

AS THE PROP TURNS

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



EAA CHAPTER 315 ON THE WEB: www.eaa315.org

President:

Bob Lorber
7 Eggers Street
East Brunswick, NJ 08816
(732) 325-0320
rlorber@ece.rutgers.edu

Vice-President:

Lew Levison
11 Cromwell Lane
Jackson, NJ 08527
(732) 617-9521

Secretary:

Jane Finton
104 Arbor Court
Tinton Falls, NJ 07753
(732) 918-2111

Treasurer:

Tom Goeddel
31 McCarter Avenue
Fair Haven, NJ 07704-3408
(732) 842-4387
tgoeddel@comcast.net

Young Eagle's Coordinator:

Frank Fine
3311 Belmar Blvd.
Wall NJ 07719-4616
(732) 681-5286
thefines@juno.com

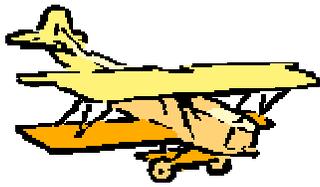
Newsletter Editor:

Richard Bielak
2 Bartlett Court
Matawan, NJ 07747
Home: (732) 566-5879
Mobile: (732) 266-4461
richieb@gmail.com

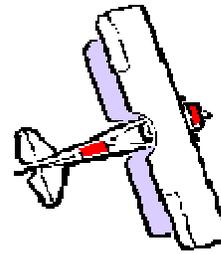
Minutes of the October 7th Meeting of EAA Chapter 315

The October meeting of EAA Chapter 315 was called to order at 7:40 PM by President Bob Lorber. The minutes of the last meeting were approved as published in the newsletter.

The Treasurer, Tom Goeddel reported a balance of \$1604.18 in the chapter's account.



OLD BUSINESS



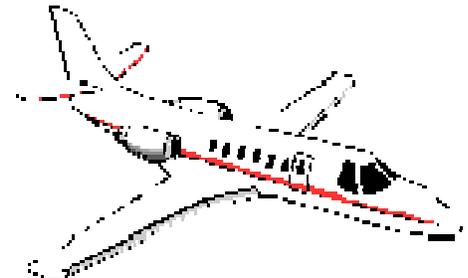
Young Eagles Day is scheduled for Saturday October 19th. Registration will start at 10:00AM and end at 2:00PM. As usual we will be flying from Monmouth Executive (Allaire) airport. Our event will take place at the same time as the Black Pilot's Association autumn picnic held in the hangar next door.

We expect to have at least five airplanes available to give rides.

Bob Hartmaeir will double check with Frank Fine to make sure our event insurance is in place.



NEW BUSINESS



Lew Levison talked about the upcoming fly-in breakfast at Allen's Airstrip (see <http://skyvector.com/airport/3NJ9/Allen-Airstrip-Airport>). The strip is located 1.7 miles east of Flying W Airport. This upcoming weekend's program includes pancake breakfast and demos of RC airplanes, in addition to the flyin.

Bob Lorber has lined up a speaker for the November meeting. The guest speaker will be David Grimes. He has worked for Boeing Corp as an avionics engineer and he will tell us about his work on the development of the Osprey. You don't want to miss this!

The 50/50 was won by Roger Zurro in the sum of \$13.

The next meeting will be on November 4th at the Old Bridge Airport Office.

The program for the evening was a documentary about Fredrick Arnold - an American/Jewish fighter pilot from World War II. The documentary was called "Between Two Worlds". Fredrick Arnold is also an author of a memoir called "Doorknob 52".

I was quite impressed by documentary, so that I read this book. It is really excellent. I heartily recommend it (see: <http://www.doorknob52.com/>).

The Editor and Assistant Secretary.

Richie Bielak

Young Eagles Day

Our Young Eagles day turned out to be quite successful. The weather cooperated, the air was smooth with hardly any wind. We had plenty of airplanes and kids. The chapter gave rides to 44 Young Eagles!

