

AS THE PROP TURNS

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



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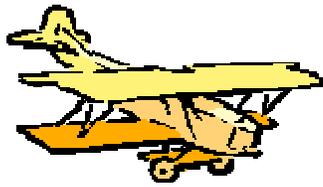
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The Minutes of April 1st Meeting of EAA Chapter 315

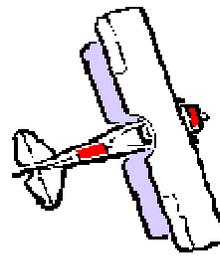
The April 1, 2013 meeting of EAA 315 was called to order by President Bob Lorber. A motion to accept the minutes of the last meeting was made by George Cowling, seconded by Sandy Duma, accepted by all present.

The Tom Goeddel, Treasurer, reported a balance of \$1418.22 on hand. He asked that members send checks for the Awards Dinner ahead if possible.





OLD BUSINESS

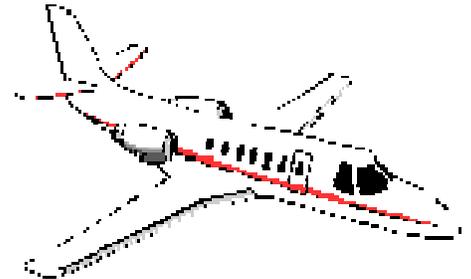


The dinner will be held 18 April at the All Seasons Diner on rt. 9 North of Freehold. Cost is \$32.00 per person, we are guaranteeing 40 people. The Treasurer will send a \$100.00 deposit. Invite all aviation minded friends.

Our speaker will be Donald Spring, photographer of many, many planes. He is also a designer and painter of nose art. He will present a slide show of his work. Lew said he has had 'carte blanche' to fly in all military planes.



NEW BUSINESS



Mark Pierce reported that Phil Pezzella, a friend of Glenn Stott, died. A gathering will be held April 17, from 2 to 4 pm to remember Phil. A unanimous vote was made to donate \$25.00 in his name.

George Cowling's gas tank is out of his plane for repair, the baffle did not leak, some rivets leaked.

Airport news

- Monmouth still "in contract" as far as we know.
- O.B., Lakewood, Central Jersey—no news.

The tower is being closed at Trenton Mercer, only one in New Jersey.

The May meeting will be held at Eli Lieberman's RV-10 factory on May 6.

The 50/50 is canceled this meeting—no tickets.

George Cowling moved the meeting be closed, Sandy Duma seconded, all approved.

See you at the Dinner,

Secretary, Jane Finton

EAA Chapter 315 Awards Dinner

The 2013 E.A.A. Annual Awards dinner was, as usual, a fun and lively event, topped off by Don "Hawkeye" Spering's talk and slide presentation. He shared with us the highlights of his long career as an aviation photojournalist, model-maker and artist, whose canvas happens to be whatever aircraft he's been asked to fancy up. (How's THAT for an unusual combination of talents?) This was followed by treating us all to what are probably some of the most astonishing shots ever taken from inside a cockpit. Not surprising, really, when you consider that his specialty is, in his words, 'getting the vertical view'.

But first Don told us a little bit about his life, which can be pretty much summed up by saying that, when presented with the opportunity to climb into an aircraft, he'll jump right in, and then do any crazy thing to get the shot. Which led to some experiences which might have put the rest of us under the care of a therapist for life.

Not Don. As he mildly put it, some of those vertical ascents "didn't work out as planned." Like the time he was heading straight up in an F-4C Phantom and the plane ran out of airspeed, causing it to go into a tail-first drop, turn upside down and end up in a flat spin at twenty-thousand feet. Which led to Don and a Major Scotty Wilson debating the "bail at ten thousand" rule while awaiting possible death.

Well, that one worked out o.k. But then there was the time he was engaged in a mock dogfight in an F-15 Eagle out over the Gulf of Mexico, being chased by an F-16 Falcon, when, well, what do you know? THE PILOT BLACKS OUT. Which didn't scare Don too bad at all, because, fortunately, he blacked out too.

O.k. Everybody regained consciousness in time.

Now, you wouldn't think all this Type A adventuring would have had a calm beginning, but it did. Don and his brothers spent their early teen years building model planes, and got so good at it the companies that produced them started sending the Spering brothers two free kits of each new type. The art gene must have been strong, because Don moved right up to painting full-size aircraft, and designing scale decals that were distributed to hobby stores worldwide. (In fact, Don currently owns and runs an aviation-related shop and gallery, with custom framing as his specialty.)

