

AS THE PROP TURNS

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



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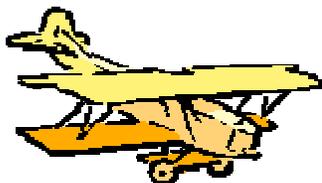
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Minutes of the April 2012 Meeting EAA Chapter 315

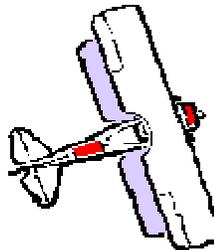
The April meeting of EAA #315 was opened at 7:40 pm by President Bob Lorbar. He called for approval of the minutes of the last meeting. A motion was made, seconded, approved by all.

Treasurer Tom Goeddel reported \$1508.67 in the treasury. # EAA calendars are still available. Chapter dues are due, only 14 paid up members right now.





OLD BUSINESS



+ The Awards dinner is set for Thursday, 19 April at the All-Seasons Diner on Rte. 9 N, north of Freehold. A \$100.00 deposit has been made, 48 reservations have been made so far, we've been asked to guarantee 40. Cost is \$35.00 per person. We will cover the cost of 4 dinners, for the Izzos and the speaker and her nephew. Menu selections were made by those present.

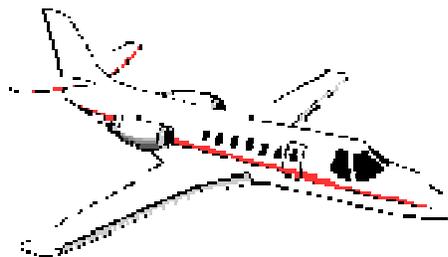
The speaker for the evening will be Bernice Haydu who served with the WASP in WW2. Those who have heard her say we are in for an interesting evening.

+ Sun and Fun was attended by Lew Levison and Butch..... They were the for the first couple days, no problem with lines to get in. Lots of interesting planes attending. AOPA reported record crowds for the following (last weekend).

+ Young Eagles Day is scheduled for June 9 at Monmouth (Allaire) airport. More discussion at May meeting.



NEW BUSINESS



The Airstrip at Massey, Maryland, will hold a chili cookout April 28. Allen's Airstrip will hold a Family Farm Fun Day (actually 2 days) the last weekend of April. All are welcome, come join the fun.

Some of the members saw the movie "Red Tails", about the Tuskegee Airmen, rated it OK

Next up for discussion—ways to get more members—bring an acquaintance. Maybe move the meeting date to another day of the week, maybe a Saturday or Sunday, pancake feed, or hot dogs, food seems to draw.

Bring in a speaker from McGuire. Lew spoke of Don Sparling, a photographer for the military. He might be a possibility for an Awards Dinner.

Eagle's Nest, has ordered a fuel tank, the first 18 hangers will be installed soon.

George Stott proposed an award to Eagle's Nest owner for his efforts to establish Eagles Nest Airport. Lots of work and perseverance go into this effort.

The 50/50 of \$14.00 was won by George Cowling, worthy Past President.
The business meeting closed, followed by a DVD about spins and stalls.
Next meeting is May 7, 7:30 pm at Old Bridge Airport

Secretary, Jane Finton



GOLDEN AGE AIR MUSEUM UPDATE

This year at the Golden Age Museum should be interesting. The Sopwith Pup should be completed by the beginning of the show season, so Lothar will have someone in a World War I fighter to dog fight with. Although the Triplane is powered by an original rotary engine, it was decided that a modern opposed engine would be used in the replica Sopwith. At this time the engine has been installed and fabric work is being started.

Over the Winter Paul Dougherty, Jr. was reading up on the pilots and planes that flew in the Great War, and he ran across a story about Charles Biddle who was a member of the prominent Biddle family of Philadelphia. Biddle was a seven victory ace, and he flew the Spad XIII. Reading his story put a thought in Paul's mind. You guessed it; a Spad XIII project is now underway. It will use a modern tubular steel fuselage in place of the wooden original, and be powered by an opposed six-cylinder engine instead of the original Hispano-Suiza V-8. It will be finished in the markings the aircraft that Major Biddle flew when he was commander of the 13th Aero Squadron, the Grim Reapers. You can follow the projects online by visiting www.GoldenAgeAir.org/links.

If you would like to contribute to the Spad project, the museum has instituted a program by which you can donate \$100 and have a wing rib built in your honor. If you can make it out to Grimes, you can sign the rib yourself. If you can't or don't want to do that, they will apply an inscription or dedication for you. Anyone interested in making a donation, let me know and I will email you a copy of the Sponsorship form.

As in previous years, I encourage you to make it to the museum for one of the shows. There are very few places that you can see an authentic LeRhone rotary powered plane fly. And there is no other place that you will see two OX-5 powered planes fly together. Of course I also encourage you to visit the website and become a member. The museum does not have an endowment, corporate sponsor, legacy or any other financial support except donations, memberships, and selling tickets at the events. No one is paid; all labor is done by volunteers. Come on out, enjoy a great show, and support the efforts of all the folks keep the

Bernice "Bee" Falk Haydu: Wasp Extraordinaire!



