the original, but did it in such a way that after covering it looked like the original structure was underneath. Being Canadian, it will come as no surprise that Don finished it to look like the famous B7270 ship of No. 209 Squadron that Roy Brown was flying the day that he was credited with shooting down Rittmeister Manfred Von Richthofen.

Jack also supplied a story on Lavern Lawrence and her Pulsar. She and her son-in-law Jim had been partners in several planes over the years, and both belonged to EAA. When Lavern first saw Mark Brown's Star Lite, she was very impressed with it, but wanted something that had two seats. When Mark introduced the two-place Pulsar, she ordered a kit, and her plane was the first one completed after the prototype. Like the Star Lite, the Pulsar was a low-wing, tri-gear composite design with a bubble canopy that slid forward to open. The plane was powered by a Rotax 532, and used about 3.2 gph at cruise. The only problem she encountered was that initially the main gear legs were not stiff enough and had to be reinforced with extra layers of fiberglass and resin. Mark Brown later provided a stiffer unit, and no more difficulty was experienced.

Mike Huer, president of the EAA International Aerobatic Club and an experienced aerobatic competitor and airshow performer, talked about getting started in aerobatics. He gave some insight as to what to expect when beginning lessons, and what sort of progress the average pilot might expect. He also provided a list of aerobatic schools around the country and included some comments by Leo Loudenslager, Charlie Hillard, and Clint McHenry.

In the avionics department, Jerry Pekin of San Diego discussed how he installed a Navaid Devices AP-1 autopilot in his Glasair TD. In "Antenna Fundamentals", George Copland of Duncan, OK, reviewed how antennas worked and how to tune them for a specific use and installation.

John Roncz continued his series on aircraft design by beginning a discussion on tail incidence. Daryl Lenz, EAA's Director of Aircraft Maintenance, talked about Service Difficulty Reports, including what they are and how to use them. In the "Sportplane Builder", Tony began a series about upholstery with a discussion of carving foam seats.

Bob Hartmaier
EAA 78889



"It's not quite as exhilarating a feeling as orbiting the earth, but it's close. In addition it has an exotic, bizarre quality due entirely to the nature of the surface below. The earth from orbit is a delight-offering visual variety and an emotional feeling of being "down there". Not so with this withered, sun-seared peach pit out my window. There is not comfort; it is too stark and barren; its invitation is monotonous and meant for geologist only".

Michael Collins, Carrying the Fire



AS THE PROP TURNS

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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— August, 2010
Editor: Richie Bielak (732)-566-5879

**Next Meeting: Monday, August 9th, 7:30PM
Old Bridge Airport, Hangar 10E**