

AS THE PROP TURNS

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



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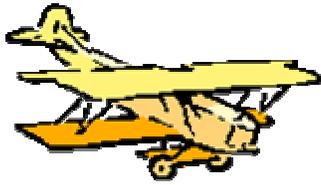
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Minutes of the Meeting—June 7th, 2010

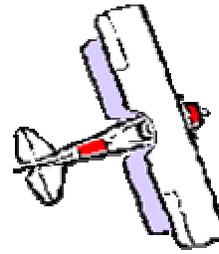
The June 7, '10 meeting of EAA 315 was called to order by President George Cowling at 7:45 pm. A motion to approve the minutes of the last meeting, as published in the newsletter, was made by Frank Fine, seconded by Richie Bielak, and approved by all present, 17 by head count.

The Treasurer was absent.





OLD BUSINESS



- **Howard Levy Day**

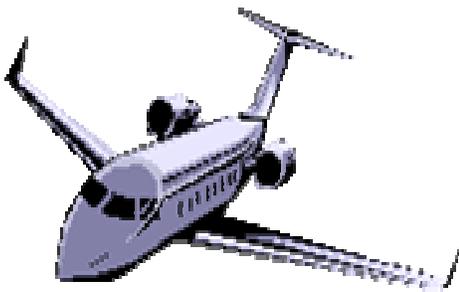
Howard Levy Day was discussed, and deemed a success. The expenses were pretty well covered by the \$537.00 donated that day by attendees. Also, some costs for supplies and materials to set up were covered by members and interested volunteers.

Many thanks to all who worked so hard, and especially the ladies who worked the grill in the sunshine. Also thanks to Lew who purchased the food and supplies.

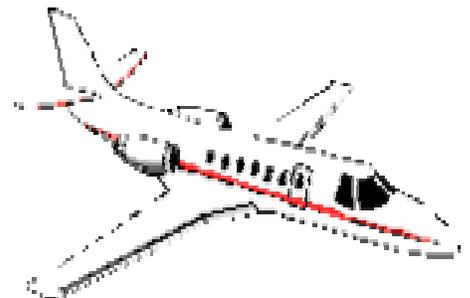
- **Young Eagles Day**

Next subject up...Young Eagles Day this Saturday, June 12, at Al-laire (Monmouth Executive) Airport. Registration from 10 am to 1 pm for children age 7 thru 17 years of age. Ads have been placed in local papers by Frank Fine and Bob Hartmaier. Boy Scouts and Girl Scouts have been contacted. A possible 10 pilots have said they will likely be available. Registration will be handled by June Fine and Jane Finton.

- The showing of the film "Barnstormers" at the Monmouth County Library-Manalapan was held, with a small attendance.
- Eagles Nest Field has been graded and grass planted, but there is no money for a taxi-way from N.J. funds. Also no services available at present time.



NEW BUSINESS



- **Howard Levy's Collection**

Glenn Stott reported that the Smithsonian has unanimously accepted, in its entirety, Howard Levy's collection. The archivists looked at it on May 27, and were impressed by the materials in the collection.

They will send packing materials for moving to the museum. and there the work will start to bring it to display which will likely take a few years, maybe as much as ten.

There is a Howard Levy display at the NJ Aviation museum at Teterboro, due to Glenn's effort. His effort also resulted in very nice article in the July issue of Air and Space magazine.

Many, many thanks to Glenn!!!

- **Miscellaneous**

The 50/50 was won by Bob Lorbor...\$8.00

Frank Fine moved for adjournment, Bob Lorbor seconded, meeting dismissed.

Next meeting 7:30 pm, July 12. at Old Bridge Airport. Note the meeting is the second Monday of the month due to the July 4th holiday weekend.

Secretary, Jane Finton

Young Eagles Day

Our Young Eagles Day had a very small turn out this year. We flew only 5 young eagles. The iffy weather had probably something to do with it - as Allaire airport was socked in on the morning of July 12th. The weather lifted enough by 10 AM, so that we were able to have several flights.

See the pictures on the following pages.

The Editor

Young Eagles Day



Happy Young Eagles after their flights.



As The Prop Turns - EAA Chapter 315



Our President. His Young Eagle and the airplane.



