

AS THE PROP TURNS

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



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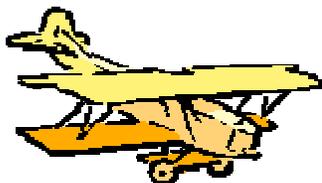
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Minutes of the June 4th Meeting of EAA 315

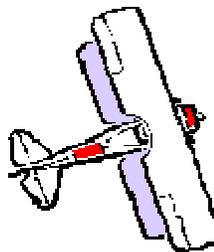
EAA Chapter #315 held their June 4 meeting at the home of Eli Lieberman. The meeting opened with President Bob Lorbar asking for an approval of the minutes of the previous meeting. George Cowling made the motion, Jack Hamill seconded. The minutes were approved by all present.

Treasurer Tom Goeddel reported \$1478.43 on hand. A \$200.00 donation was made to the WASP Museum in Sweetwater, Texas in honor of Beatrice Falk Haydu, our speaker at the Awards Dinner in April. A motion for this was made by Frank Fine, seconded by Eli Lieberman, approved by all.





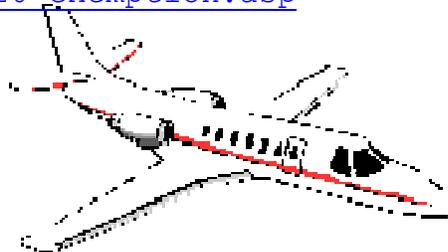
OLD BUSINESS



- National Young Eagles Day, Saturday, June 9. Due to a lack of available pilots and planes, we will postpone until fall. However, on June 16 EAA 315 will hold a Young Eagles Fly-in at Al-laire Airport to coincide with Black Pilots Day there. We will give rides to their young people and any others who come out. The passenger age span is 7-17, and each must have a par-ents or guardians signature. Four, and maybe, more pilots have volunteered to be there.
- Lew Levison spoke about the need to send comments to the FAA about the exemption to the 3rd Class Medical requirements. Send to: http://www.eaa.org./news/2012/2012-03-20_exemption.asp



NEW BUSINESS



- Eli Lieberman spoke of a friend at Lakehurst we might invite to speak to us or we might go arrange to visit to him at Lakehurst.
- He also mentioned the recent discoveries of items from the Pa-cific that are possibly from the Amelia Earhart plane.

The July meeting will be held July 9 at Lew's hangar at Old Bridge Airport. Come early as it will be a picnic. Bring a friend.

The 50/50 was won by George Cowling. Mr. Cowling then moved for adjournment, Frank de Giordano seconded, all approved. So we then moved on to the highlight of the evening....a visit to Eli's work-shop to view his newest endeavor. He is building an RV-10, all-metal, 4 place, another Van's plane. We remember his RV-8. He told us it took 10 years to complete, the RV-10 will take 2 months.

Beautiful plane, Eli!!

Thank you for giving us a look.

Again next meeting ,Monday, 9 July , Lew's hangar (E-10), Old bridge airport, picnic, come early, bring a friend.

Secretary, Jane Finton

Young Eagles Day

Our 2012 Young Eagles day was held on June 16th at Monmouth Executive Airport.



The weather was beautiful. The air was nice and smooth over the water, few miles east of the airport.

We flew 23 Young Eagles from about 10:00AM to 1:00PM.



Each one of our pilots flew at least two missions!



As The Prop Turns - EAA Chapter 315



Everyone had a great time!



