



# AS THE PROP TURNS

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



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## Minutes of EAA Chapter 315 Meeting - January 3rd, 2011

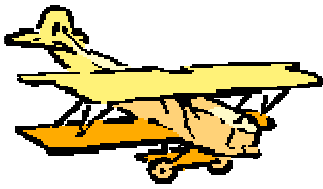
The first 2011 meeting of EAA chapter 315 was opened at 7:45 pm, January 3, by President George Cowling. A motion to approve the minutes of the last meeting was made, seconded, and approved by a voice vote.

Treasurer Tom Goeddel stated the balance on hand is \$1743.74. He handed out copies of the 2010 financial report to those who wished to have one. All calendars have been sold.

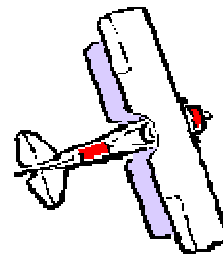
One guest was present. Bob Maddox, who joined the Chapter. Welcome, Bob.

Bob flew for the Berlin Airlift and Mohawk Airlines.

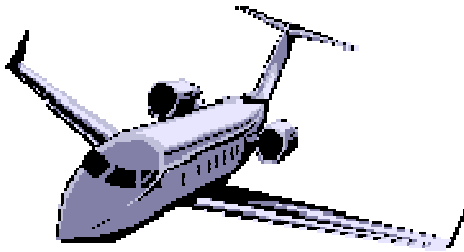




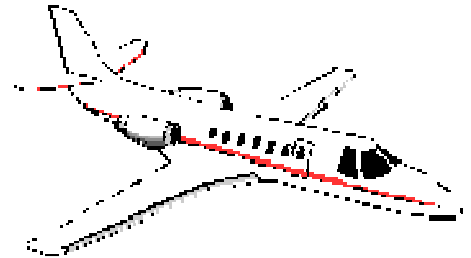
## OLD BUSINESS



- Frank Fine reported "there's nothing much to report". Things are quiet at Allaire. Environmental cleanup trucks are on site. Things are quiet at Lakewood.
- Peter Weidhorn reports Eagles Nest Airport is coming along slowly. Efforts are being made to break down local barriers.
- Lew Levison reported on arrangements for the Annual Awards dinner scheduled for April 14 at All Seasons Diner. A deposit has been given to the restaurant. The cost is \$30.00 per person, the time is 7:00 pm. The speaker will be confirmed at the next meeting.



## NEW BUSINESS



- Young Eagles Day is set for Saturday, June 11, more details next meeting.
- Glenn Stott announced that Howard Levy has been adopted into the N.J. Aviation Hall of Fame. An official announcement will be made later this month-January. A Recognition Dinner will be held in May. More details and cost later.
- Another exciting announcement by Glenn...He has been invited to Arlington, Va. to fly in the simulator of the amazing new plane, the F-35. He promised a full report on his return.
- Next was our guest, and new member, talking about his experiences flying the Berlin Airlift and his efforts now to help restore one of the planes that flew the Airlift. A lot of hard work but very rewarding work to keep this peice of history from disappearing into the mists of time. Thank you, Bob Maddox, for telling us about it.

Next item was Glenn again, he won the 50/50...\$16.50...way to go, Glenn!

Thus ended the meeting...next one is 7:30 pm, February 7, in the office of Old Bridge Airport.

*Reported*

*by Jane Finton, secretary*



Photo of the airplane that Bob Maddox help to restore and fly. Currently this aircraft is

## **A NOTE FROM GLENN STOTT**

Hello,

The International Society of Aviation Photographers has posted fifteen of my photos on their website.

<http://www.aviationphotographers.org/portfolios/StottG/index.htm>

Enjoy!

*Glenn*

## TWENTY YEARS AGO IN SPORT AVIATION

The February 1991 issue of Sport Aviation featured Ray Down's Corby *Starlet* on the cover. The *Starlet* was an all-wood, single-place, low-wing design powered by a converted VW engine. Designed by Australian aeronautical engineer John Corby, the *Starlet* was being marketed in the U.S. by Rex Taylor of HAPI Engines. Ray had built an award winning Whitman Tailwind, and Rex offered to supply the engines and materials if Ray would build two *Starlets*, one for himself, and one for HAPI to use as a demonstrator. In the original *Starlet* the engine retained the VW's distributor ignition and the case was mounted directly on the firewall. HAPI, and most other U.S. conversions, used dual magnetos mounted aircraft style on the rear of the engine so a welded steel tube engine mount was called for. To keep the C.G. in the proper place the wing had to be moved 1 and  $\frac{3}{4}$  inches forward. Of course that also meant that the Australia provided cowling had to be tossed and a new one designed and built. Rex Taylor retained the mold, and would supply cowlings, canopies, and other accessories to builders. Due to the extra weight of the engine mount, lights, U.S. required radio equipment, and the fully upholstered cockpit, the Ray's *Starlet* weighed about 60 pounds more than a typical *Starlet*, but the 1835cc HAPI engine produced more power as well, so performance didn't suffer. He reported a cruise speed of 135 mph at 3000 rpm, and 160 mph at full throttle.

