

# AS THE PROP TURNS

## Experimental Aircraft Association Chapter 315 - Northern New Jersey



<https://www.facebook.com/EAAChapter315> and <http://www.eaa315.org>

**President:**

Bob Hartmaier  
8 Holly Road  
Monroe Township, NJ 08831  
(732) 599-2099

[rchartmaier@comcast.net](mailto:rchartmaier@comcast.net)

**Vice President:**

George Cowling  
P.O. Box 541  
Oakhurst, NJ 0755  
(732)-684-9308

**Treasurer:**

Tom Goeddel  
31 McCarter Avenue  
Fair Haven, NJ 07704-3408  
(732) 842-4387

[tom@goeddel.com](mailto:tom@goeddel.com)

**Editor and Secretary:**

Richard Bielak  
2 Bartlett Court  
Matawan, NJ 07747  
(732) 266-4461

[richieb@gmail.com](mailto:richieb@gmail.com)

**Young Eagles Coordinator:**

Bob Hartmaier  
(732) 599-2099

[rchartmaier@comcast.net](mailto:rchartmaier@comcast.net)

### Minutes of the December 2022 Meeting of EAA Chapter 315

The December meeting of EAA Chapter 315 was called to order at 7:35PM by the President Bob Hartmaier. The minutes of the previous meeting were accepted as published in the newsletter.

The treasurer was unable to attend the meeting, but reported a balance of \$1912.19 in the treasury. We expect to submit our fees to EAA for chapter renewal and fees and insurance. This amount is expected to be about \$400.

# *Old Business*

- We need to make sure we have at least 10 paid members in order for the chapter to be considered active by EAA.
- We continue discussions on how to keep the chapter alive. Attendance at our monthly meetings has been very low.
- We discussed several flyin breakfasts that took place at Allen's and Pegasus airfields.
- We talked about the December flying at Massey - which happened just a day before the meeting.

# *New Business*

- We discussed plans for Young Eagle events for next year. We considered a possibility of holding more, but smaller events. Since Young Eagles can register online, we can limit the number of people that attend any given event. Possibly the first event could be organized for the end of April. If we can have a computer setup to handle the registrations and signoffs the event could be run more smoothly.
- We talked about using some of the Dan Gryde YouTube videos on aviation safety as short programs for future meetings.

The meeting adjourned around 8:30PM and was followed by some hangar flying,

Next meeting will take place on Monday, January 16th, due to scheduling conflicts.

Hope to see you there.

*The Editor*

## **PRESIDENT'S NEW YEAR MESSAGE**

Happy New Year to all. I hope everyone reading this had a prosperous and healthy 2022. I wish everyone the same and more for 2023. I also wish for our chapter to be healthy and prosperous. In order for that to happen, we have to have a viable chapter to begin with. Although our treasury is OK for the time being, it is still very important for everyone who wishes that our chapter continues to pay their annual dues. EAA requires that to have a legal chapter we need at least 10 members who are both up to date with local chapter dues and their national membership. Looking at our roster tells me that pretty much everyone is good with regard to the national membership part. However, it is now a new year, and 2023 dues of \$20 are due. We have a grace period of 3 months to have at least 10 members paid up 2023. If you cannot attend a meeting to pay your dues, please take the time to put a check for \$20 made out to "EAA Chapter 315" in an envelope and mail it to Tom Goeddel. His address is at the head of the newsletter. I believe he will also accept PayPal. If you would prefer that, contact him for more information.

Also, in order to increase our membership and increase attendance at meetings, I am looking for suggestions for programs. They needn't be long, as some still have to get up early in the morning and can't stay too late at a meeting, but should be on a topic related to aviation in general, and recreational aviation in particular. For example, perhaps I or Glenn Stott could discuss a high profile crash, so that we can learn "the rest of the story", that doesn't make the news broadcasts and gets distorted on social media. Tell us what will draw you to a meeting, and the chapter officers will do our best to make it happen.

Thanks for your support,

Bob Hartmaier

# 2022 Highlights

In January 2022 our chapter lost a great friend and pilot Lew Levison. Over the years Lew had served as President and Vice President of the chapter, and had been our informal social director. He is greatly missed!



The chapter arranged for a bench and a memorial plaque to be installed at Old Bridge airport.

