AS THE PROP TURNS

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 315 NORTH JERSEY SHORE

EAA CHAPTER 315 ON THE WEB: www.eaa315.org

President:
Bob Lorber
591 Prospect Ave
Piscataway, NJ 08854
(732) 968-5399
rlorber@ece.rutgers.edu

Vice-President:
Lew Levison
11 Cromwell Lane
Jackson, NJ 08527
(732) 617-9521

Secretary:
Jane Finton
104 Arbor Court
Tinton Falls, NJ 07753
(732) 918-2111

Treasurer:
Tom Goeddel
31 McCarter Avenue
Fair Haven, NJ 07704-3408
(732) 842-4387
tgoeddel@comcast.net

Young Eagle's Coordinator:
Frank Fine
3311 Belmar Blvd.
Wall NJ 07719-4616
(732) 681-5286
thefines@juno.com

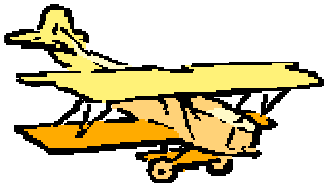
Newsletter Editor:
Richard Bielak
2 Bartlett Court
Matawan, NJ 07747
Home: (732) 566-5879
Mobile: (732) 266-4461
richieb@gmail.com

Minutes of the February 2012 EAA Chapter 315 Meeting

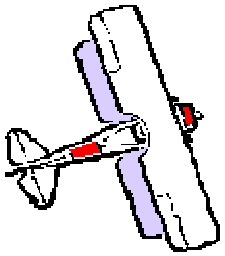
The February 2012 meeting of EAA Chapter 315 was opened around 7:45PM by former President George Cowling. Our current President and our Vice President were both away on vacation. Only 6 members were present.

Minutes of the previous meeting were accepted as published by all present.

The Treasurer, who was also unable to attend and send his report via email, reported the balance of $1708.67.



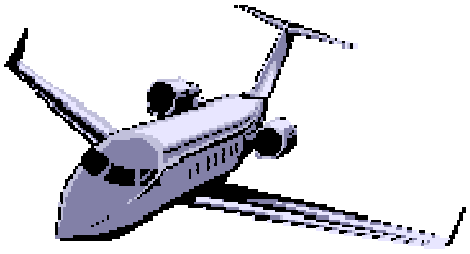
OLD BUSINESS



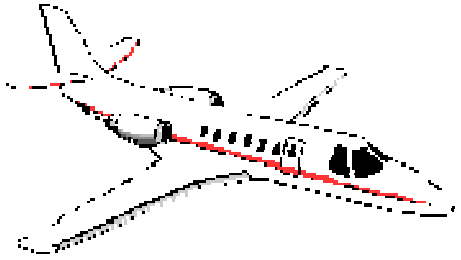
- Frank Fine reported on events at local airports. All seems to be quiet. Lakewood airport got a new windsock lit with a light powered by a solar panel.

- The installation of an above ground fuel tank is expected to start soon at Eagle's Nest airport.

- Awards Dinner is scheduled for April 19th, 7:00PM.



NEW BUSINESS



- Richie Bielak mentioned that he knows a newly minted A&P mechanic looking for job and asked for suggestions from the members as where to ask. Several very good options were suggested by the members.

We spent the remainder of the meeting doing some hangar flying. Frank Fine told a story of German immigrant who build a primary glider that flew just once.

Next meeting will at Old Bridge Airport office on March 5th at 7:30PM.

Assistant Secretary
Richie Bielak

Bit of N.J. Aviation History from Frank Fine

Gus Scheurer built a wooden sailplane to start the Aerology Albatross at Somerset Airport. The plane that he restored in Toms River - and which I was privileged to fly at Colts Neck Airport - was a primary glider designed by Dr Alexander Lippisch. That primary glider is now hanging at the National Soaring Museum in Elmira, New York. Dr. Lippisch was also the designer of the Messerschmidt rocket ship called the Comet.

