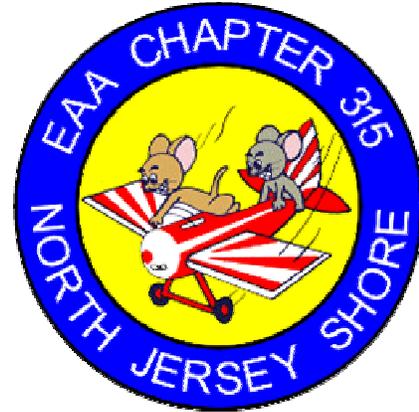


AS THE PROP TURNS

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



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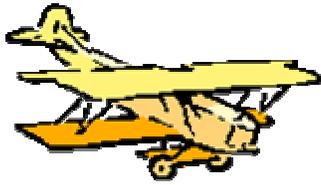
Minutes of the April 5th, 2010 Meeting

The monthly meeting of EAA Chapter 315 opened at 7:35 pm, 5 April, 2010. Pres. George Cowling asked for a motion to accept the minutes of the last meeting. A motion was made, 2nd and approved.

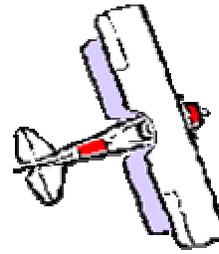
The Treasurer reported a balance of \$2120.49 less a shortfall due to the Awards dinner.

Some thing in the discussion about here inspired a member (L.L.) to do a takeoff of a certain political figure...S.P....Hilarious!!





OLD BUSINESS

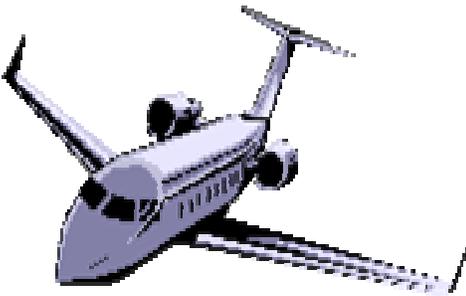


The Dinner was deemed a success, 47 attendees, the restaurant did a great job with the room and the food. Butch Van Pelts pictures were very good, Thanks, Butch.

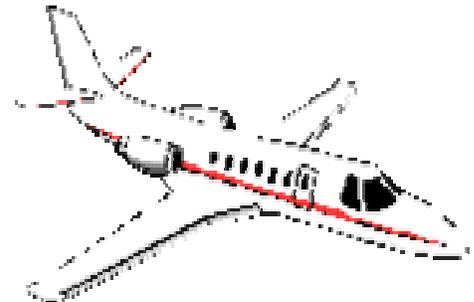
The highlight of the evening was the speaker, former Blue Angel Fred Stankovich, who kept the audience glued to their seats with his words and pictures about his career.

Thank you to John Ezzo for the beautiful model he created for presentation to the speaker who said it was the best model of his plane he has ever seen.

Another Thank you here to Jayne Bielak for the terrific write-up of the presentation by Fred Stankovich. Great job, Jayne.



NEW BUSINESS



- Award nominations for 2010 to the National EAA are due by 31 May.
- Frank Fine reported that Lakewood may be getting an AWOS. At Allaire there are still many question about the plane crash that killed all on board.
- Young Eagles Day is June 12..Frank Fine will talk to Allaire about holding it there.
- Next on our calendar is Howard Levy Day at Old Bridge Airport on May 15 from 11 AM until 3 PM, rain or shine. There will be displays of Howard's pictures, books, and much memorabilia. Food and drink will be available. Donation will be gladly accepted. A possibility of the appearance of Sky divers was mentioned. Arrangements will be finalized at the May 3 meeting.

- The Monmouth County Library will hold an EAA day, June 3, with the showing of the film "Barnstormers" at the library at 7:30 pm. This will help promote Young Eagles Day, and EAA chapter 315. The library is located at Ryan and Symmes Rd, just off Rt. 9.

The 50/50 wae won by Tom Goeddel...\$9.00...congrats, Tom.

Tom made a motion, B. Hartmaier 2nd,all approved, meeting closed.

The May 3 meeting will be held in Lew Levison's Hangar (10-E) at Old Bridge Airport.