In May 2022 we visited Chris LoPresti's RV-14 project in his house in Colts Neck.



Instrument panel,  
powered up.







In June 2022 the chapter flew Young Eagles during the Old Bridge Airport open house, organized by Stan Berger.

What a fun event that was!

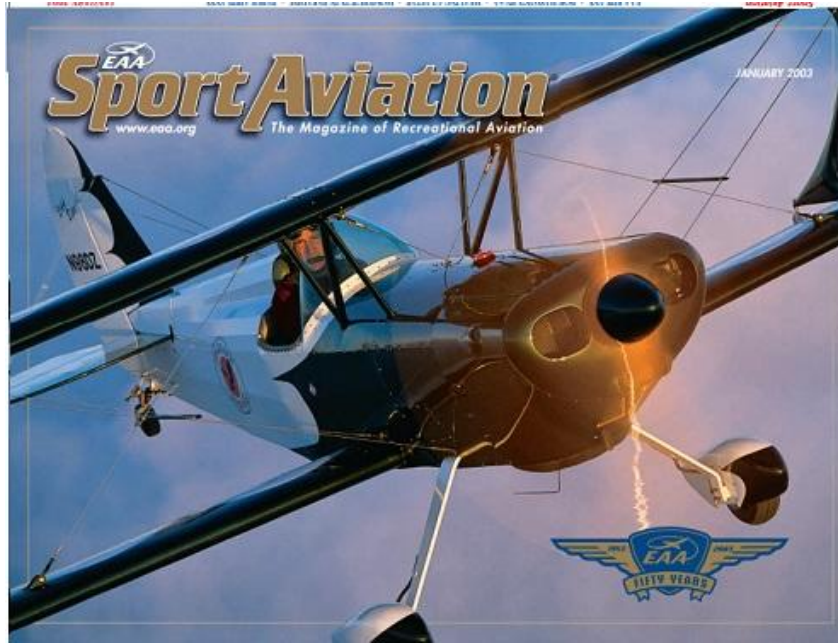
Chapter's members flew 52 Young Eagles.



On August 20th, 2022 the weather cooperated and we had a chapter fly out for a lunch at Hammonton airport. Guests from several other airports joined us, including EAA members visiting from Florida!



# *Twenty Years Ago In “Sport Aviation”*



The cover of the January, 2003 issue of Sport Aviation featured the EAA Biplane owned by Darryn “Zawi” Zawitz. Zawi earned his living as a corporate pilot, but had an itch for recreational aviation ever since had started flying at the age of 15. He was still working his way up the professional pilot ladder when he began looking for a low budget aircraft for recreational flying. He ended up purchasing an EAA Biplane that had been wrecked during a ground loop. The damage seemed confined to the landing gear, a bent lower longeron tube, and one wing panel, and Mike thought it would be an easy restoration. Of course, when the fabric was removed he learned that three of the four wing panels had cracks in the spars, and all four had damaged ribs. With the help of his friend, Mike Toman, an experienced homebuilder and aircraft restorer, Zawi rebuilt the wings and added a Whitman style spring steel landing gear. A local welder was engaged to repair the damaged fuselage, and a run-out Lycoming O-290 was sourced and sent out for overhaul. After being shown how by Mike, Zawi recovered the plane and did all the rib stitching himself. The painting was left to a professional who also guided him on picking out the color scheme. Having no tail-wheel time, he checked out in a Champ and flew it for 6 hours until he was comfortable. He reported that the EAA Biplane was very easy to land and the 125 HP Lycoming gave him an initial rate-of-climb of 1,500 fpm at 80 mph.

Jack Cox reported on the RV-6A constructed by Bob Hanson of Tucson, AZ. Bob took 12 years to finish the project, but at the time he was working at a job that often took him away from home for long stretches. He also was very meticulous and exacting in his construction, and added many features for his personal satisfaction. For instance, the usual RV has piano hinges connecting the top and bottom cowling halves, and are opened by pulling the hinge wire out of the front. To guard against the wires working their way out in flight and striking the back of the prop, they have to be secured in some way. In Bob's set up, the wires are removed from the rear and pass through Bowden cable shielding that feeds them into the cockpit. He uses the same system for his oil dipstick door, so there are no visible latches or other fasteners on the outside. After the color coat of paint was applied, several coats of clear were applied that were sanded with 2000 grit sandpaper in between coats. The result was a mirror finish that garnered raves from everyone who saw it. Bob powered the plane with a 180 HP Lycoming O-360 engine that results in a cruise speed of 190 mph with a power setting of 2400 rpm and 24 inches of MP at 6,500 feet.

