



AS THE PROP TURNS

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



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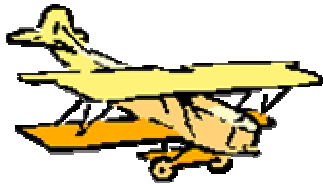
Minutes of the January 4th, 2010 Meeting of EAA Chapter 315

Due to extreme cold only 8 members showed up for the meeting. The meeting was opened by President George Cowling around 7:45 PM.

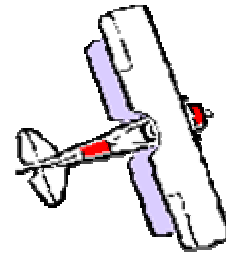
The Treasurer was absent, so we did not have a Treasurer's report.

The minutes of the last meeting were accepted as published in the Newsletter.

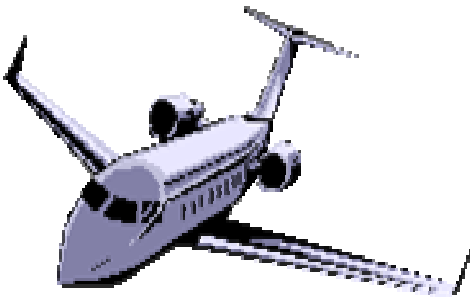




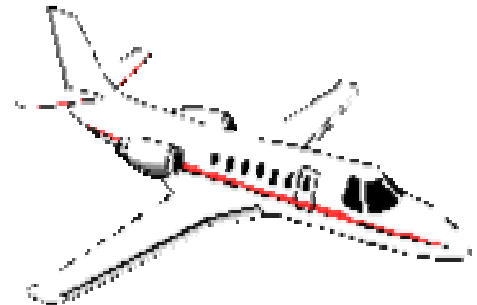
OLD BUSINESS



- 2010 Awards Dinner
 - Our annual Awards Dinner will take place Thursday March 25th, at the *All Seasons II* Dinner. We will begin taking reservations at beginning of February.
 - The Guest Speaker will be Fred Stankovich - Chief Pilot for Continental Airlines, who used to fly with the Blue Angels. As a token of our appreciation the chapter is planning to give him a model of the airplane he flew with the Blue Angels - an A-4 Skyhawk.



NEW BUSINESS



- Lew Levison is arranging for an aviation related presentation at the Monmouth County library. We plan to show the "Barnstomers" DVD that we viewed during one of our meetings last year.
- VCR was donated to our chapter by Bob Hartmaier's mother-in-law's estate.

Since not enough members were present we skipped video presentation and instead talked about ins and outs of J-3 Cub restorations.

50/50 in the sum of \$7 dollars was won by the Editor (this is the second time this happened).

The next meeting will take place on Monday, February 1st in the Old Bridge Airport office.

Assistant Secretary
Richie Bielak

DEPARTMENT OF LITTLE KNOWN INFORMATION

Most of you have probably heard of that early aviation pioneer, Alberto Santos-Dumont. The son of a wealthy Brazilian coffee plantation owner, he was sent to France to continue his education, and apparently never returned to Brazil. He is credited with making the first heavier-than-air flight in Europe in his 14bis in 1906. His *Demoiselle* was the world's first truly practical light plane, and is familiar to us from "Those Magnificent Men and Their Flying Machines", flown by the little Frenchman whose race ended in the haystack. Well, you may not know that he was an early pioneer in the field of lighter-than-air aviation as well. In 1897 he made his first balloon flight, and by 1900 he was building and flying powered, controllable airships.

In 1900 the French Aero Club offered a prize of 100,000 francs to the first aeronaut who could take off from the Aero Club grounds at Saint-Cloud, fly to the Eiffel Tower, and return to Saint-Cloud in less than 30 minutes. Sponsored by Henri Deutsch de la Meurthe, the award was known as the Deutsch Prize. In July 1901 Santos-Dumont made his first attempt to win the prize, flying his No 5 airship. He made it around the Tower alright, but on the return leg his engine failed. In August he tried again, and again made the turn around the Eiffel Tower, but shortly after a malfunctioning valve allowed hydrogen to escape from the gas-bag while still over the roof tops of Paris and he crashed. He was rescued unhurt from the top of a six-story building by the fire brigade. On October 19, 1901 in a new airship that he called simply No 6, he was successful, crossing the finish line in 29 minutes and 31 seconds. It is reported that he donated 75,000 francs to the poor of Paris, and divided the remaining 25,000 francs among his workmen as a bonus.

