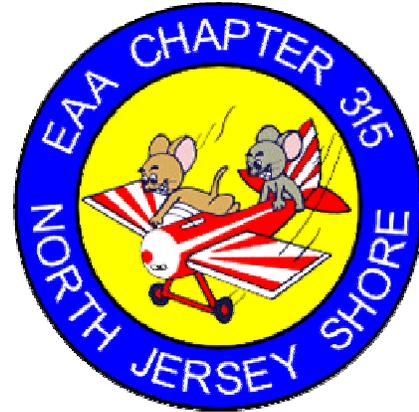


AS THE PROP TURNS

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



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Minutes of the Meeting August 9th, 2010

The meeting was opened by President George Cowling calling for a motion to approve the minutes of the last meeting, Tom Goeddel moved, Bob Hartmaier seconded, minutes approved as printed.

Treasurer Tom Goeddel reported a balance of \$2046.74 on hand. Expenses for Howard Levy day were \$537.00.

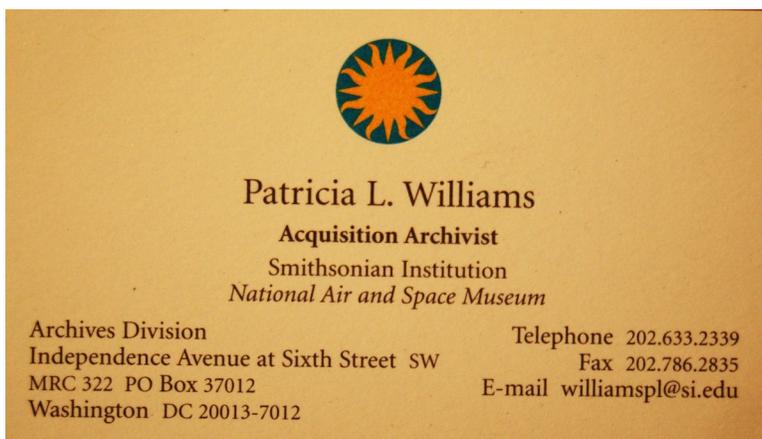


- Guest Mike Jackson, President of Black Pilots of America-New Jersey, and EAA member, explained how the group raises funds to send students each summer to learn to fly. He offered an idea for both groups to work together for Young Eagles Day, reaching a larger group of young people.
- We were pleased to have Robin Williams, long time member of this chapter, with us for the meeting. Robin now lives in Alabama.
- Glenn Stott next introduced 3 members of the Smithsonian who were to here to pack Howard Levy's collection for transport to Washington. Pat Williams, Bryan Nichola, and David Schwartz spoke about the work. A fourth member working on the project could not make the meeting.

They took turns describing how amazed they were at the size of the collection and how they sort, pack, and box it all for transport, how it will be sorted, collated, entered into the computer, and that it could be some years before it will be ready for display.

It is the largest, in volume, ever offered to the Museum, 300 cubic feet. The largest, prior to this, was 100-110 cubic feet. They all emphasized how thrilled they are to have this collection of Howard's life work and what it will mean to all involved and/or interested in aviation.

Glenn then read from a letter from the Director of the Smithsonian to the Levy family, expressing thanks and appreciation for the collection. Glenn then explained how he is trying to get a small collection of Howard's work accepted into the N.J. Hall of Fame.



Pat Williams' business card. You can always contact her with questions about Howard's collection.

No news of Lakewood or Allaire Airports as Frank Fine was absent.

George Cowling reported that he and a friend have purchased a "46 Cub, all apart, needs work, new wings.

George and Lew Levison and 2 others went to Oshkosh--Air Venture. The 75th anniversary of the DC3/C-47 was celebrated. A B17 was there. Also a privately owned Harrier. There was a demonstration of an Osprey, and much more to see.

The 50/50 was won by Tom Goeddel...\$16.00. A motion was made by George to close the meeting, Jack moved to do so, Jane seconded and the meeting closed.

The next meeting is Sept.13, at Old Bridge Airport.

Secretary Jane Finton



TWENTY YEARS AGO IN SPORT AVIATION

The September 1990 issue of Sport Aviation contained a few pages of coverage of the happenings at the recently completed 1990 Oshkosh Fly-In Convention, and so it was fitting that the cover featured a view of the central display area. A few of the aircraft in the photo included a Super Constellation in TWA livery, the Collings Foundation B-24J, a Continental DC-3, a Navy R6D(DC-6), a Lufthansa Junkers Ju 52, and one each F-14 and F-15. The F-117A Stealth Fighter made one of its first public appearances along with NASA's Grumman X-29, the one with the forward swept wings. Jim Clevenger also brought his full scale replica of Jimmy Wedell's No. 44 Wedell-Williams racer that had been reverse engineered by Budd Davisson using measurements taken from the only existing example, Roscoe Turner's plane that now resides in a museum. A more detailed report on the convention as well as articles about the individual Grand Champion winning planes was promised in future issues.

