

AS THE PROP TURNS

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



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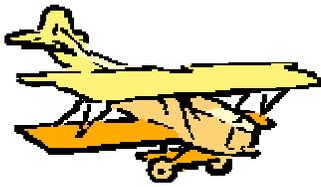
Minutes of December 2012 Meeting of Chapter 315

The December meeting of EAA Chapter 315 was called to order at 7:45PM by President Bob Lorber. There were 9 members present at the meeting.

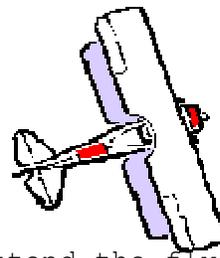
The treasurer phoned-in his report, as he was stuck in traffic. The chapter treasury contained a balance of \$1265.00.

The minutes of the last meeting were accepted by all, as published in the newsletter.





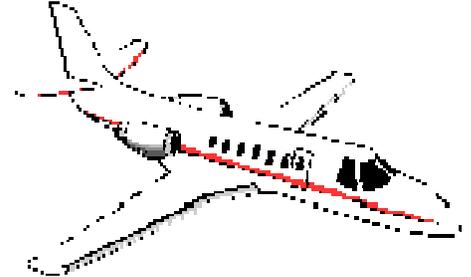
OLD BUSINESS



- Lew Levison and Bob Hartmaeir did not get to attend the fly-in at Massey Airport in Maryland. Unfortunately the weather in Old Bridge did not cooperate – we had thick fog for large part of the day. Lew told us that Steve Shin got to Massey flying from Eagles Nest. He had 32 knot headwind going there and arrived around 2:40PM. He reported that about 76 airplanes flew in. Next event at Massey will be a Chili fest in April 28th.



NEW BUSINESS



- We discussed possible future programs for next years meetings. We decided that during the winter months we will try to have video presentations that we can show on the TV in the airport office. In the summer months we can have guest speakers as we can fit a larger crowd in our hangar. Some ideas for future meetings included:
 - Another summer picnic/cookout.
 - Potential meeting at Jay's grass strip.
- In any case we agreed that the program for the meeting should be listed in the newsletter.
- Airport news:
 - Eagles Nest airport received a lot of good press in the wake of Sandy, as FEMA used it as a staging area for relief efforts.
 - 4 airplanes were totaled at Central Jersey airport
 - Lakewood and Old Bridge airports came through the storm with minimal damage.
- Sandy Duma and Jack Marin got to fly the Falcon 7X simulator at Glenn Stott's workplace. They spent over 2 hours in the simulator. Thanks Glenn!!!

The 50/50 was won by Richie Bielak in the sum of \$8. Next meeting will take place on January 7th, at 7:30PM in the Old Bridge Airport office.

Next month's program: Glenn Stott will show us photos and videos from Fleet Week in San Francisco.

Happy New Year!!!

Assistant Secretary, Richie Bielak

2012 Highlights

2012 Awards Dinner

The guest speaker at our Annual Awards Dinner in April was Bernice "Bee" Falk Haydu, a former WASP.

She gave a wonderful presentation on her flying experiences in WW II.

As has become a tradition, the chapter presented her with a model of an airplane she flew back then.



Spring Pancake Flyin at Allen's Airstrip (3NJ9)

Several of our members attended this spring flyin.



2012 – Young Eagles Rallies

We held two Young Eagle Rallies this year. One in June and one in October. In June we flew 23 kids and in October we set a new Chapter record– we flew 63 young eagles.



As The Prop Turns - EAA Chapter 315

Airport Picnic in July

We turned our July meeting into a cookout. We had several visitors who flew in to join the fun. I think we'll repeat this event in 2013.



