

AS THE PROP TURNS

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



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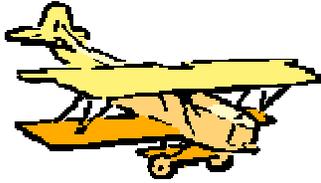
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Minutes of the October Meeting EAA Chapter 315

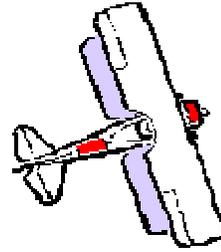
The meeting was opened at 7:30 pm with Pres. George Cowling for approval of the minutes of the last meeting. Motion was made, seconded and approved by all present.

Treasurer Tom Goeddel reported a balance on hand of \$1487.67.





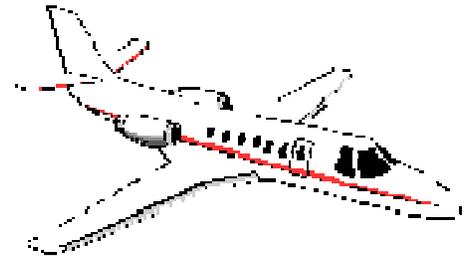
OLD BUSINESS



- The Fly-In at Eagles Nest Airport, set for September 24th was canceled due to rain. Now rescheduled for October 15th. Peter Weidhorn said everything is in place, now the big need is good weather. (Also planes and gas) At least 4 planes from #315 and 4 from #898 have said they'd be there. The airport has a 3600 ft. runway.
- Word from Joe Flood on his son Jason's condition. He can't use his legs yet. He will start rehab on his legs in 4-5 weeks. The recent gathering at Flying W drew around 320 people who contributed a good amount for Jason and his family. The Aviation family is rooting for Jason's full recovery.
- We have learned that the DeHaviland with floats that was practicing landings during our last meeting has been taken apart, packed up and sent to Poland!
- Frank Fine reported that Wall Twp. voted down the request to build a cell phone tower near Monmouth



NEW BUSINESS



Election of Officers for the next year. After some vigorous discussion, Bob Lorbar was elected President, George Cowling agreed to be Vice president, Jane Finton will continue as Secretary, Tom Goeddel as Treasurer, Frank Fine as Young Eagles Coordinator and Richard Bielak as Newsletter Editor.

We had 13 present for the meeting tonight. As the DVD we planned to watch wouldn't work, a motion to close the meeting was made, all agreed.

Next meeting will be 7 November, 2011 at Old Bridge Airport Office 7:30 p.m.

See you at Eagle's Nest Airport Fly-In on October 15.

*Secretary
Jane Finton*

FALL FLYING!!!



In early October I flew down to Eagles Nest airport. Above is the view of the Pine Barrens on the way there.

To the right is the view of Eagles Nest runway, while preparing for take-off.

The Editor



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the November 1991 issue featured Harold Armstrong's Pitcairn PA-4 Fleetwing that won the Grand Champion Antique award at the 1991 Oshkosh Fly-In Convention. Harold had grown up in the western Maryland town of Cumberland, and always remembered getting a ride in a PA-4 as a child in the 1930's. A career Air Force Pilot, he served a tour of duty flying support missions in the C-130 out of Tan Son Nhut Air Base, Saigon, logging 846 hours in 1,119 missions. He had always been interested in "old airplanes", and wanted to get involved in restoring them when he retired from the military. He had already acquired a Waco 10 that was in storage, and while in Viet Nam he asked his wife to look for that Pitcairn PA-4 that he fondly recalled from his youth. She was able to locate what was left of it, and it was purchased and put in storage with the Waco. It had been dismantled when private flying was banned at the outset of World War II, and the engine sold to a trade school. By the time Harold was able to purchase it, all that remained was the steel tube fuselage and a set of unserviceable wings. The landing gear was from a KR-34, the only instrument left was the oil pressure gage, and the wing struts had been used as reinforcement in a concrete porch. After much searching for original parts, and often having to build new ones from scratch, Harold was able to rebuild or restore everything to 1927 factory specs. His Fleetwing is the only one remaining of the 10 that were originally built, and the first thing he would mention when discussing his restoration was that it would have been impossible without the help of Steve Pitcairn, who supplied him with original factory drawings. Oh yeah, the Waco 10 won the Reserve Grand Champion Antique award in 1981, narrowly losing out to Gar Williams' fantastic Cessna AW.

Barry Halstead of Fountain Valley, CA supplied a very thorough article describing his original design that he called Saffire. The two-place tandem, low-wing, retractable gear plane was powered by a 210 hp Continental engine. The all-metal wing and tail cone were bolted to a steel tube fuselage truss that surrounded the cockpit area. Saffire had a cruise speed of 205 mph, and could operate from 2000 foot runways. Norm Petersen contributed an article about the 1952 C-35 Beechcraft Bonanza that won the Grand Champion Classic award. Owned and restored by Sam James and Dave Slovachek, N2017D had won Best of Type award in 1989 and Classic Reserve Grand Champion in 1990. Norm also supplied an article detailing the restoration of Little Audrey, EAA founder Paul Poberezny's first homebuilt project that originally flew in 1953.