Jack Cox described the 2/3 scale Venture Aviation *Mustang* brought to the 1990 Oshkosh Fly-In by Charlie Armstrong. The basis of the Venture *Mustang* was a steel tube fuselage with a fiberglass shell providing the P-51 appearance, and all-metal wings and tail. The engine was a Ford 351 Cleveland V-8 with SVO heads converted to aircraft use by Fred Geschewnder that produced 358 hp on the dynamometer, and was mated to a 2.4. to 1 reduction unit and a three-bladed prop. Charlie reported that he indicated 225 mph at cruise, and 240 mph indicated at full throttle.

In "Tri-Motors Three..." Dave Gustafson reported on the Ford 4-AT, Stinson SM 6000B, and Junkers Ju-52 that attended the 1990 Fly-In and made daily formation flight passes past the flight line as the crowds were gathering for the afternoon air show. He offered a short history on each model as well as a history of each aircraft. The Ford was the Tri-Motor that had been severely damaged during a wind storm, and had been purchased and rebuilt by the EAA Aviation Foundation. The Stinson was owned by a group that had found it derelict in Alaska and brought it

it back to flying condition. The Ju-52 was the famous "Iron Annie" that had been owned by Martin Cadin who got it airworthy after many years of sitting at in the sun in Quito, Ecuador. It was now owned and operated by Lufthansa, where it had been extensively restored it to 1930's air-liner configuration.

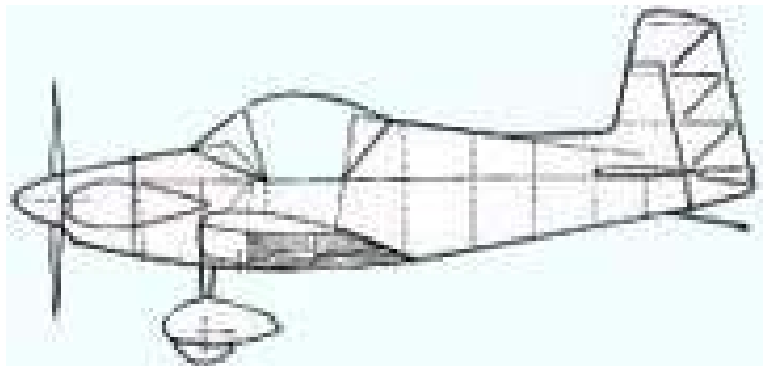
In "Evolution of a Homebuilt Design", John Roncz concluded his series on light plane design with a discussion of the compromises that led to the four-place homebuilt plane that he used as an example in his articles and some of the computer programs that had been developed to make designing a light plane easier.

There was a multi-page photo presentation on the EAA Air Adventure Museum featuring some of the new displays. Norm Petersen reported on a fly-out by five skiplane pilots who went for lunch at Boom Bay's Duck Inn, then visited the Red Barn at Wittman Field, and concluded with hot chocolate at the Pipe Tavern on the east shore of Lake Winnebago before returning to their respective home fields. Ladislao Pazmany introduced his  $\frac{3}{4}$  scale version of the Fieseler Storch that he called the PL-9 Stork.

In the Craftsman's Corner Ben Owen described a new computer service that allowed people to post anonymous safety related reports that others could access. In Hints For Homebuilders Norman Borgman explained how to drill very hard materials using standard drill bits by reducing the rpm of the drill press. In the Sportplane Builder Tony discussed some landing gear notes including brake and wheel pant installation.

The hotline from headquarters reported that GM and Delco, as well as Nissan and Hitachi, had entered into agreements to develop automobile GPS navigation systems. Nissan hoped to sell 300,000 of the systems by 1995. It was predicted that this technology would eventually become less expensive and trickle down to the aviation market. NASA and Honeywell had already made a series of successful fully automated landings in a B-737 using GPS as the major element in the navigation system. So often in this series we have seen new ideas that were never heard from again. In the case of GPS at least, they were dead accurate, and perhaps even a little too conservative in the predictions.

Bob Hartmaier  
EAA 78889





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## E.A.A CHAPTER 315 “As The Prop Turns”

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Experimental Aircraft Association— February 2011  
Editor: Richie Bielak (732)-566-5879

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

**(Note: Program for the evening will be Glenn Stott’s talk on flying the F-35 simulator)**