

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

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

Editor and Secretary:

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

richieb@gmail.com

Young Eagles Coordinator:

Bob Hartmaier
(732) 599-2099

rchartmaier@comcast.net

EAA Chapter 315 - February Notes

Due to many members being out of town, and the uncertainty of the weather, the February meeting has been cancelled. The March meeting will be held on Monday, March 18th, 2024 in the Old Bridge Airport office.

You can always check for most recent information on the chapter's website:

<https://chapters.eaa.org/ea315/event-calendar>

Pilot Humor



(FIRST DAY AS A PILOT...)

CONTROL

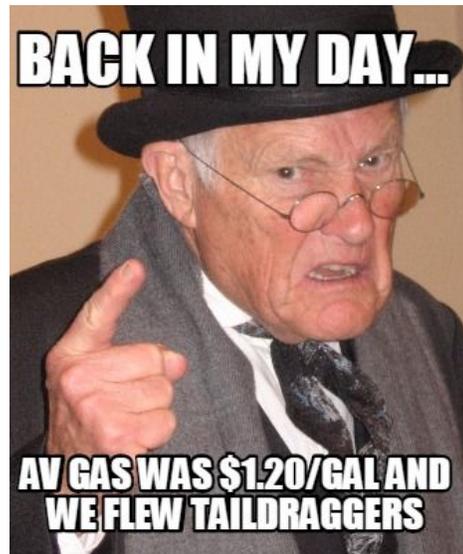
TOWER: Can you give me your position?

ME: I'm next to a cloud that looks like a lion.

CONTROL

TOWER: Can you be more specific?

ME: Simba.



Rules for men to follow:

Here are the Five Rules for men to follow for a happy life that Russell J. Larsen had inscribed on his headstone in Logan, Utah. He died not knowing that he would win the "Coolest Headstone" contest.

FIVE RULES FOR MEN TO FOLLOW FOR A HAPPY LIFE:

1. It's important to have a woman who helps at home, cooks from time to time, cleans up, and has a job.
2. It's important to have a woman who can make you laugh.
3. It's important to have a woman who you can trust, and doesn't lie to you.
4. It's important to have a woman who is good in bed, and likes to be with you.
5. It's very, very important that these four women do not know each other or you could end up dead like me.



VAN'S AIRCRAFT BUSINESS UPDATE – JANUARY 20, 2024

As we work through the Chapter 11 planning requirements and execute our daily operations, the staff at Van's Aircraft have been hard at work. We've processed a large volume of kit reorders and continue to handle related emails and phone calls. We're shipping kits to customers every day, and we've started sending replacement parts to some customers with kits that contained laser cut parts.

We're also currently finalizing the plan for customers who have open orders for Lycoming engines, Rotax powerplant kits, propellers, and avionics kits.

More information:

<https://www.vansaircraft.com/2024/01/vans-aircraft-business-update-january-20-2024/>



Twenty Years Ago In “Sport Aviation”



The cover of the March 2004 issue of Sport Aviation featured a Marquart Charger built by Allen Potts, Jim Claypool, and Monty Montgomery. Allen had begun the project after completing an award winning Wag-a-bond, but suffered a heart attack and lost his medical when most of the structure had been completed. Jim and Monty had visited his shop, admired his workmanship, and had previously asked him for first right of refusal if he ever decided to sell it. Unsure if he would be able to qualify for a medical, he sold them the project but continued to work on it with them. He mostly followed the plans, but added touches such as butted rather than overlapping joints for all the metal panels. All the fiberglass fairings were made from scratch so as to insure a perfect fit. The 150 hp Lycoming O-320 engine was sent out and upgraded to 175 HP. They did not offer any performance figures, except to say that it was stable, but also responsive, and a delight to fly.

Budd Davisson visited with Mark Richards of Canadian Home Rotors (CHR) to share information on their kit-built, two-place Safari helicopter. He was especially interested in the pontoon floats that it was equipped with. The floats were constructed out of a similar material as a Zodiac, could be attached to the skids in minutes, and were inflated to 3 psi with an air mattress pump. Mark reported that they were perfect not only for landing on water, but sandy beaches as well. Sporting a blown bubble canopy, the Safari looked very similar to the Bell 47, and a lot of folks were actually fooled until they got closer to it and realized it was much smaller than the Bell. Based in Ontario, Canada where the basic frame is constructed, Canadian Home Rotors also have a site in Marianna, Florida where they build engines, transmissions, and operate a flight school. Budd did not give specific performance figures other than to say that the floats reduced the useful load by 50 pounds.

Neil Willford devoted 9 pages to inform us about various high-lift devices for reducing takeoff and landing speeds. He covered the various leading-edge and trailing-edge devices, and added some statistics to help explain things.

In "EAAers in Action" Robert Rockford described how satisfying it had been to volunteer when the EAA's B-17 visited his airport, and he volunteered to head the activities. He described how many new friends he had made, as well as getting a ride in *Aluminum Overcast*. Kathleen Witman told us how Seventh grade students had interviewed Evelyn Johnson for the EAAs "Timeless Voices" program. At the age of 94 Evelyn was still active as an instructor and had logged over 57,000 hours in her career.

G.W. Hyatt had previously found a copy of the transient pilot log from Davis-Monthan Field in Tucson, AZ, covering the years between 1925 and 1936. Paging through it, he realized not only were there about 40 female pilot's names, but some were names that became famous, such as Amelia Erhart and Pancho Barnes. Investigation of the planes that they flew revealed that 9 were still on the FAA register, and one still existed in New Zealand. He was able to visit five of them, and gave us a little background on the planes and pilots involved.

In "Two Geezers at Oshkosh" Peter Wright described his trip with his friend Greg to AirVenture in a Cessna Skyhawk. In "Airport Kid's Piet" we learned how Andy Ross had given his Pietenpol project to 13 year old Ryan Fox with the understanding that local A&P Jeff Dupier would oversee the recovering and other work that was needed to get it airworthy.

Ron Alexander began a series in which he introduced the TIG welding process, including how to set up the equipment and which electrodes worked for steel or aluminum. Tom Staggs discussed the biennial transponder check, how it's done, and why it is important. Kim Gormley told us about Skybolt Tom Kozura who had been working for 5 years but had not made much progress until 2000 when he moved to Michigan and fell under the tutelage of EAA Technical Counselor Dan Bauman. The plane was completed in time for AirVenture 2003, and won the outstanding workmanship award for plans built aircraft.

In "Better Pilot" Robert Rossier covered the various elements of situational awareness and why it is important in all phases of flight. Lauran Paine, Jr. reminisced about his days in Air Force pilot training and wondered how many of those pilots were still flying, either as a job or recreationally. Amy Laboda talked about her options of upgrading to a modern flat panel efis system in her factory Cessna 182 as opposed to building a homebuilt and being able to add an economical non certified system in plane that would be faster and carry a greater load. And Scott Spangler told us why he advocated doing a weight & balance every so often so that you could be sure about the actual useful load of your plane and exactly where the C.G. was located.

Bob Hartmaier

A turtle was mugged by two snails when he was crossing a road. When the police asked him what happened, he replied, "I don't know, it all happened so fast!"

“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.***

March 2024

Editor: Richie Bielak (732) 266-4461

**Next Meeting Monday, March 18th, 7:30PM
At Old Bridge Airport Office
7:30PM**