

AS THE PROP TURNS

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



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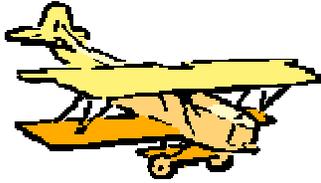
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Minutes of the November 2011 Meeting

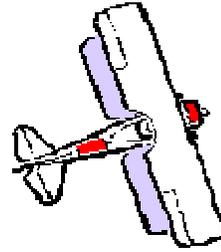
The Nov. 8, '11 meeting of EAA #315 opened with 8 members present. Pres. Cowling asked for approval of the minutes of the last meeting. They were approved by all present.

Treasurer Goeddel reported \$1499.67 in the treasury.





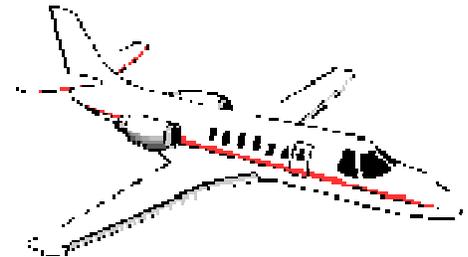
OLD BUSINESS



- The Fly-In at Eagles Nest was hampered by high winds, which resulted in canceling rides after only 10 or 12 passengers were given rides (winds aloft at 3000 feet were over 40 knots - *Editor*)
- Glenn Stott flew in but blew a wheel pant on landing and left. Few other planes flew in but also departed shortly also due to the high winds.
- There was a good crowd who appeared to enjoy the other attractions offered by the various other things arranged by Peter Weidhorn for the day. The beautiful weather helped make it a good day for all who came out to Eagles Nest.
- Joe Flood set up a display about his son, many stopped by to learn about Jason, offer their best wishes and donate toward his recovery.



NEW BUSINESS



- A question was asked about 2012 EAA calendars. A motion was made by Bob Lorbor to have Tom Goeddel order 10 calendars, 2nd by J. Finton, and approved by all.
- No news from Monmouth or Lakewood Airports.
- It was agreed to nominate Lew Levinson/appoint Lew Levinson as Banquet Chairman in view of the good job he has done in the past. Our Awards Banquet will be held at the All Seasons Diner on April 12 or 19. More discussion next meeting.

The 50/50 was won by Tom Goeddel....\$9.00

It was decided to keep the program for the next meeting which will December 5th, 7:30 pm at the Old Bridge Airport office. Hope to see you there.

Secretary Jane Finton

Humor :))

A blind pilot is flying this plane?

I was flying from San Francisco to Los Angeles. By the time we took off, there had been a 45-minute delay and everybody on board was ticked. Unexpectedly, we stopped in Sacramento on the way. The flight attendant explained that there would be another 45-minute delay, and if we wanted to get off the aircraft, we would reboard in thirty minutes.

Everybody got off the plane except one gentleman who was blind. I noticed him as I walked by and could tell he had flown before because his seeing eye dog lay quietly underneath the seats in front of him throughout the entire flight. I could also tell he had flown this very flight before because the pilot approached him and, calling him by name, said, "Keith, we're in Sacramento for almost an hour. Would you like to get off and stretch your legs?"

Keith replied, "No thanks, but maybe my dog would like to stretch his legs. Would you take him for me please?"

Now picture this. All the people in the gate area came to a completely quiet standstill when they looked up and saw the pilot walk off the plane with a seeing eye dog! The pilot was even wearing sunglasses that day. People scattered not only trying to change planes but also trying to change airlines!

TWENTY YEARS AGO IN SPORT AVIATION

The December 1991 issue of Sport Aviation finished up the coverage of the 1991 EAA Fly-In Convention with coverage of Warbirds, Ultralights, and rotorcraft in attendance, as well as the conclusion of John Underwood's discussion of 1930's air racing. Featured on the cover was the P-51D owned by David Marco that won the trophy for Grand Champion Warbird. David's plane was built in 1944 and served stateside until being sold to the RCAF in 1950. In 1963 it was released by the Canadians and showed up on the U.S. civil registry. David purchased it in 1987 and immediately had it shipped to Glenn Wegman at Fighter Enterprises of Ft. Lauderdale, FL for a complete restoration. Glenn spent three and a half years and 5800 hours rebuilding from the ground up. It was then sent to Goderich, Ontario, Canada where it was painted by Sky Harbour Aircraft Refinishing in the colors of Gerald "Monty" Montgomery, a triple ace of the 334th Fighter Squadron, 4th Fighter Group. One of the reasons that Dave picked the scheme was that Monty named his plane "Sizzlin' Liz" after his wife. Dave's wife was also a "Liz". A P-47D owned by Charles Osborn was chosen as the Reserve Grand Champion. Puzzling to me is that a P-51 owned by James Beasley, Jr. won the "Best P-51" award. I wonder, how a P-51 could be the "best P-51", but not as good as the P-51 that won the Grand Champion award? Jim's plane was finished in an RAF green and grey paint scheme that would have been applied in the field to camouflage the originally natural metal fighter. It was restored by Classic Air in Cape May, NJ, and painted by Dan Caldarale of Vincentown.