Secretary Jane Finton



Few more pictures
of model made by
John Ezzo



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the May 1990 issue of Sport Aviation featured a 1941 Taylorcraft BC-12 "DeLuxe" owned and restored by Tom Baker of Effingham, IL. Tom had built a Stits Playboy, and owned a Yankee and a Citabria over the years, but yearned for the Taylorcraft BD-12 that he would see here and there at airports around the area. Each time it changed hands he would find out too late that it had been for sale. The plane finally ended up in the hands of a friend of his who intended to restore it. Some time later the owner called to say that he was having medical problems that would prevent him from finishing the restoration, and he wanted to sell it to someone who would finish it and keep it original. Naturally, Tom jumped at the chance, and it was soon in his workshop. Tom kept the plane original except for the addition of dual heel brakes that would have been a factory option in 1941, and an overhauled Lange tail wheel. He had obtained a badly beat up original metal wheel pant but getting new metal reproductions would have been prohibitively expensive, so he sent the old one out to Harbor Ultralights in California, and they were able to make a mold and produce two pairs of fiberglass wheel pants that Tom was well satisfied with. Why did he need two sets? His next project was a 1941 Taylor craft BL-65 with the original Lycoming O-145 engine.

Jack Cox provided a story about Bob Hathaway and his 1935 Waco CUC-1. Bob had flown the B-26 in World War II, and remained in the Air Force until the early 1950's. His last assignment had been head of the Pentagon's motion picture recording studio, so he applied to and was hired by Walt Disney Studios and moved to California. He ended up heading Disney's sound department, and retired in 1986. He satisfied his flying bug with a Culver Cadet, but after a friend bought a cabin Waco, he decided he had to have one as well. He located the CUC for sale in New Jersey, and ferried it back to California by himself despite having no previous experience with a big, heavy, biplane with a radial engine. On the first leg from Sussex to Lock Haven he had a minor emergency when a swarm of hornets came out of the wing and filled the cabin. He opened the window and managed to shoo them out, but then realized that the washboard hills of PA all look the same, and he was completely lost. In due time he managed to identify some landmarks, reorient himself, and continued on to a safe landing at Lock Haven. The rest of the flight went smoothly until nearing Kingman, AZ, when the propeller departed the plane. He was able to make forced landing on a nice long, flat stretch of land next to Route 66 without any further damage to the plane. The restoration was begun in earnest after he retired, and the Waco was flown to Oshkosh in 1989, where it won the Contemporary Age Outstanding Closed Cockpit Biplane award.

Jack Cox also interviewed Mike Fisher at Oshkosh to learn more about Mike's new design, the Celebrity. Mike had sold his Fisher Flying Products company and the rights to his previous ultralight designs, and was developing a new line of planes that were a little bit bigger, heavier, and higher powered. The Celebrity was a two-place biplane powered by a Continental A-65, but could also use a VW conversion or the Rotax 912. The plane featured four ailerons, with the top wing ailerons connected to the bottom ones by a torque tube. Mike reported a cruise speed of about 80 mph, a top speed of 95 mph, and a stall speed of 40 mph. Mike had also completed a prototype high wing design that looked much like a small Citabria. It was powered by an 80 hp Limbach, but no performance numbers were yet available.

Jack also visited with Roy McCaldin who designed and built a 7/10 scale de Havilland DH 4 from scratch. Roy had previously constructed a 7/8 scale SE-5A from plans, and liked it very much, but wanted to be able to carry a passenger and wanted it to be another World War I era plane, so a DH-4 filled the bill. He obtained original plans from the National Air and Space Museum, and then scaled them down. The 125 hp Lycoming pulls the DH 4 along at a cruise speed of 75 mph and will indicate 85 mph at full throttle.

Ed Minor of Kings Mountain, NC contributed an article about Randall Hames of Gaffney, NC and his de Havilland Vampire. Randall had owned a series of planes, starting with a Taylorcraft, and always working his way up one step at a time to larger, faster, and more complex planes. The 1947 Vampire had started it's career with the Royal Canadian Air Force, and had also at one time been owned by Frank Tallman and used for film work. Randall reported that the Goblin II engine "sipped" fuel at "only" 300 gph(!), provided an initial rate-of-climb of 6000 fpm, and was very reliable. He also said that the jet was very easy to fly and land, and handled quite nicely. Just as the article was being wrapped up Randall reported that he had sold the ship to John Travolta and had purchased a Brantly B-2 helicopter to further expand his experience and ratings.

John Roncz continued his series on using a desktop computer to design an aircraft using a design that he was working on as the example. Harry Riggs discussed potential liability issues for homebuilders and aircraft restorers. Ben Owen provided some ideas for weighing components and aircraft. And Tony Bingelis continued his discussion of electrical systems.

Bob Hartmaier
EAA 78889

"I confess that in 1901, I said to my brother Orville that man would not fly for fifty years.. Ever since, I have distrusted myself and avoided all predictions."

- Wilbur Wright, 1908



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

**Next Meeting: Monday, May 3rd, 7:30PM
Old Bridge Airport, Hangar 10E**