Sure. You let Lew Levison pick the keynote speaker for the 2012 EAA Awards Ceremony, and what do you get? A good-looking chick in skirt – and one who’s plenty willing to turn around and give the audience (o.k. – the men) a long look at those seams up the back of her stockings. “You didn’t know you were coming to a girly show, did’ya?” she cracked, without the hint of a blush. Well no, but.....

Oh, yes, and has it been mentioned? The lady with the legs also just happened to serve in World War II? As a pilot?

Yes, indeed. Our speaker this year was Mrs. Beatrice “Bee” Falk Haydu, former member of the Woman Airforce Service Pilots, or WASPS. This not-quite-military branch of the government trained and employed woman to do transport and training work within the United States, freeing up the guys for combat missions abroad. If that sounds like a nice, safe job for the ladies, consider this: thirty-six of them were killed in service.

Lucky for all of us, Bee was a survivor, and she has one heck of a story to tell. After beating out hundreds of other applicants, the woman accepted into this ‘experiment’ were had the privilege of paying for their own tickets down to Sweetwater Texas, purchasing their own uniforms (a hot little number best described as a tent tailored to look like a jumpsuit) and embarking on a course of training that included dawn-to-dusk flight training and admonitions to watch out for the rattlesnakes that are not uncommon in Texas.

Oh, yes. And they were honored with an official logo: a cute little winged pixie, designed by Uncle Walt Disney himself. Fifinella, as she was called. What they were NOT honored with was very much recognition from the United States Government. No. Not even when one of them died in action. For action it was, in every sense of the word. When asked how some of the woman were killed, Bee modestly mentioned that having inexperienced young pilots shoot at the targets you were hauling behind your aircraft “wasn’t the safest thing to do.” Probably not. And although the members of the WASPS were not allowed to fly anywhere but Canada and the United States, it should be noted that the latter, then as now, included Hawaii – which you might recall had seen a little action.

Bee showed us archival footage of the WASPS in training, shot by Movietone films and narrated, with great respect and admiration for those women pilots, in theaters all over the country during the war. But the patronizing undertone of the script was unmistakable, and certainly not lost on Beatrice Haydu. Hearing that long-ago narrator praise the ‘feminine touch’ with which the women landed their huge aircraft, Bee rolled her eyes and pretended to gag. As well she should.

We have all gotten so used to the concept of equality of race and gender that it’s truly hard to wrap our heads around the hard facts of the discrimination these incredibly brave, tough women faced. But face it they did. And like the Tuskegee Airmen, they performed with incredible skill in the service of their country when it was in need, putting aside, for the time being, issues of fairness to themselves. True patriots.

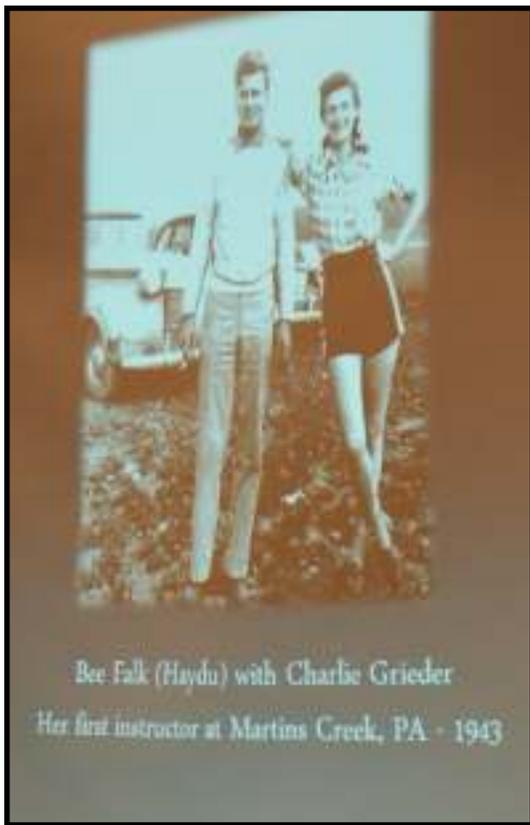
Fortunately for all of us, Beatrice Haydu’s story is preserved in an excellent book, Letters Home, which was compiled from personal letters that she sent to her mother during her period of service, and which her mom had the good sense to save. By all means read it!

On a happy note, Bee was invited to the White House to be presented with a medal honoring herself and her sisters in service on March 10, 2010. The engraving shows a woman with her foot crossing a line.

Which, of course, is exactly what the young Beatrice Falk did those many years ago.

(Guest Secretary Jayne Bielak)

As The Prop Turns - EAA Chapter 315



Bernice receiving a model of one of the airplanes she flew as a WASP (model by John Izzo)



The stockings...

<http://waspletershome.net/> - Visit the website to order the book.

