

# AS THE PROP TURNS

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



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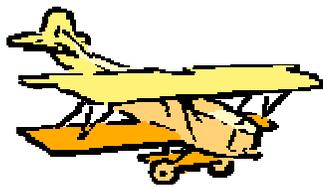
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## Minutes of EAA Chapter 315 October 1st Meeting

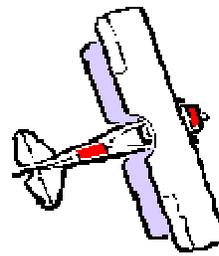
The October meeting of EAA Chapter 315 was called to order by the President Bob Lorber at 7:31 PM. The minutes of the last meeting were accepted as published in the newsletter. There were 11 members present.

Treasurer, Tom Goeddel, reported \$1,324.62 in our treasury.





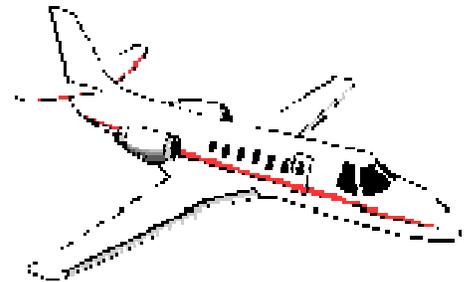
## OLD BUSINESS



- Young Eagles Rally is scheduled for Saturday October 6th. We should have at least 4 airplanes. The weather forecast looks promising (the rally turned out to be a tremendous success—see attached photos – Editor).
- Chuck Pittman spent \$100 to put an ad commemorating Howard Levy in this year's program for the banquet at the New Jersey Hall of Fame. Peter Widehorn also contributed \$100 towards the ad.



## NEW BUSINESS



- Frank Fine said that Monmouth and Lakewood airports are doing well and there is not much new to report.
- At Old Bridge airport the security camera was installed to make sure that the VASI lights are not vandalized again.
- Lew Lewison is looking for partners for a J-3 Cub. The Cub has an 85 hp engine.
- We discussed a possible fund raiser for Phil Pezzella to help him pay for the his recovery. He is recovering from serious surgery. Phil was an Army ranger in the Korean war – he helped to rescue POWs from North Korea.

The 50/50 was won by Lew Lewison in the sum of \$13.

Next meeting will take place on November 5th, at 7:30PM in the Old Bridge Airport office.

*Assistant Secretary*

*Richie Bielak*

As The Prop Turns - EAA Chapter 315

# Young Eagles - October 2012

We had a great Young Eagle Rally. We flew 63+ kids!!!



## TWENTY YEARS AGO IN SPORT AVIATION

The winner of the Grand Champion Antique award at the 1992 Oshkosh Fly-In Convention, a Beachcraft D-17S Staggerwing, graced the cover of the November 1992 issue of Sport Aviation. Owned by Jim Porter of Chicago, the restoration of the plane was entrusted to Doc Yocke who operates Doc's Air Service located at the Sandwich, IL airport. Doc was not just a nickname; he actually spent many years working as a dentist, before selling his practice and starting the aircraft restoration business. The plane had been damaged in a landing accident in 1958, and although most of the damage had been repaired, the plane was never reassembled. It languished in a barn until 1988, when Jim was able to buy it. Doc reported that each and every part of the plane was touched, and either cleaned and restored, or replaced. Doc also added a few individual touches using methods that he had developed over many years of restoring Staggerwings. He would build a custom instrument panel according to the customer's wishes. He also included a modified rear seat that could be quickly removed to convert the Staggerwing into a two-place airplane with a huge cargo area. The custom interior was trimmed out in wool and leather by Aero-Stitch Interiors based in Addison IL.

This EAA introduced a new judging category for planes produced from 1956 through 1960 called the Contemporary Class. Although official judging was not to begin until 1993, 151 were registered at the 1992 Convention. Jack Cox picked a superbly restored example, a 1959 Comanche 180 owned by Bob Lock of Birmingham, AL, to introduce us to the new class. He offered several pages of history on the Comanche model, as well as a detailed description of Bob's plane. Bob had owned a Comanche 250, but was not happy with the cost of operation, so he sold it and acquired the 180. He reported that on an average trip a typical Comanche 250 pilot would arrive 10 or so minutes before him, but he would have the last laugh when it came time to pay the fuel bill. Without taking the plane out of service for any great length of time, he had overhauled, repainted, restored or replaced every part of the plane. It was finished in the original factory red and white paint scheme, with the exception that the N number and the chevrons on the swept back tail were done in gold. Bob reported that "I always have to have a little gold on my airplanes".

