

# AS THE PROP TURNS



**Experimental Aircraft Association  
Chapter 315 - Northern New Jersey**

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

The February meeting of EAA Chapter 315 was called to order by the President at 7:45 PM. The meeting was taking place on Zoom and there were 6 members present.

The minutes of the previous meeting were accepted as published in the newsletter. The Treasurer reported a balance of \$1068.76 in our account.



# Old Business

- We discussed how to go about getting more members. Bob Hartmaier told us that EAA requires at least 10 members to have an active chapter. As of the day of the meeting we have only 12 paid up members.
- If a person joins our chapter we can nominate them for a trial national EAA membership, so they can receive the “Sport Aviation” magazine for several months.
- We need more interesting programs to get people to the meetings.
- We need more dues to cover chapter fees.

*Editor's Note:* Bob Hartmaier spoke about the chapter to Stan Berger, the AOPA volunteer for Old Bridge Airport, and Stan sent several messages to a number of pilot groups (via email and via Facebook). As a result the chapter gained several new members. Thank you Stan!

# New Business

- Flying W airport is still open. It's unclear what is happening with closing and redevelopment plans.
- There are several pilot's groups on Facebook. One of the groups, [East Coast Private Pilots](#), was planning a flyout for lunch at KGED in Delaware (unfortunately weather did not cooperate). But if you are on Facebook, you can join the group and find out about future events.
- We should try and plan some chapter flyouts and perhaps arrange events with other chapters.

The next meeting will take place on March 7th at 7:30PM. We will meet over Zoom again, so that members who are away from New Jersey can also attend. An invite to the meeting will be sent out a few days before.

See you then!

*The Editor*

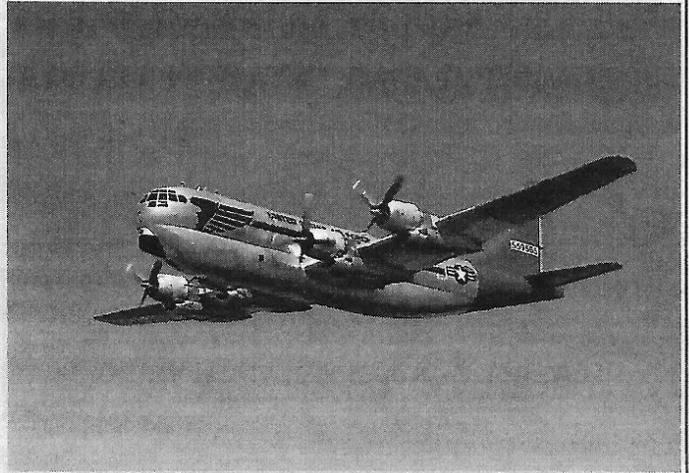


**THE BERLIN AIRLIFT HISTORICAL FOUNDATION IS THE OWNER AND CUSTODIAN OF THE LAST FLYABLE BOEING C-97 IN THE ENTIRE WORLD!!**

**HELP US GET THE C-97G "ANGEL OF DELIVERANCE" BACK IN THE AIR!!**

**FOUR REASONS WHY WE CAN DO THIS**

1. The BAHF has over 22 years experience and knowledge working on our Boeing C-97G and had it flying beginning November 17, 2017. An engine failure grounded it on June 4, 2019.
2. The BAHF now has acquired an ample supply of spare parts and engines to keep our C-97 airworthy.
3. The desire to keep the worlds only flyable C-97 airworthy and protected from extinction as a flyable C-97.
4. This is not an upstart project. The BAHF received FAA certification to fly in 2017. All we require is a replacement P&W R-4360-59B engine and a current inspection to be airworthy. We could be flying again in 2022.



**Where we do need help:**

The Berlin Airlift Historical Foundations needs those special Boeing C-97 enthusiasts to help support the logistics and costs to remove and transport our supply of C-97 spare parts from Greybull, Wyoming to the east coast and support the inspection costs to once again get airborne. We need those special kind of people who can see the beauty and hear the sounds of those mighty Pratt & Whitney R-4360 Wasp Major engines that power the Boeing C-97. Please join our ranks.

**Be A Part of Something Big!**

Help save this unsung hero!

**Attention: Tim Chopp, Founder and President, Berlin Airlift Historical Foundation**

Yes, Tim: I'm definitely one of those special C-97 lovers you are looking for. Add my name to the team to get the C-97G "Angel of Deliverance" back in the air where it belongs. I'm aware this is the only viable flyable C-97 left in the world and requires an extraordinary amount of time, knowledge, dedication, perseverance, work and funding to keep it flying.