Twenty Years Ago In Sport Aviation

The cover of the May 1992 issue of Sport Aviation featured an original design called "Ol' Ironsides" that was designed and built by EAA's Oshkosh Communications Chairman Ron Scott. The plane originally had been built in the 1960's and featured on the cover of the November 1971 issue. Ron had recently totally rebuilt it, installed a newly rebuilt engine and given it a new paint job. The plane looked like a narrower, single-place Wittman Tailwind, and although Ron used some of Steve's ideas such as the wing airfoil, the control system, and overall wing design, it did not use any Tailwind parts. The fuselage structure was modeled after the design of Pete Bower's Fly Baby, and built up out of spruce just like a balsa model by making two sides at the same time with wax paper in between. The difference was that Ron used pre-fabricated fiberglass sheets to skin the fuselage and wing. Sheets of glass boat cloth were flattened out on a 4' by 8' sheet of waxed Masonite, then saturated with polyester resin and allowed to cure. The sheets were then bonded onto the fuselage and wing using epoxy. This resulted in a "stressed skin" design that required no internal wing bracing. Two bulkheads were built up to carry the wing strut and landing gear loads, but the remainder of the fuselage merely used intercostals to separate the sides, and the fiberglass skins to carry all the shear loads. The Continental O-200 engine gave a top speed of 160 mph, and the cruise was 145 mph.

Dave Gustafson supplied an article describing the Osprey amphibian built and owned by Bill Schicora. Bill had been interested in airplanes since childhood, and joined the Army Air Corp after high school. He qualified for pilot, navigator, or bombardier, but War World II ended before he could begin any training. He ended up in the marine business and after buying, selling, building, maintaining and racing boats for 31 years he sold the business and retired. It was then that he decided to fulfill his life long dream of building an airplane, and so his previous experience building wooden boats led him to the Osprey. He added his own touches here and there, but basically stuck to the plans, and was very happy with the result. With a Lycoming O-320 putting out 160 hp the plane would climb out at 1,000 fpm and cruise at 110 mph.

Ted Anderson described how he came to build a modernized version of a Taperwing Waco. He had been performing at air shows in a Christen Eagle but wanted something bigger and noisier. Steve Wolf, who was just beginning his Samson project, offered to help him build up a 450 hp Stearman. While looking for a suitable project, he reread Bill Sweet's book, They Call Me Mr. Air show, and the chapter on Joe Mackey convinced him that what he needed was a Taperwing Waco. He managed to obtain drawings from various sources, including the Smithsonian, and a completed Waco fuselage, so the die was cast, and work began. Although the overall shape of a Waco was retained, the structure was much modified for the serious air show maneuvers that were anticipated. Much of the structure and bracing was inspired by the corresponding areas in the Pitts Special and Christen Eagle. Ted described the flying qualities as being similar to a Pitts S-2B, but with the roll rate of a four-aileron Great Lakes.

Dick Cavin contributed still one more aircraft report on Carl Fratus and his 2/3 scale Curtiss XP-23 Hawk. The basis for the plane was an Acroduster fuselage and wings. The tail shape was modified, and the turtle deck faired to resemble the XP-23. The real achievement was the 400 cu. in. Chevrolet V-8 engine that Carl modified for aircraft use. Carl used a Geschewnder prop shaft housing to support the shaft and provide a thrust bearing. The rest of the internal parts, including the reduction drive system, were designed by Carl and made from scratch. The only parts remaining from the original engine were the block, crankshaft, harmonic balancer and connecting rods. Everything else came from the racing catalog, such as aluminum heads, forged pistons, mechanical fuel injection, etc. Potentially the engine would produce 550 hp at 6300 rpm but he chose to conservatively redline it at 4500 rpm where it developed "only" 360 hp. This gave him 2300 rpm at the prop and allowed him to use a large diameter prop to absorb the 440 lb-ft of torque. Carl reported a 2800 fpm climb rate, top speed of 205 mph, and a 75% power cruise speed of 158 mph.

Norm Petersen told us about Ed Long of Montgomery, AL. Ed learned to fly in the 1930's and spent World War II in the Army Air Corp as a mechanic and crew chief on B-24's. Upon being discharged in 1945 he went to work for Montgomery Aviation at the Norman Bridge Airport, becoming a part-owner in 1952. In addition to his work as an instructor, charter pilot and corporate pilot, in 1952 he began working the power line patrol for Alabama Power Company, flying a Super Cub. He did this almost daily for the next 40 years. All this time Ed had meticulously logged his flying time, and by 1992 it added up to over 57,000 hours! At Oshkosh in 1989, when he had logged 52,930 hours, he received an award from EAA for being the highest time pilot in the world, as well as an award from Piper for being the highest time Cub pilot ever.

Mike Difrisco of Just Plane Designs discussed a few ideas to consider when deciding on a paint scheme for your plane. In Snap-on Hints for Homebuilders Robert Zilinsky contributed some ideas for cutting shapes on the ends of steel tubing that is going to be welded into a fuselage or engine mount. Christopher Paine described an inexpensive, compact and easy to build electronic magneto synchronizer. And in the Sportplane Builder, Tony talked about installing windshields and trim strips.

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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, May 9th, 7:30PM
Old Bridge Airport Office**