

# 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 March Meeting of EAA Chapter 315

The March meeting of EAA Chapter 315 was called to order at 7:36PM on Zoom. There were 8 members present. Previous minutes were accepted as published in the news letter.

The Treasurer reported a balance of \$1500.76 in our accounts. Thanks to Stan Berger's emails and Facebook posts a number of members sent in their 2022 dues, thereby increasing our balance.

# Old Business

- We still need another signatory for the chapter bank account. Tom will arrange to have Bob Hartmaier be the other signatory,
- Stan Berger sent out an email to all pilots at Old Bridge to renew their membership in the chapter. We now have 18 fully paid members. New of the chapter can get a trial membership in national EAA
  - See for more information  
<https://www.eaa.org/aaa/aaa-chapters/aaa-chapter-resources/chapter-marketing-and-recruitment/chapter-trial-memberships>
- National Young Eagle day is scheduled for second Saturday in June (June 11th). We need more pilots if we want to have a Young Eagles event. Pilots must be EAA members and go through Youth Protection training and background check.

# New Business

- We are planning to have a Celebration of Life event in memory of Lew Levinson at Old Bridge airport on Sunday June 12th.
- We have \$160 in Young Eagle credits. We decided to donate it to a EAA fund for education of kids at Oshkosh.
- April meeting will take place on April 11th at E-10 hangar. We will show another episode of the show "The Restorers".
- We are tentatively planning to have the May meeting on Saturday May 7th, to see an RV project.
- We are hoping to have flyout to Lincoln Park on May 14th (rain date the 15th). EAA Chapter 501 is having a flyin at the airport that day.
- There will be an open house event at Eagles Nest on Jun 25th. The chapter is welcome to come and fly Young Eagles there.
- Unleaded fuel is becoming available at some airports. There are several AOPA videos with updates available on Youtube.

Next meeting will take place on monday, April 11th at Old Bridge airport in hangar E-10.

*The Editor*

## PRESIDENT'S MESSAGE

First I want to thank everyone who took the time to write a check, put it in a stamped envelope, and send it to Tom. I am quite pleased with the response. Earlier this year there were only about 8 members who had paid chapter dues. EAA headquarters requires that we have at least 10 members who are also members of EAA to keep the chapter active. As of this writing we have around 20 who are up to date with both their national membership and 315 dues. Not to say that we can relax. We still need to grow our chapter, get more folks involved who are interested in recreational aviation and sport flying to join us, and offer activities for folks to get involved in.

For the month of May I hope to have our meeting at the home of Rich LoPresti, who has an RV-14 project underway. Unfortunately due to a family duty that has popped up, I will be unable to participate. Richie Bielak will be the go to guy for questions and last minute issues that crop up. More details to follow.

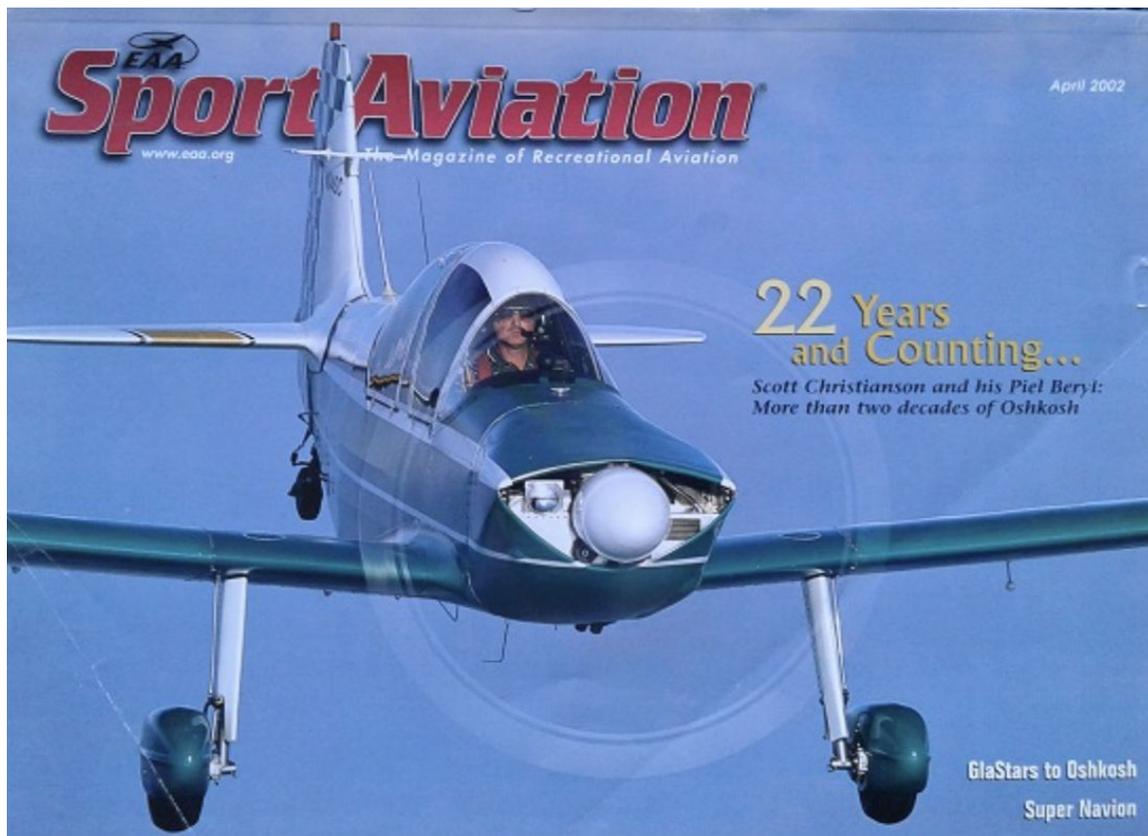
There is a Fly-In at Lincoln Park on May 14th that I would like to make a fly-out for the chapter. Lincoln Park is very close to the Essex County airspace. I have been told that it is no problem as long as you fly a normal traffic pattern. If you take off to the south and do not make a crosswind turn, then you need to talk to the Essex County tower, but otherwise it is not a problem.

