

AS THE PROP TURNS

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



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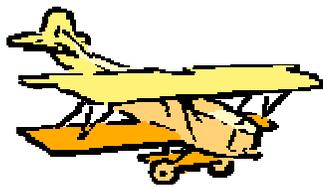
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Minutes of the June 3rd Meeting of Chapter 315

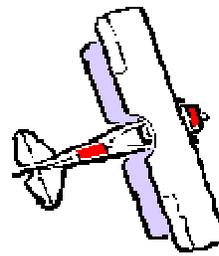
EAA 315 met 3 June 2013 at Old Bridge Airport. Bob Lorber opened the meeting. A motion to accept the minutes of the last meeting was made by Richie Bielak, seconded by George Cowling, approved by all present.

It was reported that Paul Cernigia had a motorcycle accident, injured his hand. Treasurer Tom Goeddel reported an increase of \$41.00 in the treasury.





OLD BUSINESS

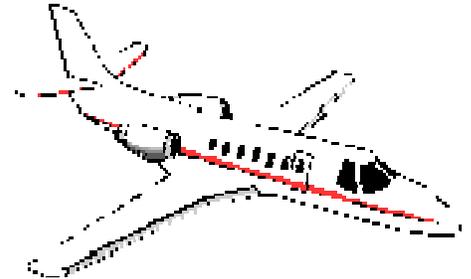


Young Eagles Day is June 8th at Allaire Airport. Free rides for ages 8-17 will be given from 10 a.m. to 2 p.m. registration from 9 AM until 1 PM. Lew will bring bottled water, George will bring ice. June, Carol and Jane will handle registration.

(The Young Eagles day went well. We flew 22 kids - *Editor*)



NEW BUSINESS



The meeting opened at 8 PM as time was spent looking at Bob Hartmaier's recent acquisition. An Cessna C-34 "Airmaster". He flew it in from the Oregon area. Nice plane!

Airport News

Lakewood is moving along with a helipad.

The 50/50 was won by new member Roger Zurro in the amount of \$12.00

The next meeting is Monday, July 8th at Jay Lazewski's airport, come early!

Jane Finton, Secretary

Directions to Jay's Airstrip:

The address is:

105 Iron Ore Road.
Englishtown NJ

Plug it into a GPS. Coming out of Englishtown turn right on a dirt road just before the orange balls on the wires.



Bob Hartmaeir's new Cessna. It's a C-38 "Airmaster" that left the factory on July 28, 1938.



Young Eagles Day - June 8th, 2013



Despite the low clouds we were still able to have a successful Young Eagles Rally. We flew 22 kids!



TWENTY YEARS AGO IN SPORT AVIATION

A Davis D-1W graced the cover of the July, 1993 issue of Sport Aviation. Co-owned by Barbara Kitchens and Dr. Roy Wicker, it had recently been named Grand Champion Antique at Sun 'n Fun '93. The plane had originally been built in 1933 as the personal plane for company owner, Walter Davis. It had been severely damaged in a stall/spin crash, and in 1977 Barbara purchased the wreckage at auction. She had started a banner towing business with a Super Cub and employing her children as the ground crew. By 1983 the business evolved to four aircraft and 3 other pilots, so Barbara could now afford to restore the Davis. She reached an agreement with Roy whereby she would give him half interest in the Davis and pay all the bills if he would undertake to restore it. Roy had begun his aviation career as a Navy Blimp pilot in WWII, but also checked out in the F6F Hellcat and Douglas SBD Dauntless before being mustered out in 1945. He finished his education, completed dental school and practiced dentistry until his retirement in 1989. Roy also restored a 1936 Cessna C-34, a 1929 Fleet, and had built a Marquart Charger that he finished in a 1930's Navy paint scheme. The Davis came from the factory with a 125hp Warner engine, but somewhere in its history it had been given a 145hp Warner. Roy reported that with a Curtiss-Reed cruise prop it would top out at around 130 mph.

Another hit at Sun 'n Fun '93 was Phil Howell's Mignet HM-293 Flying Flea. Phil originally built the plane in 1970, but in 1976 while flying down a river, he hit a power line and was dumped into the water. Phil was unhurt, but the Flea suffered major damage. By then he was involved in building a "Coot" amphibian, so he gave the wreckage away. In 1991 he traced the remains to the Orlando area, bought it back and "restored" it. He later admitted that it would have been quicker and easier to build a new plane from scratch since so much needed to be rebuilt or replaced, but he persevered and in 1993 he flew the plane from his home in Christiansburg, VA to Lakeland in about 9 hours flying time.

Jack Cox supplied an extensive report on Sun 'n Fun, including Velocity Aircraft's Shocking Pink display plane, Rand-Robinson's tri-gear KR-2S, and a bunch of new ultra-lights. Ladislao Pazmany contributed a progress report on his PL-9 "Stork" design, a ¾ scale Fieseler "Storch". The original "Storch" was so large that even reduced 75% the PL-9 was about the size of a Piper J-3. Another report was provided by Brian Coughlin on his replica Fokker D-VIII powered by an original 160hp Gnome rotary engine. Cole Palen had offered hangar space at Old Rhinebeck, and Brian made the first taxi tests there. After executing a textbook 90 degree ground loop on a high speed test, he realized that perhaps a more experienced pilot should make the initial flights, so Andrew King was entrusted with the duty.

Jack Cox also reported on the Sun 60/100 air races conducted in conjunction with Sun 'n Fun. The Sun 100 was a 96 mile race for homebuilt planes and was won by Rocky Harwell in a 280 hp Questair Venture. 1992 winner Tom Hahn showed up in a brand new all-out racer Venture. He experienced a loose prop spinner before he even reached the first pylon, and he wisely aborted the race. The Sun 60 was a 71.36 mile race for factory built planes, and was won by Neil Bard in a 260 hp Marchetti SF-260.

Bob Nuckolls supplied a written version of his speech to RV builders on magneto switch options. Norm Petersen reported on the EAA Foundation's Vought "Corsair" restoration. In the "Craftsman's Corner" Ben Owen discussed auto engine conversions and how to make a hole saw using plywood and a band saw or hack saw blade. In the "Sportplane Builder" Tony talked about some things to remember when you attend a fly-in.

Bob Hartmaier
EAA 78889



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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— June 2013

Editor: Richie Bielak (732)-566-58791

Next Meeting: Monday July 8th, 5:00PM
At Jay Lazewski's Air Strip (See instructions inside)