

# AS THE PROP TURNS

## Experimental Aircraft Association Chapter 315 - Northern New Jersey



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

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### Minutes of the October Meeting of EAA Chapter 315

The October meeting of EAA Chapter 315 was called to order at 7:40 PM by the Secretary, as the President was absent. There were five members present.

The treasurer reported a balance of \$1652.83 in our accounts.

# *Old Business*

- We briefly discussed the fact that we are unable to do a Young Eagle's event, as we do not have enough pilots available. Meanwhile Bob and Richie volunteered to help EAA Chapter 176 with their Young Eagles event at Robbinsville (editor's note: both events at Robbinsville were rained out).

# *New Business*

- Joe Holt's Champ is available for sale. You can contact Joe at (908)-783-2549 if you are interested.
- Aircraft Spruce opened a new location in Middletown, PA. For more details visit:  
[https://www.aircraftspruce.com/catalog/stpages/northeast\\_grand\\_opening.php](https://www.aircraftspruce.com/catalog/stpages/northeast_grand_opening.php)
- Central Jersey Airport will be closed towards the end of October for runway resurfacing. The planned closing is from October 25th until November 2nd. Always check NOTAMs.

At the end of the meeting we watched three short videos explaining how maneuvering speed changes with weight.

Next meeting will be on November 6th at the office of Old Bridge airport at 7:30PM.

Hope to see you there!

*The Editor*

# MASSEY OPEN HANGAR PARTY & FLY-IN 2023

**DECEMBER 3rd, 2023**



Massey Open Hangar Party & Fly-In on Sunday December 3, 2023 from 10 A.M. to 2 P.M. Come to our Annual Open Hangar Party, Rain or Shine! — Fly in or Drive in. Help us celebrate our progress and new projects. Friends can bring a covered dish or dessert item (optional) and the airport supplies the main course, cider, lemonade & coffee. If the weather cooperates, you will be able to watch the field fill up with over 100 fly-in guests, expect to see interesting airplanes. There's always plenty of food, so renew old friendships & meet others who love aviation. Tour the Air Museum, hangars, DC-3 & An-2 biplane. If you have a motorcycle, vintage car or hot rod, come early, park up front around the DC-3 for everyone to see & admire.

General Public Invited! Children Welcome. Free Admission. FOOD IS SERVED AT NOON. Remember it's on the FIRST SUNDAY of December! Pilots: As always, keep an eye out for "no-radio" aircraft. Winds permitting, Runway 02 is the preferred arrival approach on event days, if not – we have widened the west side "Back Taxi" lane. Check for VIP TFRs – We do have a Cut-Out from the south if there is a TFR.

Event Calendar Link: <https://masseyaero.org/event/massey-open-hangar-party-fly-in/>

Massey Air Museum Home Page Link: <http://masseyaero.org/>



# *Twenty Years Ago In “Sport Aviation”*



The cover of the November, 2003 issue of Sport Aviation featured a GlaStar constructed by Byron McNew of Montrose, Colorado. The usual engine for the GlaStar is the 150 hp Lycoming O-320, but Byron was looking for more power since in the summer the density altitude in Montrose can be as much as 9,000 ft. A more powerful Lycoming was out of the question due to expense, as was attempting to add a turbocharger to the O-320. He then learned of the LOM (Letecké Opravny Malesice) line of engines produced in the Czech Republic that have an internal supercharger. Their four-cylinder, 160 hp M322B model fit the bill perfectly for him as it allowed a more streamlined cowling, came with cooling baffles already installed, was less expensive than a Lycoming, and produced its advertised power to a higher altitude. It was also a dry sump design, and the oil tank that is mounted on the firewall featured cooling fins so no oil cooler was required.



Jack Cox introduced us to Jack Morrison and his supercharged Lycoming powered E-Racer. The E-Racer was a two-place, side-by-side canard design by Shirl Dickey who brought the prototype to Oshkosh in 1987. The original plane was powered by a Buick V-8 engine using a marine reduction drive unit. For purposes of keeping the CG in the correct location the engine was mounted amidships in the fuselage, just behind the cockpit. Jack originally used that configuration with a Chevy V-6 engine, but found that the engine radiated too much heat into the cockpit. So he removed it and installed a supercharged Lycoming IO-540 mounted at the aft end of the fuselage. In order to maintain the reliability of the Lycoming engine Jack used a rather small supercharger that only provided about 7 pounds of boost, but still gave an estimated 340 hp at the prop shaft. He reported that he was still experimenting with propellers, but with a three-bladed 66 X 103 prop he saw an initial rate of climb of 2,500 fpm and a cruise speed of 230 knots.

In "Starting From Scratch" Robert Rossier described the process in which four pilots were learning to fly the 1903 Wright Flyer replica in anticipation of the reenactment of the Wright's first flight on December 17, 2003. Former test pilot Scott Crossfield led the team of four pilots who were practicing by flying a 1902 Wright glider replica towed behind a Ford Explorer at 27 mph. They found that it was extremely sensitive in pitch while at the same time extremely poor in roll control. At the time the article was written they had made about 150 flights and had covered around 60 miles.

In "Speed Secrets of the Sport Class" Mike DiFrisco explained some of the ideas that the pilots of Sport Class aircraft, consisting mostly of the Lancair Legacy and the Glasair III models, used to try to squeeze a little more speed out of their aircraft. Racing legend Darryl Greenameyer, flying a Legacy, flew a qualifying lap of nearly 350 mph, and won the 2003 Reno Sport Class Gold race despite having to do an engine change the night before the race.

In "Why That Tail" Neal Wilfpord discussed the pros and cons of different tail configurations, including V-tails, T-tails, stabilators, and the conventional fixed horizontal stabilizer with an elevator.

In the "Chapter Hangar" we learned how approximately 50 members of Chapter 46, Buffalo, NY, plan a pilgrimage to AirVenture each year. Also how Chapter 1300 in Las Vegas, NV holds presentations on aviation at various libraries in the area in an attempt to educate the general public on general aviation and recreational flying.

In the "Nuts & Bolts" Mike Leasure provided some pointers on basic engine maintenance and Ron Alexander talked about setting up a welding station. And Greg Laslo covered the construction of a custom instrument panel. Kim Gormley shared the story of how Technical Counselor Emilio Veratequi aided Frank Beeler with the construction of his RANS S-7 project.

In "Stick & Rudder" Robert Rossier offered some tips on cold weather flying. Kim Gormley discussed having a Flight Advisor help to insure that the final aircraft inspection and first flight would be a non-event. Ed Kolano reviewed angle of attack and how to take it into consideration during flight. Amy Laboda discussed knowing the limits of your aircraft as well as setting personal limits for yourself. And Luran Paine recalled that one of the best parts of attending AirVenture at Oshkosh was all the new friendships he made while wandering the flight line and attending forums and other functions.

*Bob Hartmaier*

**Q: What do you call two birds eating ice cream in the sun?**

**A: Baskin Robbins**

**I had an appointment next week with my psychic, but she called to tell me that I wouldn't be able to make it.**

***"As the Prop Turns"***

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## **EAA Chapter 315 "As the Prop Turns"**

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

***November 2023***

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

**Next Meeting Monday, November 6th  
At Old Bridge Airport Office  
7:30PM**