

AS THE PROP TURNS

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



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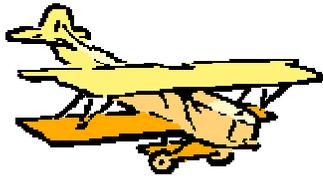
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Minutes of EAA Chapter 315 Meeting April 2014

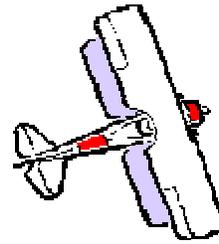
The April 2014 meeting of Chapter 315 was called to order by the President at 7:50 in the evening. The treasurer was absent, but he send in his report via email. After sending \$100 to HQ for chapter registration the treasury holds \$1085.49.

A new member, David Weiselberg, join our chapter. He has started building an RV-10 and he brought in the part of the tail that hes has constructed so far.





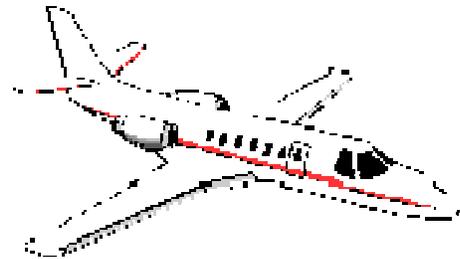
OLD BUSINESS



- Our July meeting will be held at Jay's airport in Freehold on Sunday July 13th, starting at 12:00.
- We discussed having our June and August meetings as picnics at the airport. We would start earlier and have a small cookout. Details to follow.
- Next meeting will be at Old Bridge Airport, Hangar E-10.



NEW BUSINESS



- We discussed the proposed changes to the LSA rules. FAA has agreed to expand the definition of LSA to allow driver's license medical for airplanes with 180hp engines and somewhat higher weight. The final form of the rule has not yet been decided. Lew Levison has talked to Jack Pelton (EAA President) about it and he expects the new rule in place within the next six months. There is also a bill before the Senate (S.2103) called the General Aviation Pilot Protection Act of 2014 that would also expand the rules for flying with driver's licence medical.
- There seems to be a deal in progress to buy Sussex airport and to bring back the annual Sussex airshow.
- On May 10th there is a Flyin at Massey Air Museum in Maryland. Visit: <http://masseyaero.org/> for details.
- On May 17th Jersey Aeroclub is hosting a Spring Barbecue at Lakewood airport.
- Glenn Stott was drafted to be on the board of NJAA (<http://www.njaviation.org/>). He read us a letter send to Governor Christie urging him to stop implementation of user fees in New Jersey.

At the end of the meeting we heard number of stories about events at Sun 'n' Fun from Lew Levison and other members who were there.

50/50 was won by "Butch" van Pelt in the sum of \$8.00.

Next meeting will be on May 5th, at Old Bridge Airport in hangar E-10.

Assistant Secretary

Richie Bielak.



Lew Levison at Sun'n'Fun next to a Fairchild 71.
One of two still flying.

The cover of the May, 1994 issue of Sport Aviation featured a photo of a new design by Curtis Pitts. It was called the “Super Stinker” as it was the next in a line of “Stinker” designs dating back to Betty Skelton’s “Lil Stinker” of 1945. The new single-place aerobatic mount was larger than a Pitts S-1, but smaller than the S-2. It was powered by a 260 hp Lycoming engine, and turned the horsepower into thrust with a two-bladed constant speed propeller. It departed from past Pitts practice by using a Cessna style spring main gear for reduced drag and a locking Haigh tailwheel to reduce excitement on landing. Budd Davisson was very impressed with the performance potential as well as with the ease of handling of the new design. He felt that it was the equal of the current crop of competitive monoplanes in the unlimited division, and that in the hands of a capable pilot could win in that environment. Henry Haigh also flew the plane and agreed with that assessment. The plane was so much fun to fly that even Curtis Pitts, who had given up flying 15 year previously at the age of 63, renewed his medical, accomplished a BFR, and roared off in the new plane as if he had not missed a day of flying.

Bill Turner contributed an article for the second month in a row with a description of how he acquired the only surviving Benny Howard design from the 1930’s, the DGA-3 know as “Pete”. Originally designed and built by Benny in 1929, and powered by a 90 hp Wright Gypsy engine, it won everything in its class at the 1930 National Air Races. It changed hands several times but was flown regularly until the end of the 1930’s. After World War II, air racing was resumed, and it was modified with a more modern opposed engine. The modifications were ill conceived and the plane did not compete successfully. It was stored away and the wings were removed and put in another building. The building was involved in a fire and the wings, while not lost, were damaged to the point of being unairworthy. Later the rest of the ship ended up in the hands of Paul Poberezny, who grafted on a set of Luscombe wings, added a spring steel landing gear and christened the plane “Lil’ Audrey”. The plane changed hands several times again and eventually ended up in Bill’s possession. He used the fuselage and whatever original parts could be found to return “Pete” to its 1930’s configuration, and EAA Chapter 1 used the remaining parts and a new fuselage to recreate “Lil’ Audrey”, which now resides in the EAA Museum. So two historically valuable planes are alive and well again.

Jack Cox treated us to an article about the Acro II built and owned by Paul and Sandy Muhle. It was built strictly according to the plans except for the addition of a canopy so that flying would be possible cold weather. The superb craftsmanship resulted in the trophy for Reserve Grand Champion-Plans Built at Oshkosh ’93. Dick Cavin described the White Lightning built by Pete Huff of McKinney, TX.