Kirk Gormley related the story of Jim Londo, who had built a BD-4 and was thinking about an RV-6 for another project when he saw the new GlaStar kit from Stoddard-Hamilton. He liked everything about it and placed an order. Shortly after he was helping a neighbor corral a frisky one year old mare named Candy that escaped from her pen. When he turned around after closing the gate, Candy bucked and kicked him smack in the middle of his forehead. After a time the painful headaches and flashes of light diminished, but he continued to experience problems with concentration, dizziness, back, and neck pain. Just about this time he was notified that his kit was ready to be delivered. Both his wife and his therapist encouraged him to take delivery. His wife knew he needed something to take his mind off his health issues, and his therapist advised that the mental exercise of interpreting the drawings and thinking through the assembly process would be good for his recovery. It turned out that his kit was the first one delivered to a builder, and the instructions and drawings were lacking in some areas. He moved his project to the Stoddard-Hamilton factory, and parked a motor home in their parking lot in order to be close. They helped him with the construction, while he helped them get their plans and building instructions in order for other builders. His wife, also a pilot, flew the plane initially, but eventually he made a full recovery and was able to get an FAA medical.

Jim Baker described the trip he and a few other RV owners took to the Bahamas. They met at Ft. Pierce, Florida, and traveled to Pittstown Point on Crooked Island, at the southern end of the Bahamas chain. Thorough planning made things easy. The only worrisome event was one day of high winds and torrential rain that flooded the ramp where the planes were tied down. Fortunately none were damaged, though they had water up to the trailing edge of the flaps.

Amy Laboda contributed an article on Ken Blackburn who at the time held the Guinness World Record for the longest duration paper airplane flight. Ken was an engineer for Boeing who wrote books on paper airplane flying and flew a Moni motor glider in between his job and paper airplane contests.

In "Chapter Hangar" we learned how Chapter 297 of Wilmington, NC constructed a one-half scale model of the 1903 Wright Flyer for a display at Wilmington International Airport. Chapter 221 of Kalamazoo, MI who expected more than 100 young people at their Young Eagles Rally as well as a few hundred other operations teamed with the FAA to set up a temporary tower for the event. In "Building Basics" Greg Laslo gave us an overview of Tungsten Inert Gas, or TIG, welding and offered some tips for welding 4130 steel tubing. In "Aircraft Building" Ron Alexander discussed preparing surfaces before final painting including when and when not to use epoxy primer and zinc chromate. Ron Sterkenburg offered still another technique for calculating the bend radius for sheet metal bends.

Scott Spangler discussed the EAA Technical Counselor program including the requirements to be a counselor and what services they offer to the homebuilder. In "Flying Safety" Scott also explained the role of EAA Flight Advisors who assist pilots when flying a new homebuilt or transitioning to a more high performance aircraft. In "Stick and Rudder" Robert Rossier covered safety equipment and the passenger safety briefing. In "Your Flight Test Program" Ed Kolana covered setting up a flight test program and making the first few flights.

In "Peripheral Knowledge" Laren Paine talked about how he is sometimes able to use his aircraft building skills and tools to do repairs around the house, thereby justifying the large amount of money he has invested in the tools, and impressing his wife. And finally Amy Laboda, in "Family Matters" covered TFRs and offered some tips for determining when they are in effect and how to avoid violating them.

Bob Hartmaier



***“As the Prop Turns”***

***Richard Bielak***

***2 Bartlett Ct***

***Matawan, NJ 07747***

## **EAA Chapter 315**

### **“As the Prop Turns”**

***Newsletter of the Monmouth-Ocean County New Jersey  
Chapter of the Experimental Aviation Association.***

***January 2023***

***Editor: Richie Bielak (732) 266-4461***

**Next Meeting Monday, January 16th, 7:30PM**  
**At Old Bridge Airport Office**  
**7:30PM**