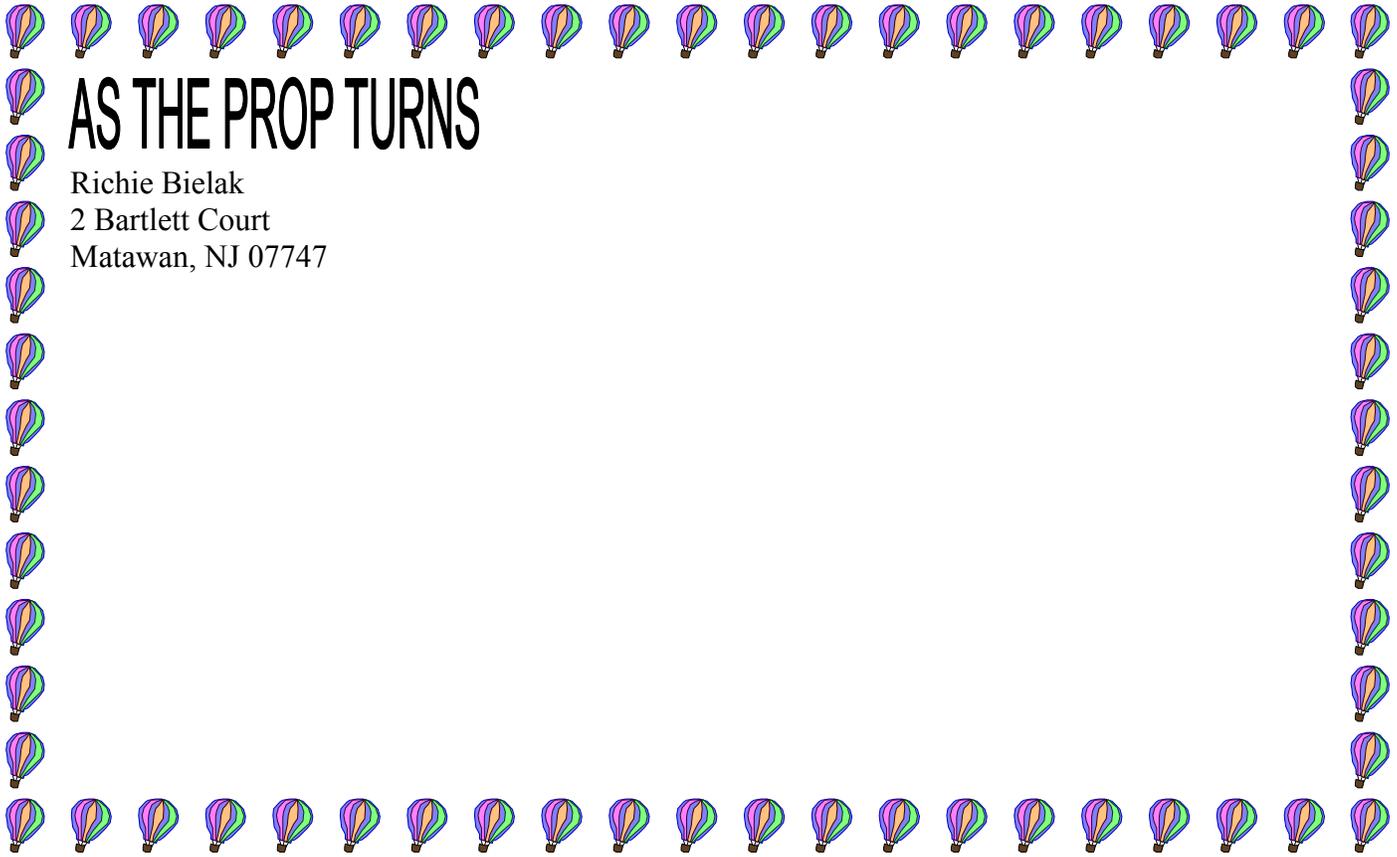
Jack Cox continued his "EAA World" series with a discussion of Antiques and Classics at Oshkosh '91. In a related article John Underwood talked about the Golden Age of Air Racing that was the featured program at the 1991 Oshkosh Fly-In Convention. Some of the featured speakers at the evening sessions at the Theater in the Woods were Marion Henderson, Eldon Cessna, Bobbi Trout, Tony LeVier, Steve Wittman, and Harold Neumann. Some of the original planes that were in attendance were Benny Howard's *Pete, Ike, and Mike*, Roscoe Turner's *Wedell-Williams Model 44 NR-61Y*, the Keith Rider *R-6 8 Ball*, the Keith Rider *R-4*, and Art Chester's *Goon*. Replicas included the Gee Bee *R-2*, the Travel Air *Mystery Ship*, Benny Howards *Mr. Muligan* and Jimmy Wedells *Wedell-Williams Model 44*.

Mike Heuer reported on the results of the recently completed IAC Championships at Fond du Lac. In the Sportsman class Gerry Molidor prevailed. Winner in Intermediate was Clyde Cable. Tom Adams won in the advanced class, and the Unlimited winner was Pete Anderson. Second in Unlimited was Nikoloi Timofeev of the USSR, and third was Patty Wagstaff. Also for the first time a more spectator friendly and less complex event was added that was referred to as a "display event". There was no "box", the pilots merely flew six "unknown" figures and tried to stay in front of the crowd and judges as much as possible. Scoring was similar to diving or gymnastics, with the judges holding up score cards after each figure so that the spectators and scoring folks alike could see them. By the time the competitor landed his or her score was available and final, with no protests allowed. A dozen unlimited pilots were invited to participate, and the winner was Linda Meyers in her CAP 231.

Joseph Stickle discussed a method of insuring that a wing exhibits acceptable stall behavior by adding a "drooped leading edge" in the outboard area of the wing instead of incorporating washout, or "twisting" the wing. In "Museum Highlights" Norm Petersen related how a group of dedicated EAA members built a replica of Curtiss Pitts' original Pitts Special. Headed by Budd Davisson, the team included Rich Bastian who built the fuselage, landing gear and tail group. Jim Stevens built the wings and ailerons. Sheet metal parts were the work of Al Critchon and several others who chipped in to do the fabric covering, assembly, and finishing.

In the "Craftsman's Corner" Ben Owen discussed inspecting wood aircraft. In the "Sportplane Builder" Tony covered working with ready-made fiberglass parts.

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

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