The first Cherokee he started to build at Edison's laboratory at the beginning of World War II wound up at the dump at the meadow lands. He had to literally throw it away because he was a German building an airplane during war time, in what became a secure area.

Frank

Aero Club Albatross in New Jersey built one as their first glider, and Gus Scheurer recreated a Dagling for the National Soaring Museum.

An **Me 163B** on display at the National Museum of the USAF—the small red rectangles on the rudder and elevons are control locks to prevent wind-damage to the control surfaces while on the ground, and are removed before flight

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the March 1992 issue of Sport Aviation featured the replica Gee Bee R-2 built by Steve Wolf and Delmar Benjamin. Steve contributed an article relating the design and building process that he and Delmar went through to complete the plane. One interesting tidbit was the fact that the Granville's had made arrangements for the original drawings to be held in a family trust with instructions that they could never be used by anyone to build and fly another Gee Bee R1/R2. Steve and Delmar traveled to Connecticut and were able to view the replica R-1 being built by the New England Air Museum for static display only. They took lots of photos and lots of notes, but were not allowed to see the plans. They did receive much valuable info from the original design engineer, Pete Miller, and also took advantage of very accurate 1/6 scale drawings intended for R/C modelers that had been completed by Vern Clements. Delmar provided the pilot report where he tried to convey what it is like to fly a 1930's plane that was designed for only one purpose, to go as fast as possible. He felt that the rudder and elevator were too sensitive, and hoped that by moving CG forward, response in that area would be improved. He said that the aileron response and roll rate were comparable to the Pitts Special, and he was delighted at that finding. He was accompanied by a camera ship on the first flight, and lots of photos were taken, including knife-edge and inverted shots. He admitted that he wanted to get as many photos as possible in case he was unable to get the plane back on the ground in one piece. Although the ship was sensitive, it was not unstable, and he reported that once he learned the proper technique, landings were not all that bad. But he also added that landings required the same type of focus and concentration as doing an inverted ribbon cut! One thing that was not mentioned, and that I have always wondered about, was why they chose to build a replica of the R-2, which was designed as a cross-country racer specifically to win the Bendix race, rather than the higher powered R-1, the version that Jimmy Doolittle flew to victory in the 1932 Thompson Trophy competition. The original R-2 was flown by Lee Gehlbach for the 1932 racing season. He flew the plane from Springfield, Massachusetts out to Los Angeles for the start of the 1932 Bendix race. During the race to Cleveland he suffered a cracked oil line and was forced to make an unscheduled landing. A quick repair was not possible, so he refilled the oil tank, and flew on to Cleveland minus the cockpit cover, since it would only get covered with oil again. He ended up finishing in 4th place. He flew the Gee Bee in the Thompson where he finished in 5th place, and then back to Springfield. In all he accumulated about 32 hours of flying time in the R-2, two or three times more than Doolittle logged in the R-1.

