

# THE SEACOAST AIRFOIL

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EAA CHAPTER 225:  
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## EAA 225 January 17, 2011 Holiday Party

Newsletter for  
members and  
friends of EAA  
Chapter 225.

**The Chapter will be celebrating our Annual Holiday Yankee Swap & Dinner Party in lieu of the January Meeting.**

**Date: Tuesday, January 17, 2012**

**Place: Skyhaven Pilot's Lounge**

**Time: Doors open for early arrivals at 5:30pm, with dinner at around 6:30pm**

Members and guests should bring an entree of some sort, best if you call President John Ricciotti, with what you'd like to bring or what might be needed.

For the Yankee Swap, members and guests may bring an appropriate gift in the \$10 range. Hope to see everyone there.

January Work Sessions: all Tuesday evenings starting at 7pm; 10th, 24th & 31st. We finally made it to painting and currently starting on the fuselage.



*In these pictures, above the right wing and ailerons with a mysterious white coating on them; and below, that same white stuff on the door and vertical stabilizer and rudder. I wonder what ...*



## From the President's Shop:

Well, the new year is here and sooner or later, winter will decide to start. Of course I think you can thank me for the lack of snow as I purchased some skis from Carlton Wooster this fall. As insurance for next year, I'm thinking of buying a new snowblower. Well hopefully we will see some of the white stuff to help our economy.

EAA 225 has had a great year to be thankful for. We again raised over one thousand dollars in food sales to fund our flight scholarship so 2012 will see another recipient. In 2011, our scholarship was given to David Ryder who is learning to fly and attending Bridgewater State College. It will help with his private pilot training. David has been attending AirVenture Oshkosh for more than 10 years. He has aspirations of flying commercially. I am hoping that in the future we can increase our scholarship amount to cover the full cost of a sport pilot license. I know that's a bit of a stretch now but I know EAA 225 is capable of great things. Let's set a goal and come up with some creative ways of reaching it.

Well this time of year brings about our annual year end pot luck supper. We will again have the party in the Skyhaven FBO pilot lounge. Normally the meeting night of the second Tuesday,

January 10th would be our party night. However this year that date corresponds with our NH members' civic duty to vote in the FIRST in the nation primary. Therefore we will hold the annual pot luck dinner on Tuesday, January 17th. If you have voted on the 10th and want to come to the airport, there will be a work session of fabric covering at Dick & Pat Jackson's shop. Once again the pot luck supper will include a Yankee Swap so bring a gift valued under \$10 to swap. Remember all guests are very welcome. There is no limit to guests so please feel free to bring many. Socializing with start at 5:30, dinner will start at 6:30 and end around 8:30. It's usually much fun so definitely plan of being there. Remember to bring a gift for each of your guests if they want to partake in the Yankee Swap. Of course, the Yankee Swap is optional, but always much fun.

Hope you see you all there on the 17th!

Happy Flying and safe building,  
John Ricciotti  
President, EAA 225  
(603)781-6572



*The picture above is at the Skyhaven Pilot's Lounge at last years' Chapter 225 Holiday Dinner & Yankee Swap.*



*Here is a 4-place, retractable geared, 150 hp fast Bellanca Cruisair restoration project with Barry Jameson standing by. It takes up a good portion of his home basement & workshop.*

## AIRPLANE RESTORATION ... TAKING IT HOME

[Editor's Note: I was about 5 or 6 years old when I first found an interest in airplanes. It started with an airplane ride that led to several years working a great wildlife conservationist and backwoods pilot friend of our family. After that first flight, the craze of plans building balsa wood models in my bedroom took hold. I had a very small room, so everything had to be packed way for building and school work.

At around 12 years old, my parents had our house raised and a new basement was assembled with cement blocks and floor poured. The new space gave way to several areas, a laundry, a family room, and two workshops (one for my parents and one for me).]

Ever hear the term 'taking it to the nth degree'? Well, a few weeks ago, I had a neat experience, and actually stood alongside an nth degree restoration project. Chapter member Barry Jameson invited me down to his one car garage ranch-style home in Kittery, to help him work on his airplane project.

I soon learned that EAA 225 member Barry Jameson is a serious airplane rebuilder, who has taken a very complex airplane apart and is in the process of restoring it; in of all places, his basement. FYI: Barry's Bellanca Cruisair is a: 4-place, Franklin 150 hp 6-cylinder powered, retractable main gear, with flaps, and when trimmed flies at a swift 153 m.p.h. airplane.