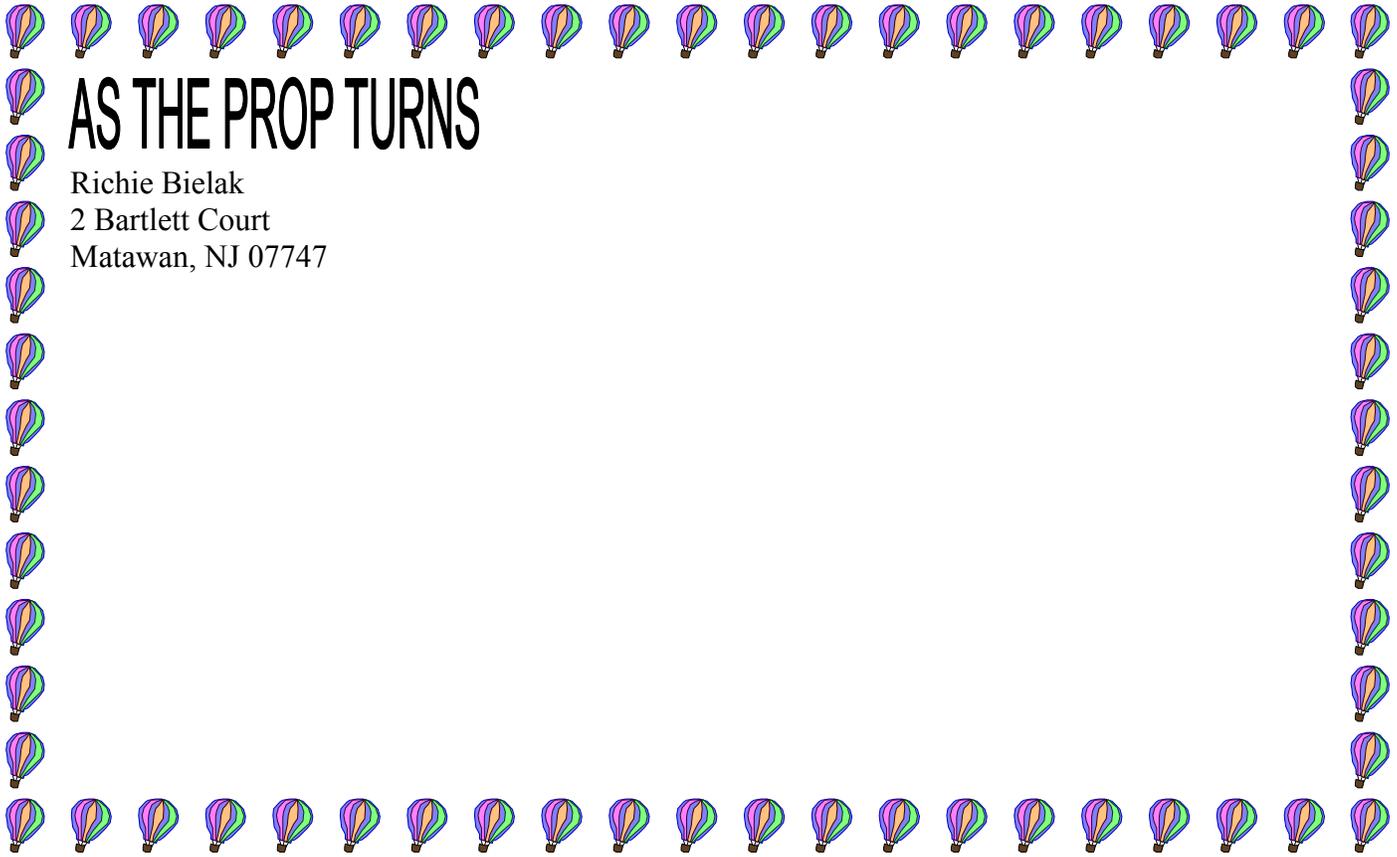
The plane is an all composite four-place powered by an IO-360 engine and has a retractable landing gear. Business affairs carried Pete to all parts of the U.S. and even to Europe on occasion, so he added extra fuel capacity so that he could fly non-stop to any point in the U.S. from Dallas, and to Europe with one stop at Gander. He reported that at 50% power he had over 16 hours endurance burning fuel at the rate of 8 gals./hr. and indicating 215 mph.

Budd Davisson contributed an article describing the Phoenix 500 Air Races that were held in March of 1994 at the recently closed Williams Air Force Base. He felt it was very successful, since the venue was perfect and it was close to a large population base. He predicted that it was going to continue to grow in popularity and become a late winter equivalent of the Reno National Air Races. A check of the internet reveals that it was indeed held again in 1995, but that was the end of the “annual” event. Norm Petersen treated us to a history of Old Rhinebeck Aerodrome and the story of how Cole Palen had come to acquire his first planes and start the museum. Cole passed away on December 8, 1993.

Dean Hall of Ft. Collins, CO described the customizing that he did while building an RV-4. Since the basic structure has been proven over the years to be very good as is, he turned his attention to the engine systems and interior comfort. He installed such items as a rudder trim tab, autopilot, dual electrical and vacuum systems, an adjustable flap for the oil cooler, and other mods that would take up the rest of the page to list. He also provided references for all the parts and articles that figured into the work.

Dennis Parks , Library and Archives Director for the EAA Museum contributed a few photos of early homebuilts from the 1930’s. In the Craftsman’s Corner Ben Owen discussed a few considerations when using a wooden propeller. In the Sportplane Builder Tony covered electrical grounding and the difference in installations depending on the type of aircraft structure.

Bob Hartmaier



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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— May 2014

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