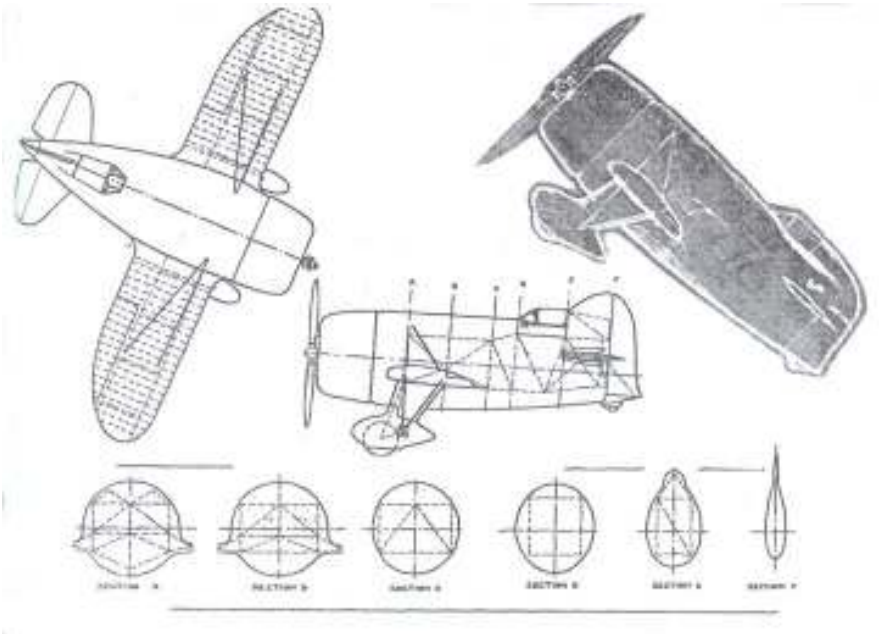
Gerard Pahl of the Kalamazoo Aviation History Museum, also known as the "Air Zoo", provided a short history of the P-47 Thunderbolt, and told how his museum came to acquire a P-47 for their collection. The plane was built too late to see any action in World War II, and ended up as one of 25 P-47s that were sent to Peru in 1953 as part of USA's Military Assistance Program to Latin America. Ed Jurist of Vintage Aircraft International was able to bring six of the planes back to the US in 1969 and they were reassembled and refurbished by the CAF in Harlingen, Texas. After going through several owners, the Air Zoo purchased the plane in 1979. It was completely disassembled and rebuilt from the ground up, and then finished in the markings of Col. Francis "Gabby" Gabreski when he served in the 61st Fighter Squadron, 56th Air Group, 8th Air Force.

Paul Poberezny contributed an article about the restoration of a Consolidated PT-3 for the EAA Air Adventure Museum. A set of wings, ailerons, and a complete tail group for a PT-1 had been donated to the EAA foundation, and the Air Force Museum kindly allowed the EAA to borrow a PT-1 fuselage to copy. The original PT-1 was powered by a Wright-Hispano V-8 engine but due to considerations of reliability and availability of spare parts, it was decided that the machine would be powered by a 220 hp Continental radial instead. This would make it comparable in performance and looks to the later Wright J5 powered PT-3, so that what it came to be called.

Bob Ely described his Ford V-6 powered Starduster Too. He installed Dave Blanton's system that uses a belt drive reduction unit, and managed to fit the radiator in between the engine and firewall while keeping the engine position about the same place as a Lycoming 0-360. At around 8.5 gallons of auto fuel per hour Bob reported a cruise speed of 120 mph and a top speed of 150 mph. Wallace Murray of Turnersville, NJ talked about the Piper PA-20 Pacer that he restored. He found a PA-22 Tri-Pacer that had been converted to a tailwheel configuration, and decided that it was perfect for his needs, as the Tri-Pacer reportedly had about 2 inches more shoulder room in the cockpit, and already came with the 150 hp engine that he wanted on his ideal Pacer. His complete restoration included a new custom interior, instrument panel, and a new paint job.

Alex Strojnik contributed and very long and detailed discussion on structural testing of homebuilts. In "Have It Your Way" Volksplane designer W.S. Evans provided numerous photos of VP-1's from around the world that had been personalized in various ways without modifying the primary structure. Dr. Marion Wagnon discussed various cardiovascular conditions that required a special issuance medical certificate, including valve replacements, angioplasty, by-pass surgery and hypertension. In "Hints for Homebuilders" Kerwyn Stoll described how to make low-cost gluing clamps. And Ron Scott offered a way to convert an inexpensive flux gate compass from a JC Whitney catalog for use as a vertical card compass in a homebuilt. And In the "Sportplane Builder" Tony continued his discussion on installing a Lycoming engine.

Bob Hartmaier



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Richie Bielak
2 Bartlett Court
Matawan, NJ 07747

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Newsletter of the Monmouth-Ocean County New Jersey Chapter of the
Experimental Aircraft Association— March 2012
Editor: Richie Bielak (732)-566-5879

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