Lance Neibauer introduced a new model, the Lancair ES. The four-place ship looked similar to a Lancair IV with a fixed landing gear, but only shared the fuselage molds with the retractable model. In every other way it had been designed from a clean sheet of paper in order to meet FAR Part 23 rules and be certified for production. It would also be offered in kit form to homebuilders. Lance came to the decision that such a plane was needed on April 20<sup>th</sup>, 1992, and 79 days later flew the prototype to Oshkosh, arriving on July 28<sup>th</sup>. He reported that on the trip to Oshkosh the plane trued out at 190 mph at 10,000 ft., while using fuel at the rate of 8.5 gph. Stall speed was 55 mph at max gross weight.

I'm sure everyone remembers the story of the P-38 that was recovered from the glacier in Greenland. Carlys Sjolholm interviewed the two men who conceived the idea and followed through on it. Pat Epps and Richard Taylor began searching for the planes of the "Lost Squadron" in 1981 and finally discovered the location in 1988 using low frequency subsurface radar operated by Dr. Helgi Bjornsson from the University of Iceland in Reykjavik. One reason it took so long was the fact that they failed to consider that glaciers are actually rivers of ice that move. They originally began searching using landmarks from photos taken when the two B-17s and six P-38s made the forced landings on the ice in 1942.

When finally located, the planes were a mile away from that spot! They also estimated that they would be just under the surface, or perhaps as much as 20 feet down. When discovered, they were actually buried 240 feet deep. The first P-38 recovered was on display at Oshkosh. The B-17s turned out to be damaged to the extent that they were not worth trying to recover. They did bring up a piece of sheet metal from under the pilot's window of the B-17 commanded by Lt. Joe Hannah that had the name "Phyllis Arleen" painted on it. It was later mounted in a wood case and presented to his widow, Phyllis Hannah. They did plan to recover the other P-38's, but I am not sure if that ever happened .

Norm Petersen related the story of Chalkie Stobbart and Peter Hengst who flew a Fairchild 24 from South Africa to Oshkosh. The route took them along the east coast of Africa to Egypt, across Europe to the north tip of Scotland, and then to Iceland, Greenland, Labrador, Quebec, Ontario to the U.S. They decided to leave well enough alone and the plane was dismantled and shipped back to South Africa. Total flying time for the trip was 125 hours and covered 9814 nautical miles.