When you're talking about somebody with as many talents as Don Spering has, you do tend to fear that you'll leave out something important. In addition to everything else, Don writes about aviation (he and two friends started the publication "Smoke Trails", devoted solely to the Phantom) and is the proud dad of three fine children and ten grandchildren.

If you have NOT seen his photography, you really must. It is simply amazing, and beautifully captures the awesome machines he so admires for future generations to be thrilled by. Thanks for the presentation, Don

By Jayne Bielak





Don Sperring talking about his aviation work and adventures.

Above you can see a sample of aircraft patches that Don de-

TWENTY YEARS AGO IN SPORT AVIATION

A MiG-21 and an A-7 in formation were on the cover of the May 1993 issue of Sport Aviation. They were two of the nine vintage fighters that formerly formed the Combat Jet Flying Museum. In 1992 museum founder Jim Robinson donated the entire collection to the EAA Museum. Peter Moll discussed the design details of the two Soviet Block Cold War planes, and "Hoot" Gibson reported on the flying qualities.

Jack Cox supplied a long and detailed article about Tom Byrnes and his Lancair 290. The original Lancair was designed around the Continental O-200, but VariEze builders had cornered the market on that engine, so Lancair modified the kit to accept the Lycoming O-235. After factory pilot Don Goetz installed an O-320 in his personal plane, the factory developed a completely new and somewhat larger model designed for that engine. Tom liked the idea of more power, but his kit was an early one, and he was unable to use the O-320. He opted for an O-290 engine that has the same external dimensions as the O-235. It was then modified with higher compression ratio pistons and a different cam. He estimated that it put out at least 150 hp, and possibly just as much as an O-320. He reported that at 9,500 ft. the plane would true out at 183 knots using 75% power. If he set things up for a more economical cruise at 175 knots the fuel consumption was 7 gph.

Ann Pellegrino finished up her narrative of the restoration of the Fairchild XNQ-1. The plane was an entry for a competition for a new post WWII military primary trainer that eventually went to the Beechcraft T-34. The plane was donated to the Antique Airplane Association, and shipped to Waco, Texas where it was to be restored. In 1978 Don and Ann saw it there, and Don offered to buy it. Finally, in 1982, after no work at all had been started, Bob Taylor, founder and president of the AAA, agreed to sell it to the Pellegrinos. Ann reported that with the help of many people who possessed the needed skills to make it happen, the plane finally flew 10 years later in 1992. Don reported that it flew very nicely and would have made an excellent trainer for the military. Perhaps the fact that the T-34 had a nosewheel was the deciding factor, as all new aircraft being introduced into the military inventory by the 1950's used a tricycle-gear configuration.

Mary Jones introduced the Howland Aero H-2A version of the popular H-2 Honeybee ultralight bi-plane. The H-2A was strengthened for aerobatics for H.O. Malone of Hampton, VA. H.O. flew the F-86 Sabre while in the Air Force in the 1950's, and was looking for a way to perform aerobatics and perhaps enter a few IAC contests on a budget. Bert Howland was happy to help out, and various parts were beefed up such as the wing ribs and engine mount. Ailerons were added to the upper wing, and a Cub type adjustable stabilizer and a canopy were also added. H.O. was very happy with the finished plane although at the time the article was written he was still sorting out an engine cooling issue and had not had a chance to enter any competitions. Sidebar: while in the Air Force H.O. was stationed in Germany, with the 50th Fighter Bomber Wing. He was assigned to the 81st Squadron, commanded by Major Robinson Risner. Their sister squadron, the 417th, was commanded by Lt. Col. Chuck Yeager. I'll bet the young pilots heard a lot of interesting stories while hanging out at the O Club stag bar! For those of you too young to remember, Robbie Risner, a Korean War ace flying the F-86 Sabre, was one of the earliest Viet Nam era POW's, having been shot down in 1965 over Hanoi while flying a mission in the F-105. I hope I don't have to tell you who Chuck Yeager is!