The Grand Champion Rotorcraft award went to a RotorWay *Exec* built by Randy Besley of Ft. Lauderdale, Fl. No that's not a typo, his last name is not supposed to be spelled the same as the owner of the P-51 mentioned in the last paragraph. Anyway, he and his wife attended Oshkosh in 1985 where he intended to pick up *Long-EZ* plans, but she convinced him that he really should build a helicopter. So the *Exec* kit was ordered, and the first crate with the welded fuselage cage arrived the next July. 4130 stock was supplied with the kit, but Randy had to fabricate the many steel fittings as well as the aluminum tail boom. He beefed up the bulkheads and used thicker sheet for the skin, as reports seemed to indicate that the tail boom could be a weak spot in the design. He also chrome plated many parts and applied the polyurethane finish himself.

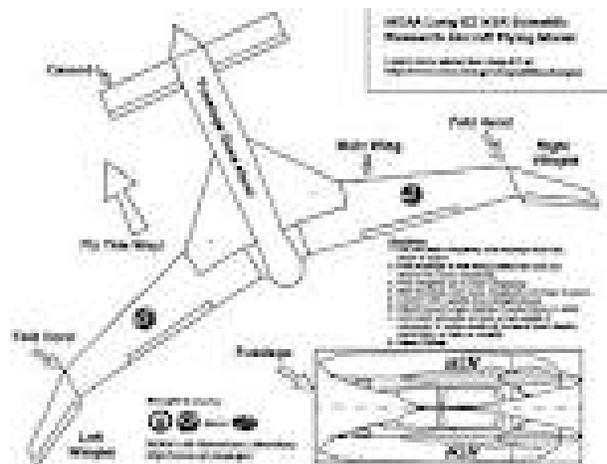
A Rans S-7 *Courier* completed by Harry Whiting won the Grand Champion Light Plane award. Powered by a Rotax 582, the little ship could take off in less than 100 feet with an initial rate of climb of over 1000 fpm. It could carry more than its empty weight of 450 lbs, and landed at 34 mph. Harry's Stinson 108 also won the Best of Type award. He used the covering process marketed by Air-Tech and finished it in the same Stinson yellow and Boston Maroon as his 108.