TWENTY YEARS AGO IN SPORT AVIATION

Bill Greenwood's two-place Supermarine Spitfire graced the July 1990 issue of Sport Aviation. A Mark IX that was originally built in 1945 as a single-seater, it never saw combat during its RAF service. In 1950 it was converted to a two-place trainer for the Irish Air Force by moving the cockpit 13 inches forward and squeezing a second cockpit in behind the front cockpit. The instructor sat under a full bubble canopy and enjoyed full instrumentation and a complete set of controls. It was retired from military service in 1961 and sat in a hangar until 1968 when it was used as an aerial camera ship for the movie "The Battle of Britain". Judging from some still photos Bill was confident that the "pilot's eye" shots in the movie were filmed from his airplane with a camera mounted in the front cockpit and the pilot flying from the rear. It was then sold to Don Plumb of Toronto, Canada. When Don died in a P-51 crash in the late '70's, the plane went to the Owl's Head Museum for a few months before being sold to Woody Woods of Arizona. Woody had a MK XVI and realized he wasn't flying the two-place ship very much, so decided to sell it. Bill said that flying the Spit was very satisfying as it possessed wonderful handling qualities and among the World War II fighters was the easiest to fly for a relatively low-time pilot.

Bert Howland, who at one time or another had restored and flown a Beech Staggerwing, Cessna T-50, and an F8-F Bearcat, decided that in his retirement years he should see just what this ultralight movement was all about. Not satisfied with what he saw on the market at the time, he decided to design his own plane. He was not happy with the traditional method of connecting aluminum tubing with gussets and rivets, noting that the pop rivets seemed to work loose after only a few hours. After much research he developed a method of TIG welding square aluminum tubing that he determined gave the highest strength-to-weight ratio. He had by this time come up with four original designs, two low-wing monoplanes, a bi-plane, and a high-wing monoplane. The bare fuselage of the bi-plane, called the H-2 Honey Bee, weighed in at 24 lbs, and the latest low-wing, called the H-3 Pegasus, came in at an astounding 18 lbs. The H-3 Pegasus was named the winner of the "most Innovative New Design" at Sun 'N Fun in 1989. Both used the Rotax 277 engine, but the 377 was an option. After due consideration, he decided to offer the H-3 as a kit, including a pre-welded airframe. With the 277 engine the H-3 would get off in 150 feet and climb at 800 fpm. With flaps the landing speed was "almost walking speed". Bert allowed that he sometimes missed the raw power of the Bearcat, but there was a lot to be said for being able to walk out the back door and be flying in ten minutes.

In "Ken Brock, Adventures in Antarctica" Jack Cox described the trip that Ken took to Antarctica with a company that was filming for the National Geographic Society. Ken prepared and helped fly two gyrocopters for use in filming, transporting equipment,

and scouting the terrain. Jack went into his usual great detail about the preparation, operation, and improvisation needed to use the ships in such inhospitable conditions.

Jack also provided an article about Jesse Anglin's new tandem two-place version of his low wing, open cockpit "Spacewalker", naturally called the "Spacewalker II". The fuselage and tail group were of welded 4130 steel tubing, and the cantilever wing was constructed entirely of wood. Although the 65 hp Continental engine was adequate for the plane, Jesse said that an 85 hp Continental with starter and generator or Lycoming O-235 would provide more performance, and also allow for a heavier pilot in the rear cockpit.

At Oshkosh '89 Norm Petersen stumbled upon two perfectly restored Ercoupes that were almost identical except that one was white with two-tone blue trim and the other was white with two-tone red trim. Upon investigation he found that the planes were owned by John A. Wright, Sr., and his son, John Jr. John Sr., had bought his Ercoupe in 1974, and John Jr. had help him restore it. In 1982 John Jr., found the second ship and restored it as closely as possible to his father's plane, except for the trim color. Due to hail damage, John had to replace virtually all of the fuselage and wing skins, and make all new fiberglass fairings. The interior included new upholstery, instrument panel, as well as a custom center console.

Norm also provided us with some news about what was going on at the EAA Air Adventure Museum. Main story was the restoration of Molt Taylor's Serial Number 1 Aerocar.

There was also an article that recounted a mini history of the Battle of Britain, accompanied by some letters to home from a fictional pilot whose squadron was transitioning to the Spitfire from the old Hawker Hart biplane.

In the "Craftsman's Corner" Al Ross described how to construct homemade CHT probes out of off the shelf materials. Don Wall contributed an idea that involved using an automotive thermostat to automatically control a cowling door to aid in cooling his engine compartment. And in the "Sportplane Builder" Tony discussed some considerations on setting up your shop for maximum efficiency.

Bob Hartmaier
EAA 78889



My friend, Kevin Tyson, attended the Red Bull races and took some pictures. Here is one.

The Editor



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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, July 12th, 7:30PM
Old Bridge Airport, Hangar 10E**