(visit <https://www.facebook.com/EAAChapter315> to see more photos)



TWENTY YEARS AGO IN SPORT AVIATION

In keeping with tradition, the November 1993 issue of Sport Aviation covered antiques and classics that won awards at Oshkosh '93. The cover featured the 1931 Driggs *Skylark* owned by husband and wife Jack Steen and Sarah Turner. The Driggs company had been backed by several suppliers to the automotive industry, and the *Skylark* trainer first flew in April of 1929. The depression caused the backers to pull out of the deal, and a lack of sales caused the company to close its doors in 1933 after only 21 *Skylarks* had been built. Jack's father, Les Steen, had begun the project and was well along to finishing it when he tragically died in a freak accident. Rather than sell the plane, Les, Sarah, and several other helpers determined to see it completed. One of the helpers was 89 year old George Meadowcroft, who had worked for the Driggs factory as a 19 year old volunteer employee. The *Skylark* was a two-place biplane of typical construction for the time using a welded steel tube fuselage and wood wings. It was powered by a 75 hp American Cirrus four cylinder inline engine. Les had been researching the history of the plane and was able to contact the nephew of the original owner, who had lived near the Marysville, MI American Cirrus plant. The nephew introduced Les to the pastor of his uncle's church. It seems that upon his death, the uncle had donated his house and its entire contents to the church. When the minister took Les to the basement of the house, he was amazed to find the shelves stocked with new, neatly preserved Cirrus parts! He was able to purchase all the parts at a fair price to the church, and later Jack Steen was able to build up a virtually new, zero time engine for the *Skylark*. A search of faa.gov reveals that the plane now belongs to a museum in Grand Rapids, and the registration has been allowed to expire.

Budd Davisson treated us to a description of a flight in Kermit Week's Short *Sunderland* flying boat. Kermit had purchased it in England and though it was airworthy, he sent a crew of workers over to get it in tip top shape. Six months later it was ready and the plane was flown across the North Atlantic to Oshkosh. Budd reported that the ship left the water at around 80 kts, cruised at 130 kts, and landed at about 75 kts.

Norm Petersen also reported on the 1954 Mooney *Mite* restored and owned by Durber Allen and Vernon Flacksbarth that won the Classic Grand Champion award. The partners purchased the plane in 1969 and began a 16 year restoration. After a few more years of cleaning up all the little items, they decided to take it to Oshkosh where the judges were impressed by their workmanship and attention to detail. The 65 hp Continental gave a 115 mph cruise speed while sipping fuel at a rate of 4 gph.

Budd Davisson also interviewed Mike Burke, who had flown the Lone Star Museum's Grumman F3F-2 to Oshkosh. The plane had been part of a flight of three that crashed into a mountain in Hawaii in the late 1930's, and the wreckage had been originally recovered by Doug Champlin's Fighter Museum in Mesa, AZ. After an extensive reconstruction/restoration it was better than new. Mike reported that he flew it off in a three-point attitude at about 60 kts, it cruised at about 175 kts, and landed at 55 kts. He liked the light, responsive controls but complained about the nonexistent forward visibility.

In EAA World, Jack Cox also provided several pages of photos from the Fly-In Convention. One was of the Cessna 195 owned by Paul Dougherty, Sr, and Paul Dougherty, Jr., who now run the Golden Age Air Museum. The plane was severely damaged in a take-off accident, and the two Pauls spent three years restoring it. It won the Outstanding Cessna 195 award.

Several pages were devoted to the Fond Du Lac IAC Championships and the National Aerobatic Championships held at Denison, TX. Patty Wagstaff was the winner in the Unlimited category at both contests, and Linda Meyers finished second place in both. Cecilia Aragon took fourth, and Debby Rihn and Diane Hakala came in ninth and tenth to make it five women in the top ten in the field of 22. Patty joined Leo Loudenslager and Gene Soucy as the only pilots to be the National Aerobatic Champion three years in a row.

In the *Sportplane Builder* Tony offered some thoughts on the building sequence of a plane. In the *Craftsman's Corner* Ben Owen provided an article about building a stainless steel fuel tank. In *Hints Homebuilders* for Homebuilders Martell Lindsay submitted a way to make spiral wrap tubing for organizing electrical wiring. And James Richardson explained how he modified flat flush rivet set in order to get a rivet squeezer into tight spaces.

Bob Hartmaeir





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Richie Bielak
2 Bartlett Court
Matawan, NJ 07747

E.A.A CHAPTER 315 “As The Prop Turns”

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the
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Editor: Richie Bielak (732)-566-58791

Next Meeting: Monday, November 4th, 7:30PM
Old Bridge Airport Office