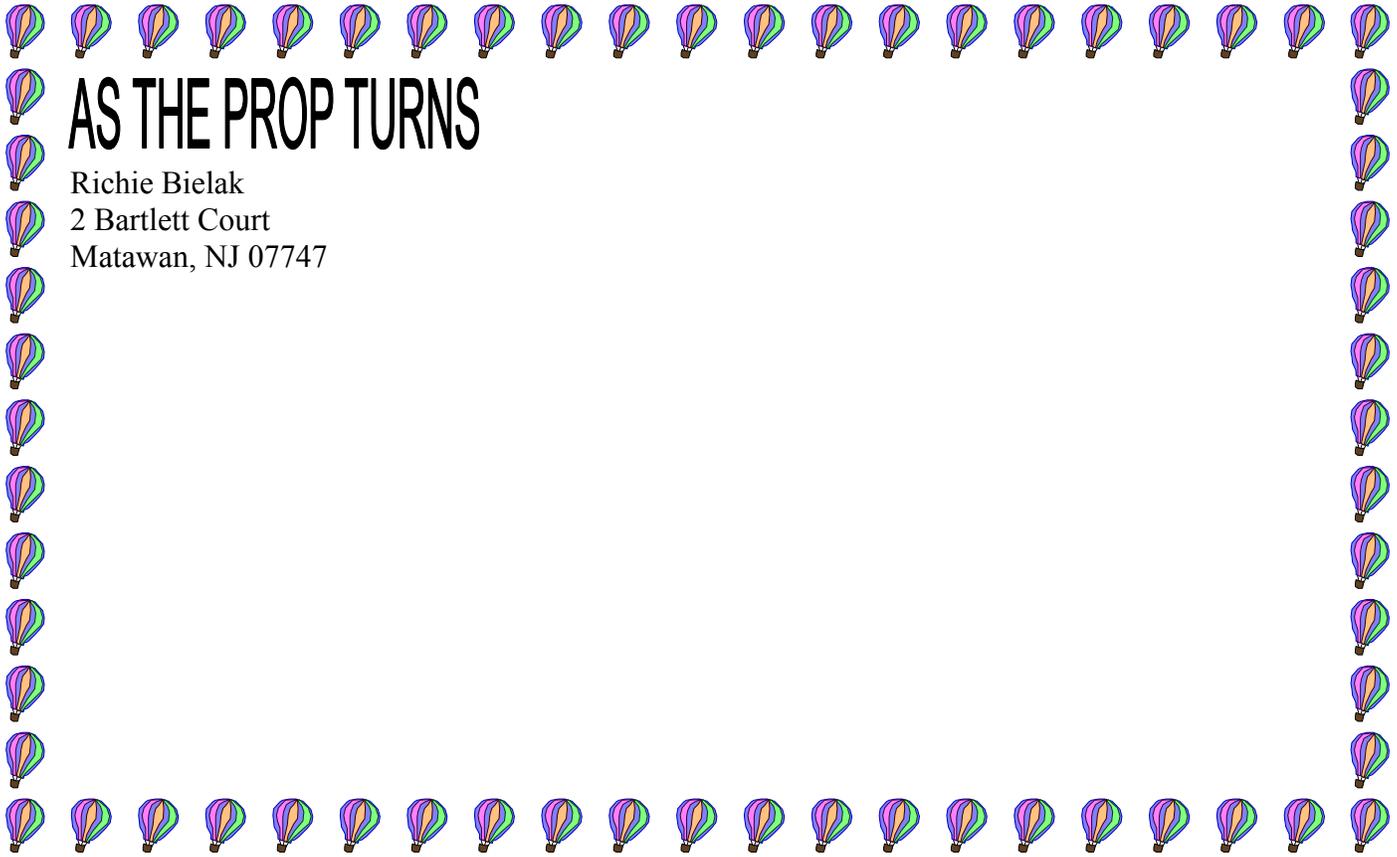
Jack Cox contributed a lengthy article describing the *Berkut*, a much modified version of Burt Rutan's Long-EZ. With the advent of the pre-molded Glassair, folks began to ask Burt for a pre-molded version of the *Long-EZ*. He was already moving into other areas and just about that time withdrew from the homebuilt market altogether. Dave Ronneberg, who had helped build a number of Rutan designs, entered the picture and developed a molded version of the *Long-EZ*. Along with a molded fuselage, wings and winglets, the major differences were in the fuselage and the landing gear. The fuselage was a foot longer, almost 4 inches wider, and featured two separate canopies that were more than 4 inches higher. The main gear retracted along with the nose gear, and all three had doors so that the belly was completely smooth in flight. The John Roncz canard was retained along with the *Long-EZ* wing. The fuselage was pre-molded with a core of end grain balsa and fiberglass cloth. The wing followed Burt's original design but had carbon spar caps and carbon fiber skins instead of glass. The basic fuselage assembly weighed only 58 lbs. The modified Lycoming IO-360 put out 205 hp at 2,700 rpm and produced a cruise speed of 198 knots true at 11,500 feet.

In "The Golden Age of Air Racing, Part 2", John Underwood continued his discussion of the 1930's racers that attended the '91 Fly-In. Included were the Gee Bee Model Z replica built by Bill Turner, the Gee Bee Model R-2 replica built by Steve Wolf and Delmar Benjamin, the Gee Bee Model X replica built by Jim Jenkins, the Gee Bee Model Y replica built by Ken Flaglor, Benny Howard's Mr Mulligan replica built by Jim Younkin, and the replica Command-Aire *Little Rocket* that won the 1930 All-American Flying Derby with Lee Gelbach at the controls.

In the Craftsman's Corner, Ben Owen explained how to lay out a "NACA" Inlet. In the EAA Advisory Council Report", Jim Cooling refreshed everyone's memory on currency requirements. In the Sportplane Builder, Tony talked about working with ready-made fiberglass parts such as cowlings and wheel pants.

Bob Hartmaier
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E.A.A CHAPTER 315 “As The Prop Turns”

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Experimental Aircraft Association— November, 2011
Editor: Richie Bielak (732)-566-5879

**Next Meeting: Monday, December 5th, 7:30PM
Old Bridge Airport Office**