Pretty amazing seeing an airplane with it's wings and tail-feathers attached to the fuselage carefully positioned

Skyhaven Airport  
is our local  
hometown  
gateway to New  
England. Eric  
Obssuth owner of  
Aeroworks, LLC  
and Kelby  
Ferwerda owner of  
Rochester Aviation  
have teamed  
together and are  
transforming the  
FBO into a whole  
new place for your  
aviation needs,  
stop by and visit.

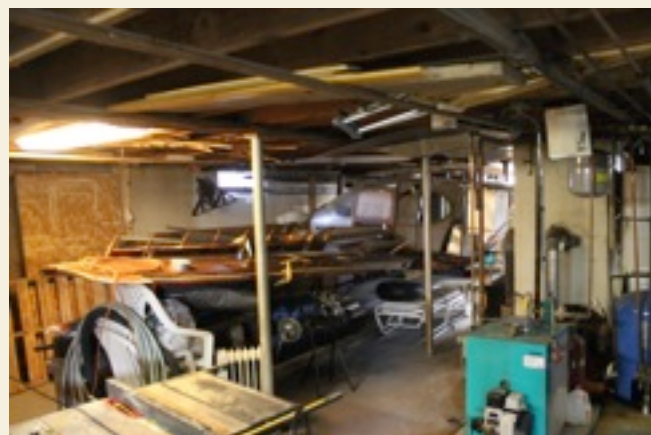




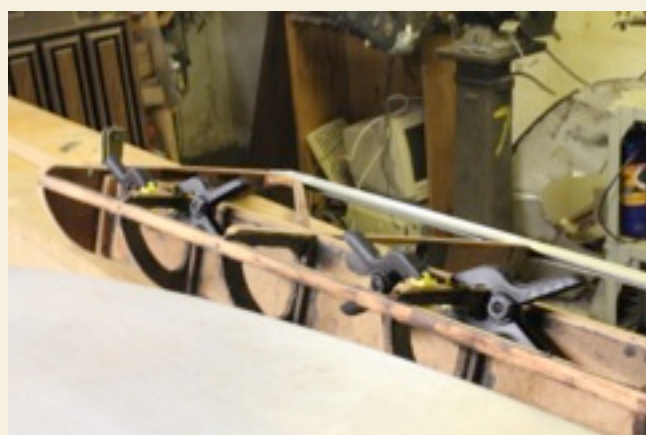
Looking past the tail feathers, on the right, into the workshop area with most every tool needed to do the jobs.



Ever hear the term, "It's a very tight fit, but here is the main fuselage with tail feathers and right wing.



And here on the left side of the fuselage, with the left wing fully attached including landing gear (it's retracted).



The Sunday I visited the Bellanca, I helped Barry by making some formers that we glued to the flap nose ribs.

## Barry's Bellanca, Continued

between the walls, carrying beam support posts, the fireplace and chimney support structure. Granted, Barry has a lot of work ahead of him, but getting to this stage of the project gives one a better sense of purpose when looking down the road at a finished airplane. I found Barry's approach to this task quite interesting and now better understand his direction and goals. I guess the saying, "Where there is a will, there is a way" works very well with Barry and his Bellanca Cruisair.

## **EAA Aviation Webinars for the next 6 weeks:**

1/11/12 7:00PM CST Chapter Officer Transition - Getting off to a good start  
 1/19/12 7:00PM CST Emergency Ball-out Procedures and Survival Equipment  
 1/27/12 7:00PM CST A Chat with Air Racing Legend Bill Brennand  
 2/1/12 8:00PM CST Deciding When To Overhaul  
 2/8/12 7:00PM CST UL Power Aero Engines  
 2/15/12 7:00PM CST Onex Kit Aircraft  
 2/22/12 7:00PM CST 15 Habits for Good Radio Communications

by Brenda Anderson & Steve Buss  
 by Allen Silver  
 by Bill Brennand  
 by Mike Busch  
 by Robert Helms  
 by Jeremy Monnett  
 by Don Weaver

## The Heritage behind Barry's Bellanca Cruisair 14-13

Bellanca 14-13-2 Cruisair Senior The Bellanca Cruisair Senior was a post-World War II general aviation aircraft with outstanding performance on relatively low engine power and a very modest price that appealed to private pilots. The performance and strength of the aircraft also made it attractive for utility work. Although only about 600 were produced, because of the post-war depression in private aircraft sales, the aircraft remains popular today with the private pilots looking for a classic cabin monoplane.

The Cruisair Senior had a good solid reputation of aeronautical excellence already established by Giuseppe Bellanca. It began in 1922 with the Bellanca C.F., a closed cabin monoplane that won several races but found no market. In 1927 Clarence Chamberlain, Charles Levine and Bert Acost flew the Bellanca monoplane Columbia non-stop from New York to Germany in June 1927, one month after Lindbergh's solo flight. Establishing a world's non-refueled, endurance record of 51 ½ hours. The subsequent Pacemaker and Skyrocket series were great successes and were

followed by a series of custom-built airplanes and military designs in the 1930s.