Later, at the celebration banquet, he lamented to his good friend Louis Cartier that upon crossing the finish line he was unsure if he had won due to the difficulty of checking his pocket watch while at the same time keeping both of his hands on the controls of his ship. So, in 1904, Cartier offered the first men's wristwatch, called the "Santos" model. Was this to fill a perceived need, or was it to capitalize on the new craze sweeping Europe at the time for anything related to aviation? Well, maybe a little of both! The "Santos" is still available from Cartier at a list price of around \$13,000. You can probably find a used one on eBay for less, or a fake one in many shops along Canal Street for a few hundred bucks. At any rate, whenever you look at your wristwatch, silently thank Alberto Santos-Dumont that you don't have to lug around a pocket watch, and take pleasure in the fact that the wristwatch is another of aviation's gifts to the world.

Bob Hartmaier



I took the picture of the above plaque while visiting Paris in 2008 (*the Editor*).

TWENTY YEARS AGO IN SPORT AVIATION

Jim Younkin's *Goliath* was featured on the cover of the February 1990 issue of Sport Aviation. The concept for *Goliath* evolved because Jim always wanted a Grumman F3F, but he knew that such a complex airplane was way beyond the means of a homebuilder. After acquiring a set of *Stearman* wings and a *Stearman* fuselage from his son Bob he set out to build a plane that reflected the "spirit" of a 1930's biplane with a big, thundering radial engine. *Goliath* was fitted with a P&W R-1340 engine rated at 550 hp and a Hamilton Standard three-bladed propeller from a Noorduyn Norseman. With the front cockpit covered and a 1930's style sliding canopy, it does have a passing resemblance to a fixed gear F3F, but Jim emphasized that there was a stock Stearman fuselage underneath the orange and blue paint scheme. Everything that was modified could be undone and the ship could be taken back to a stock *Stearman* if anyone in the future so desired. Jim's son Bob flew the ship during the airshows at the 1989 Oshkosh Fly-In, and to knowledgeable observers the speed and vertical penetration of the big, beautiful brute were nothing short of mind-blowing!

Richard Kunc of Winter Park, Fl, was smitten with the guts and romance associated with those iconic World War II fighters, but like most of us, couldn't afford a real *Spitfire* or *Mustang*. So he realized his dreams with a VW powered, Rand-Robinson KR-1 painted in the markings of Douglas Bader's RAF *Spitfire*. One obvious modification was the sliding bubble canopy, but Richard also improved the control system to make it less sensitive, and added a trim system for the ailerons and rudder as well as for the elevator. He also designed and built his own cowling, landing gear latch, and side mounted control stick.

Airfoil and computer expert extraordinaire John Ronz contributed an article based on his 1989 Oshkosh forum called "Designing Your Homebuilt". In it he introduced a new design that he was working on, and explained how to use simple spreadsheet programs to help with an original design.

Ed MacDonough, co-founder of Questair, Inc. and co-designer of the *Venture*, explained to us why the *Venture* "Looks Like It Does" by recounting the design process that resulted in the *Venture*. He cited the fact that the *Venture* had set seven world records in its class adequately demonstrated the efficiency of the design.

Robert Vasey of Sylvia, Kansas contributed an article about the building and flying of his $\frac{3}{4}$ scale P-51 based on the fuselage shell and welded steel tube fuselage from George Schubert. As it turned out only one set of fuselage shells were produced, so Robert ended up making the fuselage out of foam blocks and fiberglass similar to a WAR Replica. He adapted a Cessna 310 landing gear and used Fred Geschwender's Ford V-8 conversion and reduction gear for power.

In "Engage Mind Prior To Take-Off", aviation attorney Jack Harrington discussed some considerations that all pilots should be aware of so as not to run afoul of the FAA. As you might expect he talked about checking NOTAMs, and having the proper current charts aboard. He also covered proper documentation, compliance with AD's, and keeping your logbook up to date.

In "From The Archives" Dennis Parks summarized an article from the May 1909 issue of The Outing Magazine that endorsed the view that an amateur would now be able to pursue the new "sport" of aviation. The Outing went on to say that flying would never disturb in any way the present modes of transportation. Well, I guess they got that wrong!