**NAME** \_\_\_\_\_

**STREET ADDRESS** \_\_\_\_\_

**CITY, STATE, ZIP** \_\_\_\_\_

**TELEPHONE** (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

**EMAIL:** \_\_\_\_\_

*The Berlin Airlift Historical Foundation is a tax exempt, publicly supported charity as described in Section 501 (c) (3) of the Internal Revenue Code. TAX ID 22-3077587*

Make checks payable to:  
Berlin Airlift Historical Foundation  
P.O. Box 782  
Farmingdale, New Jersey 07727

*I want to help support the World's Only Flying C-97!*

*I have enclosed my check for \$ \_\_\_\_\_.*

*Check # \_\_\_\_\_*

**CHOOSE YOUR SUPPORT PREFERENCE)**

*A Recognized "Angel Of Deliverance" (a one time \$5000 contribution)*

*A member of the special Tiger Team Program (\$1200 a year)*

*A contribution to help support the C-97*

# Twenty Years Ago In “Sport Aviation”



The prototype Murphy Rebel fitted with a 360 hp MP14PXDK supercharged radial engine was featured on the cover of the March 2001 issue of Sport Aviation. The new engine replaced the original 260 hp IO-540 Lycoming engine that could still be an option for builders. Ed Kolano flew the re-engined version and provided one of his flying qualities reports. He reported that the Rebel retained its easy going manners while the shorter cowl provided better forward visibility. The rudder was so effective that the fact that the engine rotated opposite to most U.S. aircraft engines never came into play and keeping the nose straight came naturally.

Jack Cox reported on the VariEze built by Charlie Airesman. Originally Charlie used a Continental O-200 engine with a 9-to-1 compression ratio that, along with other aerodynamic mods, had a top speed of 225 mph. But he was never happy with the torsional resonance of the large-displacement, low revving, 1930's technology aircraft engine. So when he suffered a catastrophic engine failure he decided to experiment and look into an auto engine conversion. He chose a 2.2 liter Subaru EJ-22 because it was a flat four similar in size to the original O-200 so he was pretty sure it would fit the original cowling. He added a 19 inch long 3" diameter steel drive shaft to extend the propeller to its original position since due to weight and balance considerations he had to move the engine as far forward as possible. Later he upgraded the installation to a 2.5 liter engine with a compression ratio of 11.5 to 1 and a custom prop to help shorten his take off roll. He reported a cruise speed of 225 mph at 3600 rpm, burning just 5 gph, and was very happy with the smoothness of the auto engine.

Several pages were devoted to photos of the EAA's B-17, *Aluminum Overcast*, by photographer Leeann Abrams, accompanied by a paragraph or two by folks who had gone for a ride and wanted to share their experience. Another several pages covered the FAA NPRM on the eagerly anticipated Light Sport Aircraft rules and what it would mean to recreational aviation. In "Airplane Design 101" Part II Neal Willford covered the general layout of the proposed design, estimating weight of the major components so a weight and balance could be calculated, and where to place the landing gear. In "Maintaining Your Homebuilt" Ron Alexander discussed who can maintain a homebuilt, and who is authorized to do the annual condition inspection.

Scott Spangler told us about the first EAA Fly-In Convention, held on September 12 and 13, 1953, at Curtiss-Wright Airport in Milwaukee. Such things as awards for longest distance flown, forums and seminars on aircraft building, and having plenty of trash receptacles, began at that very first meeting. Chapter Hangar covered such items as a Flying Start event, a chapter that helped raise money for a new runway, and another that has a long-term lease on two rows of T-hangars that they in turn rent out to EAA members and Warbird owners.

In "Building Basics" William Rynone offered an idea for a clean air work station that helped keep dust particles, shavings, and other debris under control and out of the ambient air of a shop. Ron Alexander discussed some items that restorers need to be familiar with, such as STC, PMA, Field Approval, and Form 337. Richard Koehler covered servicing spark plugs, including inspection, cleaning, gapping, testing, and storage. In "Test Pilot", Ed Kolano offered a technique for determining climb performance. In "Ground Operations" Robert Rossier supplied information on the then relatively new standard ICAO taxiway and runway markings and signs, as well as communications and clearances.

In "Logbook Notes" Lauren Paine related how simple one or two word notes in his log book entries brought back memories of his flying career. Gerry Twombly offered some comments on a few of the then new security regulations that folks were still getting used to. He related that on a flight from the west coast to the east, with a stop-over in Dallas after working a FedEx flight, he was picked for a "random search" twice in San Jose, and then again in Dallas!

Bob Hartmaier

- **Happiness is having a large, loving, caring, close-knit family in another city. – George Burns**
- **Get your facts first, then you can distort them as you please. – Mark Twain**
- **A day without sunshine is like, you know, night. – Steve Martin**
- **Common sense is the collection of prejudices acquired by age eighteen. – Albert Einstein**

***“As the Prop Turns”***

***Richard Bielak***

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***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 2022***

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

**Next Meeting Monday, March 7th, 7:30PM  
On Zoom  
(invite will be sent via email)**