In 1936, Bellanca decided to turn his attention to smaller aircraft for the personal travel.

He wanted to design a three-place cabin airplane that had a relatively fast cruise speed, benign stall characteristics, good low-speed control, and was capable of short-field take-off and landing. This design effort resulted in the low-wing Bellanca 14-9 Junior which later became the Cruisair Junior. The prototype 14-7, first flown in December 1937, had a 140 sq. ft wing area and a 70 hp engine and was therefore designated the 14-7. The 1939 production models were offered in both fixed and retractable landing gear versions and were powered with a 90 hp Ken Royce radial engine. This series of airplanes was perhaps

(Continued on Page 6)



The Cruisair Junior was initially designed in 1939 as a light, three to four place cruiser powered by a 70hp or 90hp LeBlond radial. This very rare Cruisair Junior is kept at the Carolinas Air Museum in Charlotte, North Carolina.

Bellanca history  
and photos  
courtesy of a Pilot  
Friend, and the  
Russell Williams  
Collection of  
Vintage and  
Antique Aircraft.

(from Page 5, Bellanca History cont'd)

one of Bellanca's most successful pre-war production airplanes and was the direct ancestor of NASM's Bellanca 14-13 airplane. With the demise of the small radial engine around 1940, Bellanca decided to install the flat 6-cylinder engine being developed by Franklin Motors. The cabin was enlarged to become a four-place airplane and the addition of wing flaps and minor improvements in cockpit interiors resulted in the 1941 14-12 version of the airplane.

Bellanca developed the model 14-12 in 1941, just before U.S. entry into World War II, but was delayed the design while performing military sub-contract work during the war for Fairchild and several other firms. The model 14-12 was redesignated the model 14-13 in 1945 and ultimately included the newly developed 150 hp Franklin 6A4-150-B3 engine that gave the Cruisair Sr. a remarkable cruise speed of 150 mph. It first flew in late 1945 and was officially shown in the fall of 1946 at the National Aircraft Show in Cleveland, Ohio, where it was enthusiastically received. Bellanca booked quite a few orders and also built a large number of Cruisairs on speculation to meet the perceived post-war boom, and although yearly sales did not meet expectations, Bellanca continued in the market until 1951.

The Bellanca 14-13-2, which was an updated 14-13, first flew in 1948. It was a four-place low-wing cabin monoplane with a conventional tail wheel landing gear and retractable main gear. The tail configuration had fixed vertical fins at the tips of the horizontal stabilizer in addition to the conventional centerline mounted fin and rudder combination, a

distinguishing characteristic for this class of airplane in that era. The fuselage and tail units were constructed of welded steel tubing and were fabric covered. The wings, famous for their structural rigidity, were of wood construction, covered with mahogany plywood, and finally covered with plastic-impregnated fabric. The ailerons and flaps were fabric covered. The cabin interior was plush with overhead radio speaker, map and glove compartments, ashtrays, assist ropes, landing lights etc. It had a moulded Plexiglas windshield, the cabin walls were lined with thin Fiberglas sheet, and the upholstery was mohair fabric trimmed in leather. The instrument panel was conventional with dual-wheel yokes and rudder pedals. The landing gear was manually retracted with 32 to 38 turns of what was jokingly called the "armstrong type" floor-mounted crank, although an optional electric drive was available for \$325. It had toe operated hydraulic brakes and a full-swiveling, steerable tail wheel. The 150 hp Franklin engine installation included a 12-volt generator and battery system, an electric engine starter and an exhaust gas cabin heater system. The airplane came equipped with a fixed pitch Sensenich wood propeller or, as an extra cost option, a controllable pitch Aeromatic propeller could be substituted. The Cruisair's immediate successor, delivered in 1949, was the 190 hp Bellanca 14-19 Cruisemaster.

Production ceased in 1951 but the type certificate passed to Northern Aircraft Inc. in 1956. Northern and subsequent companies, some using the Bellanca name, continued to build various Bellanca aircraft into the 1990s.

(Story courtesy, Williams Vintage Aircraft)



Part of the process of painting obviously involves the main fuselage. Here are Howard Moulton, Stevie Scott, Alan Goodwin, with Steven Richard (hidden behind Stevie) washing down the fabric to remove dirt and other contaminants in preparation to receiving Stewart Systems step by step latex base to final finish products.



## Chapter Officers 2011 - 2012

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