



# AS THE PROP TURNS

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



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## EAA Chapter 315 July 2013 Meeting

Our July meeting was not a formal meeting, but an evening barbecue at Jay Lazewski's private airstrip. We had two J-3 Cubs there and couple of our members went up for rides.

Despite the thunderstorms in the vicinity the weather at the strip was just perfect.

The entire evening was fantastic. See the photos on the following pages.

*The Editor*





Tommy G. and our President Bob L. after a ride.



Tommy and a new member Jonathan Goldstein after a ride.



Jay showing off!



Lew cooking.

## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the August 1993 issue of Sport Aviation featured a photo of the Grand Champion Plans Built award winner at Sun 'n Fun 93, a Stolp Starduster Too owned and built by Richard Miles. Richard was inspired by the Starduster Too "Big Red" built by Jim Young that won the Grand Champion Homebuilt at Oshkosh in 1975. Richard had grown up building custom cars and motorcycles with his father, so he only purchased obvious items such as wheels, brakes, engine cowling nose bowl, and such. Everything else he made with his own two hands and the proper tools. All metal parts were carefully sandblasted coated with epoxy zinc chromate. 17 coats of red and white paint were applied, and rubbed out with 600 grit sandpaper between coats. The interior was done up completely in leather, and all the cockpit sides were covered with sheet aluminum with built in armrests. The 300 hp Continental IO-520 and three-bladed McCauley propeller produced 4,000 fpm climb at 120 mph. He reported that 50% power resulted in 135 mph at 11 gph, and 75% power yielded 170 mph with a burn rate of 20 gph. At the time the article was written he had never run the engine wide open so did not know the top speed.

In the relatively new "Contemporary" division H.G. Frautschy contributed an article describing the 1959 Cessna 172 owned by Jerry Wharton of Wise, Virginia. Jerry's father had owned one of the first 172's built in 1956, and then had upgraded to a 1961 model that Jerry had gotten his private license in. Jerry began by looking for the 1961 plane that had been owned by his father only to discover that it had been totaled in a crash just a few months earlier. He kept up his search for a nice early model C-172, and found a gem in West Texas. For many years the plane had been the personal plane of Van Bortel who's Van Bortel Aircraft advertised itself as the "World's Largest Cessna Dealer". With only 445 actual flight hours since new, the plane was a perfectly preserved time capsule. The only thing that Jerry had to do was replace the carpeting that had rotted after 30 years of the Texas heat. The rest of the interior was original, the paint was perfect, and the Plexiglas windows seemed to have somehow been preserved by a magical force field. Jerry did upgrade the instrument panel, and replace some hoses and seals in the engine compartment, but the engine was still going strong after over 30 years and required nothing other than normal maintenance.

Bruce Carmichael shared some thoughts as to how Mike Arnold, in his AR-5, had achieved a new speed record for aircraft with a takeoff weight of less than 661 pounds at 213 mph, with only 65 hp. He concluded that Mike had simply educated himself by reading all the available literature, went to work for a company that built and repaired composite powered planes as well as high performance sailplanes to learn the necessary construction practices, and then put it all together in his AR-5 design.

Mary Jones introduced us to the Fisher Flying Products Dakota Hawk that made its debut at Sun 'n Fun. The all-wood, two-place, side-by-side design could be powered by the Rotax 912, the 82 hp Mosler, a 65 or 85 hp Continental, or anyone of the various auto conversions on the market. In "My Own RV-6" James McPhee of Auckland, New Zealand described the construction process of his Vans RV-6.

Norm Petersen talked about using Red Baron products to polish aluminum parts. Steve Melander explained computerized stress analysis of steel tube airframes for those who were interested in designing a steel tube fuselage from scratch. Budd Davisson contributed an article about the Biplane Association's annual fly-in at Bartlesville, OK. Steve Wolf was there with his replica of Curtiss Pitts' 450 hp "Samson". And my all time favorite Pitts pilot, Bob Herenden performed in the air show along with Tod Pederson flying Hal Krier's Warner powered Great Lakes.

In "Hints for Homebuilders" Thomas Young described how to build an inexpensive landing light flasher. In the "Craftsmans Corner", Ben Owen explained how to test auto fuel for alcohol. In "The Batteries Are Coming, The Batteries Are Coming!!" Bob Nuckolls the advantages of immobilized electrolyte technology batteries over traditional lead-acid and gel-cell batteries. And in the "Sportplane Builder" Tony Bingelis talked about engine cooling.

Bob Hartmaier  
EAA 78889



Lew helping Jay before a flight.



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## E.A.A CHAPTER 315 “As The Prop Turns”

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**Next Meeting: Monday August 5th, 7:30PM**  
**Old Bridge Airport, Hangar E-10**