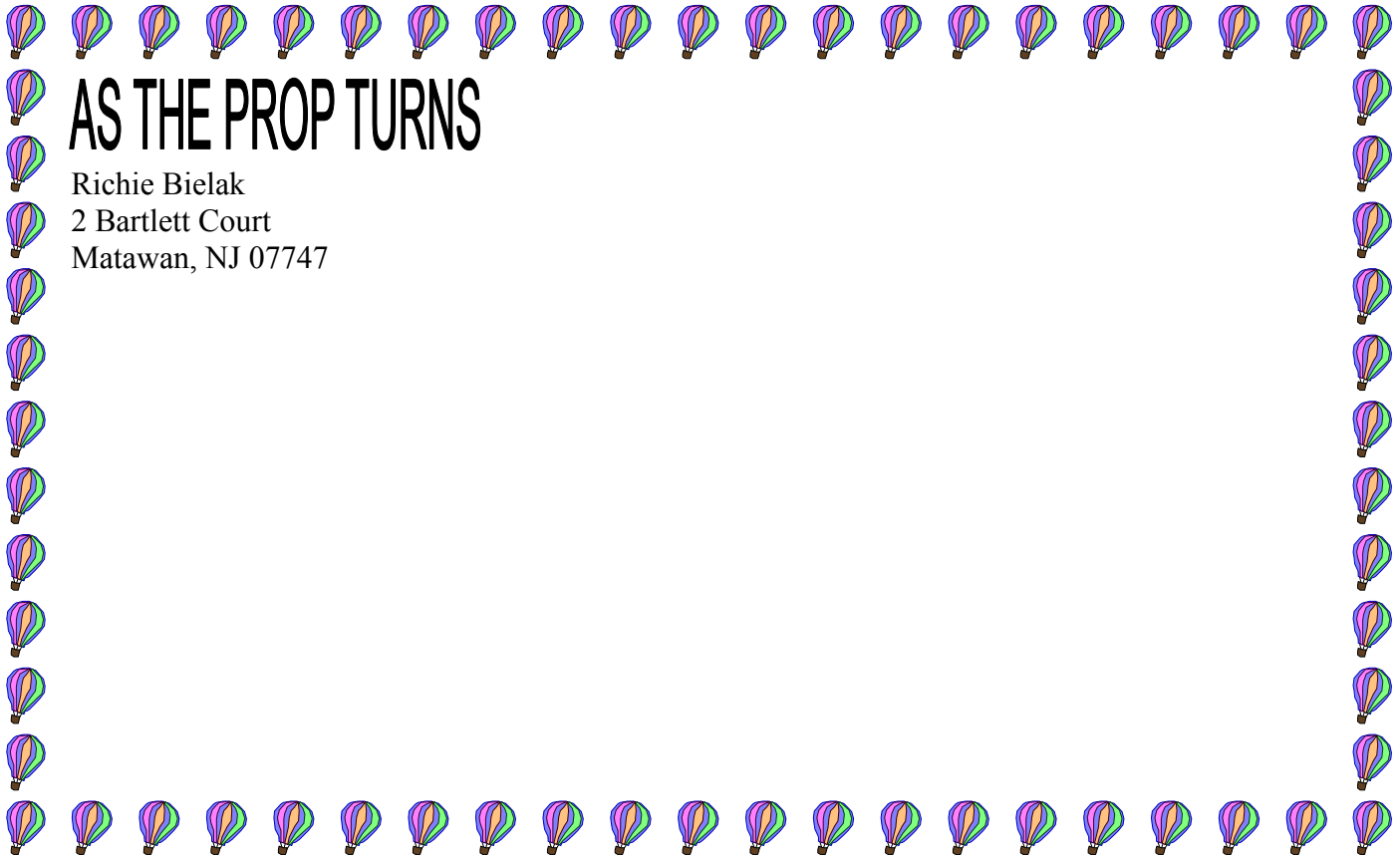
Peter Van Dine, designer of the *Merganser* composite pusher amphibian, told us how his frustration with finding a reliable, efficient controllable propeller led him to design his own. Marketed by Airpower, Ltd., it featured an aluminum hub with its own independent oil system operated by a wobble pump in the cockpit, and carbon fiber blades.

In the "Craftsman's Corner" Ben Owen listed ADs for Lycoming, Continental, and Franklin engines from the FAA's July 1989 AD Summary. In "Sport Pilot Medicine", Dr. Hunter Heath discussed "Flying While Impaired", including alcohol, illegal drugs, but also covering oxygen starvation, illness, and legal over the counter or prescription medications. In the "Sportplane Builder" Tony covered making baffles for the typical air-cooled aircraft engine installation.

Bob Hartmaier
EAA 78889



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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: Monday, February 1st, 7:30PM
Old Bridge Airport, Airport Office**