George Pereira, of Osprey and GP-4 fame, introduced his GP-5 design. The GP-5 was to be a lightweight racer intended to compete in the unlimited class at the Reno Air Races. George felt that a properly designed light plane powered by a V-8 auto conversion had a good chance to be competitive. The plane was constructed of wood, and was very similar to a single-place GP-4, but with a strengthened

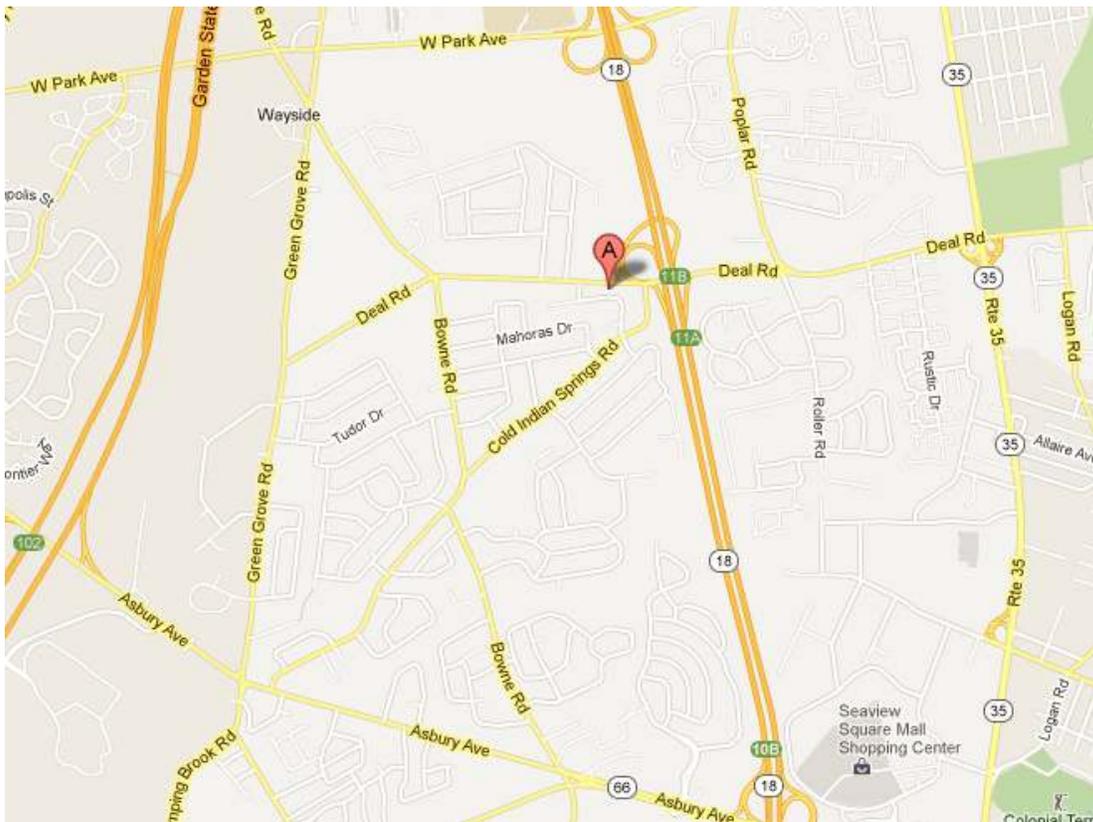
structure to accommodate the anticipated higher speeds and G-loading. Another sidebar: the plane finally flew in 2008 after many years of on and off work, and two owners. A few weeks later the Reno officials added a new rule stating that a plane must weigh at least 4,500 lbs to qualify for the unlimited class! And the Sport class of the time required that the plane be built from a kit and have at least 5 completed examples flying. So the GP-5 was just a very fast sport plane until 2010 when the Sport class rules changed and only specified that the engine be of less than 1000 Cu. In. displacement. The plane was entered in a qualifying run, but the engine blew up, and the pilot Lee Behel was just barely able to get the plane on the ground, with a windscreen covered in oil. The plane was modified and sorted out, but during a test flight in 2011 a landing gear component failed due to a poor weld, and the ship suffered major damage to the propeller, left wing and engine mount. It has been rebuilt and it is expected that it will be ready to make another attempt to compete at the National Air Races this year.

Penn Stohr of the Evergreen AirVenture Museum contributed an article describing how the Hughes HK-1 Spruce Goose was moved from Long Beach, CA, to the museum in McMinnville, OR. Art Bianconi of Plainfield, NJ, submitted plans for a brake heat shield for planes using a fiberglass landing gear. In the "Craftsmans Corner", Gil Baker discussed the care and proper installation procedures for wood propellers. In "Hints for Homebuilders" included a method for back riveting and how to convert low cost auto instruments for use in a standard aircraft instrument hole. And in the "Sportplane Builder" Tony talked about riveting metal wing spars.

Bob Hartmaier
EAA 78889

**Next Meeting will be at Eli Liebermann's RV-10 Factory
(his house)**

May 6th, 7:30PM



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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— April 2013

Editor: Richie Bielak (732)-566-58791

Next Meeting: Monday May 6th, 7:00PM
Eli Lieberman’s House—See inside for details.