

# AS THE PROP TURNS



**Experimental Aircraft Association  
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## **Next Meeting - September 11th**

Hope you all enjoyed your summer. We skipped the August meeting as many people were away.

Our next meeting will be on Monday 9/11 at 7:30PM at Old Bridge airport in hangar E-10.

Hope to see you there!

- *The Editor*

## “Smithsonian at Old Bridge Airport”

Yesterday the Smithsonian sent a film crew to the Old Bridge Airport to do a piece on aerial videography featuring retired United States Air Force Thunderbird pilot Lieutenant Colonel John “Slick” Baum flying his classic 1944 Boeing Stearman.

The segments filmed at our field were a lead-in to Slick’s flight around Manhattan where he was filmed flying over the Hudson River from another aircraft. They chose our airport due to its close proximity to NYC.

Slick flew in from PA and agreed to have me join up with him somewhere around half way for an air to air photo session which was absolutely amazing. I’m still humbled at the thought of flying in close formation with such an accomplished Thunderbird pilot who flew F-16s for our country.

It was an honor and a privilege to help coordinate their visit with us and I would like to thank our airport manager Paul for making everyone feel welcomed at our airport.

Stan Berger

July 8th, 2023





# Twenty Years Ago In “Sport Aviation”



The cover of the September, 2003 issue of Sport Aviation featured the Davis DA-2A owned by Wayne Keegstra of Hamilton, Michigan. Wayne did not originally build the Davis; he purchased it from the builder after it had sat idle in a barn for many years. One cylinder of the O-200 engine needed some valve work, but otherwise he mainly just cleaned things up and serviced the items that are done during an annual inspection. Budd Davisson commented that the Davis took him back to an earlier time in homebuilding, when there were no complete kits or glue together composite designs. The name of the game was to get in the air with a minimum amount of labor and money and enjoy the flying. Wayne reported that with the O-200 engine the plane handled and performed about the same as the original Cherokee 140, and was just as easy to fly.

In “Inside Job” Kirk Gormley interviewed Mike Jones to report on his Glasair III and the award winning interior it featured. Mike was the owner of a SoCal based interior design business, and his knowledge of materials and colors, as well as his high workmanship standards showed in his aircraft. For the cockpit trim he used a nylon matrix synthetic material that looks and feels like leather, but is much more fade and wear resistant. His exterior was professionally painted in basic white with simple but tasteful color stripes on the wingtips and tail. He was very happy with the way the plane handled, and reported that he normally saw a cruise speed of 230 to 240 knots depending on the altitude.

In “Getting Started With Sheet Metal”, Ron Alexander provided a long and detailed article on basic sheet metal building skills. He followed along as three builders with no previous sheet metal building experience constructed the horizontal tail from an RV kit at an EAA SportAir workshop. He recommended beginning with the tail group, as a mistake would not be as costly as it might be if a larger fuselage or wing part had to be scrapped.

In "Homebuilt Waco" Jack Cox told us about the WACO Aircraft Company Ohio Inc. that was marketing a kit for a 1930's Waco replica aircraft. The plane looked like a Waco F-2, but also had a few details from the F-5 model. Underneath the fabric covering, the kit was all modern materials for reliability and ease of maintenance. The wings, originally composed of wood spars and ribs, now featured extruded aluminum spars, built up aluminum ribs, and square tubing in place of the old diagonal brace wires. The 1930's spring/oleo Waco landing gear was now a bungee style similar to that of the Piper Pacer. Jack did not report the cost of the kit, but inferred that you could have a completed homebuilt "Waco" for a lot less than the cost of an original, even if you could convince someone to sell you original.

In "Disarming a Ticking Time Bomb" Robert Rossier discussed the battle against aircraft corrosion. In a long and detailed discussion on metal corrosion he covered the causes, where to look when doing an inspection, and how to deal with it when it is discovered.

In "Building Basics" Dave Hatch and Ted Stanley explained the use of nylon tie wraps in keeping cables and wiring organized and neatly routed. In "Molten Metal" Ron Alexander covered some welding basics

In "Aircraft Plastic Repair" Scott Bixler explained how to repair Plastic parts such as an instrument panel overlay. His favorite product for such projects was called Plastifix. In "EAA Technical Counselor" Kirk Gormley told us about Van Aire Skyport in Colorado, a residential airport community where there were several homebuilt projects under construction, and such a wealth of knowledge that whenever someone had a question about how to do something, help was always available. He added photos of Ron Benell's newly completed Hatz Biplane and reported that Ron believed it was the support of the community that allowed him to finish the project.

In "Unplanned Aerobatics" Robert Rossier discussed wake turbulence from large aircraft. In "Good Builder, Zero-Time Pilot" Kirk Gormley interviewed a few EAA Flight Advisors who highly recommended having someone with previous experience in a make and model as well as experience in making first flights, to do the first few test flights in a newly completed aircraft. In "Test Pilot" Ed Kolano explained airspeed calibration.

In "Plane Talk" Lauren Paine reminisced about Bill, a hangar neighbor who had passed away recently. He and Bill had spent many happy hours "hangar flying". Bill was such a fixture at the airport that he was known as "The Mayor".

Bob Hartmaier



***“As the Prop Turns”***

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**EAA Chapter 315  
“As the Prop Turns”**

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Chapter of the Experimental Aviation Association.***

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

**Next Meeting Monday, September 11th,**

**7:30PM**

**At Old Bridge Airport - Hangar E-10**

**7:30PM**