TWENTY YEARS AGO IN SPRT AVIATION

The cover of the January 1993 issue of Sport Aviation featured an inflight photo of Elmer Ward's F-8F Bearcat that he had completely restored from a discarded hulk and finished in the Gulf paint scheme of Al Williams' Gulfhawk 4th. Al Williams had been the chief test pilot for the Navy in the 1920's. He left the Navy in 1930 and purchased a Curtiss Hawk that he used for airshow work. In 1933 he joined Gulf Oil's legal department, but soon convinced them to create an aviation department, with himself as the head. This led to his Curtiss being painted up in Gulf's famous orange and blue livery and getting the name Gulfhawk. Later in the 1930's Gulf bought him a civilian version of the Navy's F-3F fighter that Grumman called the G-22. Once painted in orange and blue, it became the Gulfhawk 2. Gulf also purchased a special 2-place version that Grumman called the G-32, and Gulf called the Gulfhawk 3. The first two planes can be seen today at the Smithsonian's Udvar-Hazey annex near Dulles airport. The Gulfhawk 3 was impressed into military service for World War II and destroyed in a crash. In 1947 Gulf ordered a civilian version of the F-8F for Al. Called the G-58A by Grumman, Al put it through a very thorough test program until he was satisfied that it was safe and reliable for air show work. On October 11, 1948 in a ceremony took place at Washington National Airport, the Gulfhawk 2 was donated to the Smithsonian, and the F-8F was christened Gulfhawk 4th. Unfortunately, Al only got to fly the plane for a few months. He put on some spectacular shows with it during the 1949 Miami Air Maneuvers, and on January 18, 1949, while flying back to his home near Elizabeth City, NC, he found he had a landing gear problem. He diverted to a field with a longer runway, and upon landing the left main collapsed. He skidded down the runway on the belly tank until it wore through and left a trail of gas behind. The gas ignited, and as he jumped out of the plane, the flames raced along the trail of gas to the F-8F. It was soon engulfed in flames while he and other onlookers could only watch helplessly. Elmer Ward had owned a P-51 Mustang for many years, and early on had begun collecting spare parts for it. This led to him starting Pioneer Aero with his son to sell Mustang parts and eventually even build up Mustangs from parts. When he decided to look for a Bearcat, he found that there were few out there, and none for sale. So he began collecting F-8F parts as well. The airframe that became the Gulfhawk 4th replica had been bought surplus by a company that made helicopter rotor blades. They removed and discarded the outer wings, gear doors, hydraulics, and simply tied the airframe down to use as a wind machine! By the time Elmer acquired it, he had enough parts on hand to rebuild it, although new outer wing panels as well as many parts were scratch built.

David Carroll described his KR-2 that he called "Dumbo". He reported that he stuck pretty much to the plans except for some cosmetic details such as the wing tips and strakes on the tail group. The plane was powered by a 2100 cc VW engine and David reported a stall speed of 35 mph and a cruise speed of 155 mph with a fuel consumption of 3.6 gph.

Mike Arnold also contributed an article describing his AR-5. Mike designed the plane around the 65hp Rotax 532 using Burt Rutan's moldless composite system. It is a conventional low-wing, tail wheel plane, but much attention to detail was spent to completely enclose the cooling radiators and muffled exhaust system. In August, 1992, Mike set a speed record of 213.17 mph in the FAI Class C1.a.0 (under 661 pounds gross weight). He originally wished to market plans and kits, but at the time did not feel the liability laws would allow him to take such a chance.

Steve Stavrakakis introduced an Australian design, the Ultrabat. Constructed of carbon fiber, it was powered by a 90 hp AMW 225-3 two-stroke, three cylinder, pusher engine that gave it a top speed of 120 mph. The 16 G wing gave it unlimited aerobatic capability, and in Australia one had been used to win a Sportsman Category IAC competition.

Dave Gustafson was invited to do an air-to-air photo shoot of the new Sukhoi Su-29 two-place aerobatic plane. After the photos were done, he was invited to go for a ride with company demo pilot Eugene Frolov. Dave admitted that the plane offered much more performance than he would ever be able to get from it, but after some practice he reported being able to do some basic maneuvers pretty well. Dave also was able to talk to the first customer, air show pilot Bob Davis. Bob reported that ground handling, take-off, and landing were as easy as flying a J-3 Cub. Once in the air, he said that there was not another two-place airplane in the world that could match its performance.

There were reports on the various regional fly-ins, including Kerrville, TX, Houma, LA, and Copperstate '92 at Prescott, AZ.

In "Hints for Homebuilders" Allan Lurie offered a way to mount a pair of vice grips on a post for use as a "third hand". And Sam Caldwell explained how to make a cheap signal generator, that he recommended could be used to locate a short in a wiring harness. In the "Sportplane Builder", Tony discussed some tips when working on an all-metal kit project.

Bob Hartmaier





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E.A.A CHAPTER 315 “As The Prop Turns”

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Experimental Aircraft Association— January 2013

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