Norm Petersen contributed an article about a highly polished Cessna 170A that had won "Best of Type" in the Cessna 170/180 class the previous year. Owned by Gary Hartwig, Randy Rueckl and Pat Slomski, the low time 170 had not undergone a full ground up restoration, but had been "gone over" a little bit at a time until everything was up to snuff. Gary, an A&P, did the work on the airframe and engine, Randy, an avionics tech, checked and replaced wiring and radios, and Pat was the "Official Polisher", so they each deserved credit for the final result.

Jack Cox treated us to a description of Ken Williams' 90 hp LeBlond powered Hatz Bi-plane. Ken and two partners purchased the partially completed project, and Ken, who was editor and publisher of the **Little Round Engine Flyer** newsletter, decided that the plane just had to have a radial engine. And he happened to have a LeBlond engine already in his possession, so "problem solved"! The 90 hp on the front resulted in a cruise speed of 90 mph. The plane was thoroughly wrung out by a highly experienced aerobatic pilot who reported that it made a good mount for sport aerobatics; however it didn't do too well in knife edge flight. Interestingly, the radial engine changed the character of the plane to the point that most onlookers didn't recognize it as a Hatz, but would ponder and stare a few moments before finally giving up and asking, "What is it?"

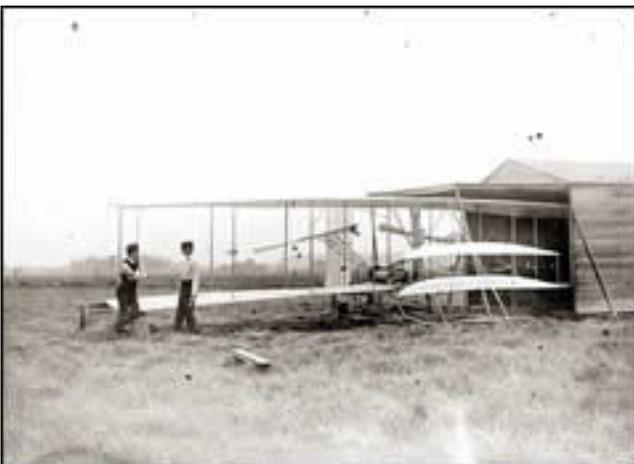
Jack also did a story on the Subaru powered Karatoo, a two-place, side-by-side high-wing plane designed in 1985 by Jesse Anglin of North Carolina. It came to the attention of Max Peters of Australia, who was looking for a design to sell "down under" as both a sport plane and as a bush plane for ranchers in the Outback. He in turn developed a reduction unit for a water cooled Subaru flat four engine that he thought would make a reliable, cost-effective power plant for the Karatoo. The plane that showed up at Oshkosh was being marketed as a kit by Skyway Aircraft of Asheville, NC and could be powered by the Subaru conversion or a Rotax. Jesse Anglin was the official importer for North America of the Max Peters' reduction unit, but Skyway could provide customers with the reduction unit under license along with welded assemblies and plans for the Karatoo. With the Subaru installed, the Karatoo would cruise at about 100 mph while burning 3.5 to 3.8 gallons of auto fuel per hour. Well, I have to say, I don't know of any of these planes being completed by a customer, but it seemed to be well enough thought out and designed that it should have been successful.

Gene Chase wrote a very long and detailed article about Louise Thaden, the story of her victory in 1929 in the first Women's Air Derby race from Santa Monica, CA, to the National Air Races in Cleveland, the story of Dub Yarbrough's efforts to find and restore NR671H, the Travel Air Speed Wing that Louise flew in the race, and also the story of Susan Dusenbury, who retraced Louise's flight from Santa Monica to Cleveland sixty years later in the same plane.

Dave Gustafson reported on the newest refinements for the Kitfox coming out of Denney Aerocraft. Instead of the Rotax 532, the base power plant was now the dual ignition 60 hp 582. The optional 912 engine boosted the power to 80 hp at a cost of \$4500 extra. The airframe was beefed up in several areas to increase the max gross weight from 950 lbs to 1050 and allow the use floats for water operation. The new all composite floats were designed by Tom Hamilton of Glasair fame and could be had for \$3900 including the struts and hardware. Tom was also said to be working on an amphibious version. The floats reduced the rate of climb somewhat, but had no detrimental effect at all on the cruise speed.