The EAA national Young Eagles Day is always the second Saturday in June. As of now, there are only two pilots in our chapter who have completed the youth protection program and background check, and are willing to do flights. If we do not have at least 5 pilots, then I do not believe we can do a Young Eagles Rally. Anyone who is willing to fly Young Eagles please contact me at your earliest convenience. If I do not get enough participation, then our chapter will not hold a rally.

Our next meeting will be at Old Bridge Airport, hangar E-10, on Monday, April 11th. I hope to see everyone there.

Bob Hartmaier  
President  
EAA Chapter 315

# Twenty Years Ago In “Sport Aviation”



The April 2002 issue of Sport Aviation featured the Piel *Beryl* owned and built by Scott Christiansen who had flown it to the annual EAA convention at Oshkosh for 22 consecutive years. He began building the plane while he was attending college and it took him ten years of spare time work. The *Beryl* is a tandem, aerobatic capable version of Claude Piel's popular *Emeraude*. Although construction is all-wood, Scott explained to Budd Davisson that it had originally been designed to be factory built, and some assemblies were complicated and intricate, and therefore time consuming to build. Scott's plane was powered by a 160 hp Lycoming, and he reported that it gave excellent performance, although he did not include any performance data, only that the initial rate-of-climb was 1,200 to 2,000 fpm depending on the weight.

Ed Kolano flew the prototype Lancair Legacy 2000 and supplied a "Flying Qualities Report". The Legacy was a follow-on model based on the Lancair 360, but with a larger fuselage that not only gave more room and comfort in the two-person cockpit, but allowed for a larger 310 hp Continental IO-550 engine to be hung on the front. Ed found the control feel to be similar to the previous Lancair models, that is smooth and responsive, but somewhat on the sensitive side. He felt that the controls were well harmonized, and that after a little practice a typical pilot should not have any problem. Lancair reported that a 75% power setting at 8,000 feet results in 240 KTAS with a fuel flow of about 13 gallons per hour.

Jack Cox visited Ron Judy of Gate, Oklahoma, and learned about his Super Navion. Ron completely disassembled and rebuilt his 1947 North American Navion, making repairs and modifications as he went. In all he totaled 24 Form 337's, 11 Field Approvals, and one DER (Designated Engineering Representative) approval. The major modification came at the front, where he replaced the original 185hp Continental E-185-3 engine with a 300 hp IO-550 and four-bladed Hartzell Q-tip propeller. He was happy with the 180 mph cruise speed that resulted. More than a few of the mods were due to moving as many things as possible to the rear to offset the weight of the heavier engine, such as the battery, strobe power supplies, autopilot computer, and ground service electrical plug. Up front he used a lightweight starter and the lightest magnetos he could find. The result was that the CG was exactly where it had been with the original engine. Anything that could be seen when the plane was completed was either painted, powder coated, plated, or polished. The plane had won many "Best in Show" awards, and a Lindy at EAA AirVenture.

Chris Wills related the experiences of 11 pilots and six aircraft that flew together to AirVenture at Oshkosh. Five of the aircraft, three Glastars, a Cessna 182, and a Cessna 210, left from Big Bear, CA, making the first overnight stop in Sedona, AZ. Chris raved about eating dinner and watching the sunset at the Sedona airport restaurant on the mesa overlooking the city. I can agree, having done the same thing while visiting Sedona a few years ago. The second day another Glastar joined them at their Santa Fe, NM fuel stop and they continued on to Hutchinson, Kansas to spend the second night. The next day they continued on to Oshkosh with a stop at Cedar Rapids, Iowa for lunch, fuel, and to wait out a fast moving band of weather.

Neal Willford continued his series on airplane design with a long and thorough discussion of sizing the horizontal and vertical tails for the CG position, various power settings and speeds.

In "EAA In Action" we learned how Chapter 790 in Schaumburg, Illinois helped two sisters obtain private pilot licenses and encouraged their interest in aviation. Their mother was unhappy that they spent their money on flying lessons instead of saving for college. She forgave them when one of the sisters got a full scholarship thanks to a Women in Aviation International program, and the other received an ROTC scholarship and planned to attend the University of North Dakota.

In "Building Basics" Jerry Stadtmiller explained the difference between an STC, a Field Approval, and a Form 337 alteration. Ron Alexander covered aircraft assembly, rigging, and weighing. Ann McMahon introduced Valerie and Robert Harris, who operated a business outside of Memphis that catered to Rutan VariEzes, and Long-EZs. They did repairs, alterations, as well as annual condition inspections of the foam and fiberglass aircraft in their facility that was known as the EZ Hangar.

In the "Final Cut" Ed Kolano explained how to take all the data that had been collected in his series of aircraft performance articles and transform it into useful planning and in-flight tools. In "Lessons for Landings" Robert Rossier discussed several cases of landings gone bad, and what the root causes were so that hopefully others could learn from it. The EAA Aeromedical Council presented a Q&A style article about the new Sport Pilot certification. In "Flight Ops" Jerry Twombly offered some insights on the pros and cons of flight instructing as a valid career choice, rather than just a stepping stone to some other professional pilot job.

***“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.***

***April 2022***

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

**Next Meeting Monday, April 11th, 7:30PM  
At Old Bridge Airport Hangar E-10  
7:30PM**