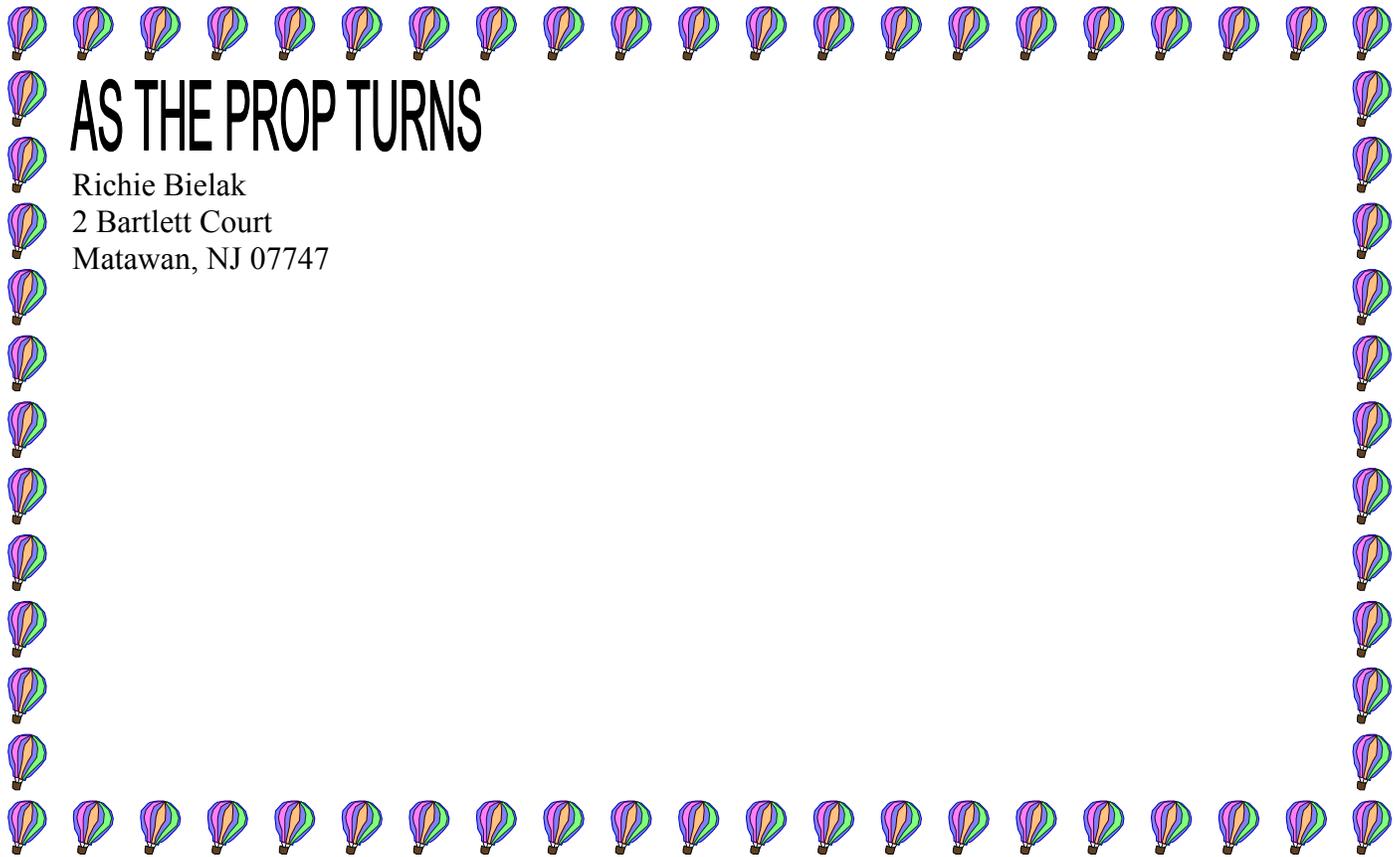
Jack Cox offered more photos from the Oshkosh Fly-In convention as well as another article about the Monocoupe reunion fly-in held outside St. Louis at Creve Coeur Airport. 14 planes attended, as well as the most famous Monocoupe pilot, Woody Edmundson. Woody related that he had been beaten by Bevo Howard in the 1946 and 1947 World Aerobatic Championships and decided that he needed more power. So he swapped out the 145 hp Warner in his Monocoupe 110 Special "Clipwing" for a 185 hp version. He won the 1948 championship and retired from competition. For the next 18 years he flew in airshows sponsored by Gulf Oil.

Speaking of aerobatic competitions, 1992 was the year for the ladies to make a clean sweep of titles. Linda Meyers flew her 300 hp CAP 231 to victory in the Unlimited competition at the IAC Championships held as usual at Fond du Lac, WI. Her CAP 231 was the only one of its kind in the U.S. at the time, and was on display at the Weeks Air Museum in Miami where it was destroyed when Hurricane Andrew came through. Down in Denison, TX, Patty Wagstaff won her second consecutive U.S. National Aerobatic Championship flying her Extra 260.

Bill Husa contributed a very technical and informative article about designing a planetary gear reduction drive to convert auto engines for aircraft use. In the "Craftsman's Corner" Ben Owen introduced us to capacitive fuel senders. In the "Sportplane Builder" Tony Bingelis discussed instrument panels including which instruments are required for VFR, IFR, or night flying and which ones might be considered optional but desirable.

Bob Hartmaier  
EAA 78889





# AS THE PROP TURNS

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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— November 2012

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*Due to lack of power last week*

**Next Meeting: Monday, November 12th, 7:30PM  
Office at Old Bridge Airport**