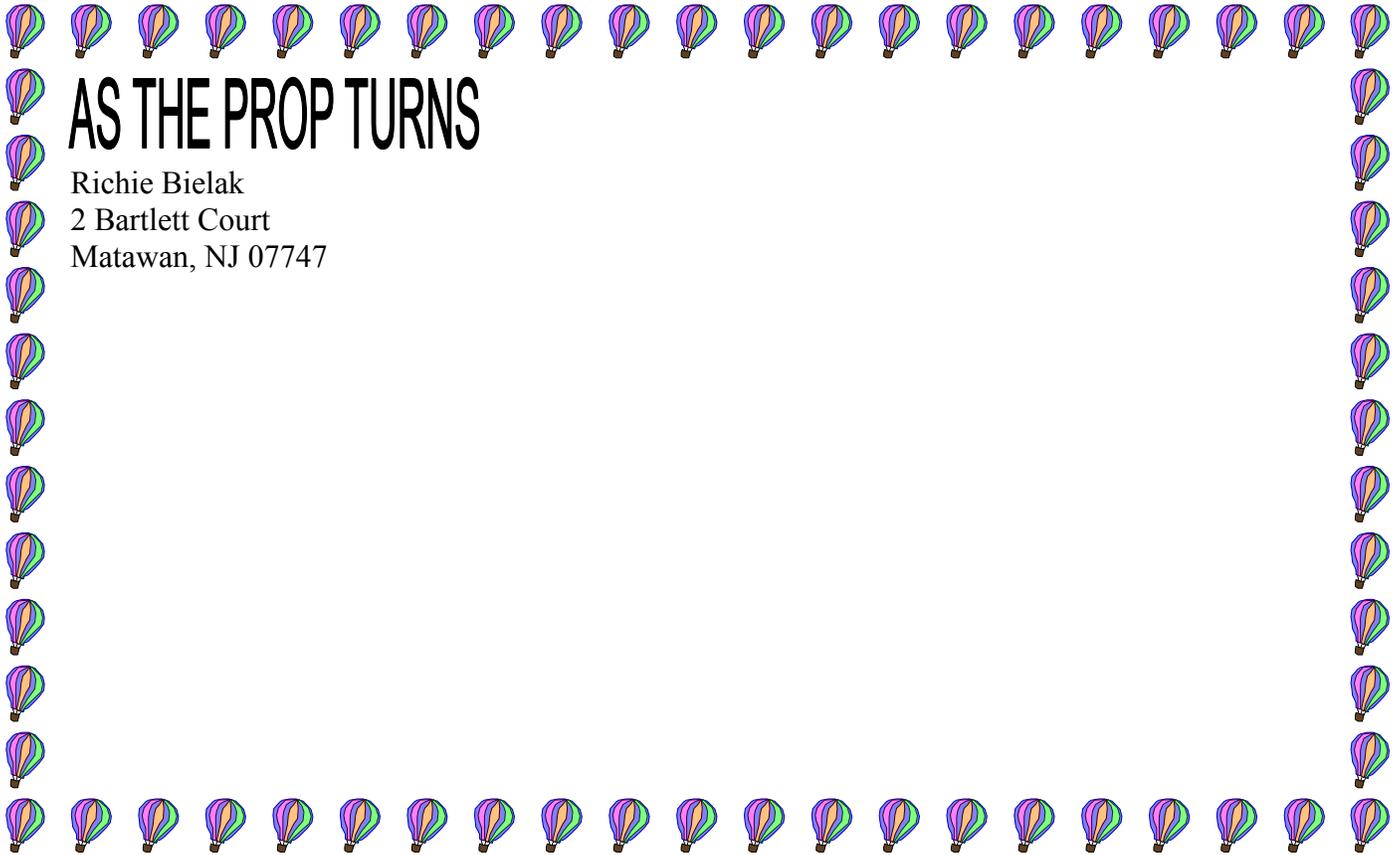
John Roncz continued his discussion of aircraft design with more info on tail incidence. Charles Wallace talked about carburetor ice and when it is most likely to occur. Peter Garrison explained how to loft, or define the shape, of an airfoil or fuselage, using a home desktop computer. In the "Craftsman's Corner" Ben Owen explained the difference between generators and alternators as well as a few electrical system considerations. Dr. Hunter Heath talked about thyroid disease and its effect on medical certification. In the "Sportplane Builder" Tony offered some pointers when painting a metal aircraft.

Bob Hartmaier
EAA 78889



Website for Air and Space Museum Archives division. Eventually this will be the web site where Howard's pictures will be available:

<http://www.nasm.si.edu/research/arch/>



AS THE PROP TURNS

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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, September 13th, 7:30PM
Old Bridge Airport, Hangar 10E**