

# AS THE PROP TURNS

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



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## Minutes of the July 9th EAA Chapter Meeting

There was no formal meeting on July 9th, instead we held a cook-out at the airport. It was a really nice evening with our friends and great food!

Even though he was not able to attend the meeting, our Treasurer reported \$1478.43 in our account via an earlier email message.

Next meeting will take place on August 6th at Old Bridge Airport, Hangar E-10 starting at 7:30PM.

# EAA Chapter 315 July Cookout





## **Annual Barbeque at Old Bridge Airport**

We are having our **annual bar-b-que and get together** on  
**SUNDAY, AUGUST 12, from 6 p.m. until ??**

Whether you're new at the airport or have been around forever, this is a great chance to meet with other people who love to fly. This year, we're asking people to share their thoughts on this question:

***WHAT'S THE BEST PLACE TO FLY WITHIN 300 MILES OF OLD BRIDGE AIRPORT?***

Whether it's a great destination, or a great restaurant, or a challenging approach or just a great flight, let us in on your best destination. (We'd like to hear from everyone, so let's keep to 3 minutes per person.)

So mark your calendar and send an email back to me, saying how many will be there: [rebweb18@gmail.com](mailto:rebweb18@gmail.com)  
( and if you haven't updated my email, please do).

**COST:** \$10 per adult 6 per person under 18

**VOLUNTEERS NEEDED:** If you can help to shop, set up or cook, please let me know.

## Golden Age Air Museum Update

The Golden Age Air Museum added a new plane to the collection this year. In June the final inspection was completed, and the new Sopwith Pup replica was flown. The plane is powered by a modern opposed Lycoming engine, but the way the exhaust is routed out the bottom of the cowling near the firewall gives it a very distinctive sound. Also, after many hours of tinkering, the engine problems that have plagued the Rumpler CV have finally been, for the most part, solved. It will still run somewhat rich under certain conditions, but is at least now reliable and able to be flown at public functions. At the July members Fly-In, I witnessed three World War I planes in the air together. The next project in the shop is a Spad XIII replica. It will feature a welded steel tube fuselage, as that will be lighter, stronger, and easier to build and maintain than the original wood version. Formers will insure that it will look original when covered. It will have a modern opposed air-cooled engine, also for reliability and because an original Hispano-Suiza engine would be almost impossible to even locate. The next event will be the Barnstormers Air Show on August 18 with a rain date of the 19<sup>th</sup>. I recommend you should attend if possible, as you will see air-planes in the air that you will not see very many other places and possibly nowhere else. For instance you will not see two Curtiss OX-5 powered planes in the air at the same time anywhere else.

*Bob Hartmaier*





## TWENTY YEARS AGO IN SPORT AVIATION

John McCulloch's clipwing Monocoupe, *Butch Too*, was featured on the cover on the cover of the August, 1992 issue of Sport Aviation. John had owned a succession of Monocoupes, including N36Y, *Little Butch*, a 185 hp Model 110 Special that had been owned by famed airshow pilot, Woody Edmundson. *Butch Too* started life as a standard Model 110 Monocoupe, powered by a Warner 145 hp engine. The ship remained at the factory for a number of years as the personal transport of the company's president, Clare Bunch. After going through a number of owners over the years, it was involved in a fatal crash in 1966 that took the life of air show pilot Rusty Heard. The remains also changed hands numerous times before ending up with John in 1986. John availed himself of the skills of Jim Younkin to repair the fuselage and make a new engine cowl and fairings for the plane. Then Jim Kimball and his son Kevin completed the plane in their shop in Tangerine, FL. In order to duplicate the experience of flying *Little Butch*, John located and had the Kimballs install a 185 hp Warner engine as well. At the plane's first public debut, Sun 'n Fun '92, it won Antique Reserve Grand Champion.

In "Beyond the Pitts", Dan Rihn talked about some of the designs that he had created that were based on the Pitts *Special* formula, but went an extra step or two beyond. Inspired by Kermit Week's modified Pitts S-1 that featured a 200 hp Lycoming engine, in 1978 he and friend Jim Young designed and built the *Sunbird*, a plane that used standard wings and tail from the Pitts factory, but had an all-new fuselage with a 260 hp Lycoming O-540 on the nose. In 1983, when Kermit showed up with his 300 hp Weeks *Solution*, Dan came up with a design that was powered by a much modified IO-720 that produced 460 hp. Some of his other designs were created specifically for aerobatic competition, and featured not only outstanding performance, but profiles that presented a very clean silhouette to the judges in order to get on a more even footing with the monoplane designs. Flying the IO-540 powered *Phoenix*, designed by Dan in 1987, Mike Anderson won every regional aerobatic contest he entered, and finished second to Clint McHenry in the 1989 U. S. Nationals.

Diane and Doug Peters contributed a long and detailed article about the building and flying of their *Velocity*. They reported that the *Velocity* kit was very complete and the instruction manual was easy to follow. They were challenged somewhat in that they decided to install a retractable landing gear system supplied Composite Development, and were the first customers, so there was a bit of a learning curve involved. They also described the 5,000 statute mile round trip that they made in the plane from their home in Wisconsin to St. Thomas in the Virgin Islands.

Al Peterson of Wasilla, Alaska supplied an article about his restoration of a one of a kind aircraft, the Faust 301. The plane had been constructed by Elmer Faust of Cody, Wyoming in 1954. Elmer used the wings and fuselage from a wrecked Piper PA-12, the landing gear from a wrecked Fairchild F-24W, and the engine and nose ring from a wrecked Cessna AW to build a plane that would perform well at the high altitude of Cody. Later the plane ended up being used as a bush plane in Alaska and was further modified with a 165 hp Warner engine, PA-14 flaps, and *Super Cub* tail surfaces. Al liked to fit skis and land the plane on glaciers and even the occasional large iceberg.

Dick Cavin added an article about the *Sea Hawk* amphibian built by Tom Scott and Robert Giddens. They encountered several problems both with aerodynamics, air flow around the pusher engine, and water handling. A long and thorough program of testing and modifications finally resulted in a well-performing plane. When the original Swedish company that sold the *Sea Hawk* kits ceased operations, Tom Scott formed a company to supply kits that incorporated all the modifications that they had developed, and they also published a builders' newsletter.

In one last plane report Frank Pavliga described his *Hatz* biplane. He wanted a modern, reliable plane that still looked and flew like a 1930's design. He followed the plans closely when it came to aerodynamics and structure, but modified the turtle deck and fuselage formers as well as the wing tips and center section to give it a more unique look. He reported that the ship cruised at 85 mph using a Lycoming O-235 engine.

In "Hints for Homebuilders" Vince Frazier described how to modify a Stanley marking gauge with a fine point marker to lay out lines on the edge of a piece of sheet metal. In "Fluke Electronic Hints" Dan Vance explained how to use a chisel point soldering iron as a wire stripper. And in the "Sportplane Builder" Tony offered some tips for a better paint job.

Bob Hartmaier



Sunset at Old Bridge Airport



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

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**Next Meeting: Monday, August 6th, 7:30PM  
Old Bridge Airport - Hangar E-10**