TWENTY YEARS AGO IN SPORT AVIATION

Featured on the cover of the July, 1992 issue of Sport Aviation was the full size replica Curtiss P-6E Hawk owned and built by Ralph Rosanik of Omaha. Of the 46 P-6E's originally built in 1931 and 1932 two were retained by Curtiss for testing and 44 were delivered to operational squadrons. No more were ever built as the Army began transitioning to monoplane fighters. By 1939 only 17 remained, and they were given to tech schools to train aircraft mechanics. Apparently most were scrapped during World War II, but one remained essentially intact, and ended up in the possession of the Air Force Museum in the late 1950's. It was put on display in 1963 after a 3 year restoration. Ralph had always admired the lines of the airplane, and always said that he would eventually get one to restore. By 1960 he was financially successful enough to begin looking for a restorable aircraft or enough parts to build up one complete plane. After many years of searching and following up on leads all over the U. S. as well as in Central and South America, he was able to locate only one lower wing panel, although he did acquire enough Curtiss Conqueror V-12 engine parts to be able to build up one complete running engine. Some ten years later he was able to borrow a set of original factory drawings, and set about building a full size, completely authentic Hawk. Although the P-6 was a complicated airplane, Ralph owned a tool and die business, and was able to fabricate every part needed. The design included many castings that would have been very time consuming and very expensive to reproduce. Ralph had his people machine them out of the proper alloy, and then sand blast the surfaces to duplicate the look of castings. He used as much of his original lower wing panel as he could so that there would be original Curtiss-Wright parts in the finished plane. The plane was finished in the familiar "Snow Owl" paint scheme of the 17th Pursuit Squadron, 1st Pursuit Group at Selfridge Field near Detroit. At the time Jack Cox completed the article, the engine had been run, but a mag problem developed that prevented any thoughts of flying. Ralph hoped to be able to get it flying and the time flown off in time for it to be present at Oshkosh.

Ed Hoffman of Tarpon Springs, FL described his X-5 Seabird that was loosely patterned after the 1930's Savloia-Marchetti S-56 flying boat. The single-place Seabird featured all-wood construction and was powered by an Italian made Arrow GT 532 two-stroke engine that produced 65 hp. Dave Gustafson told us about the new Sukhoi SU-29S, a two-place version of the popular SU-26 aerobatic aircraft. Even though it was larger in all dimensions, careful engineering and use of exotic materials such as titanium added only 34 lbs. to the empty weight, and when flown solo the performance of the new trainer was virtually identical to the single-place version. Don Dresselhaus of Beloit, WI related his efforts to increase the slow flight performance of his standard Cessna 150. One step at a time he added vortex generators, stall fences, modified the flaps and wing tips to the point that he could fly the landing pattern at 35 knots and touch down at around 25 knots. He also modified the rudder and ailerons for better slow speed effectiveness.

The CAFE Foundation introduced a new series of Aircraft Performance Reports that detail the handling and performance of a particular model. The first report covered the Presto Delta 200, a model that I am not familiar with. It appeared to be a homebuilt, composite version of a Mooney. After listing all the specifications, calculated data, and stability and control charts, the report also included subjective impressions and conclusions. Sailplane pilot Guy Byars contributed some ideas for avoiding UVA and UVB exposure. One tip he shared was the use of an adhesive film called CLS-200-X that could be applied to flat or simple curved glass or Plexiglass. He also urged all builders to inform canopy suppliers that they would pay extra to have canopies manufactured with UV blockers added to the canopy material.

In Air Adventure Museum Highlights Norm Petersen reported that the prototype Turner T-40 had been donated to the Foundation, and that two more aircraft from the former Combat Jet Museum had been delivered, a Canadair Mk. 5 F-86, and a Chinese built MiG-15.

Ales Strojnik described how he tested the torsional stiffness of the spar for his original design sportplane. The spar was composite in that it was built of aluminum angles at top and bottom with a plywood web front and back. The remainder of the wing used foam ribs and pre-molded fiberglass skins.

Jack Cox added more photos from Sun'n Fun '92 and Jean Bowden shared an article and photos of a Fly-In in Rustenburg in Western Transvaal, Africa.

In the Craftsman's Corner, Garry Fancy shared a method of using a spring to give an extra anchor point for mixture and throttle cables where they attach to the carburetor. And in the Sportplane Builder Tony described how to build and use wing stands for easier construction and painting.

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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— July 2012
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**Next Meeting: Monday, July 9th, 7:30PM
Old Bridge Airport - Hangar E-10**