

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 November 2021 Meeting of EAA Chapter 315

The November meeting of EAA Chapter 315 started around 7:35PM with 8 members present. We met in the Old Bridge airport office.

The treasurer reported a balance of \$1717.26 in our account. We need to pay corporation registration fees to the state, and pay our membership dues and insurance for next year to EAA national.

Old Business

- We discussed how we can get new members for the chapter. There is a new pilot, Anthony DeStefano, who owns a Cessna C-140 based BLM. He inquired about meeting other tailwheel pilots. We put him in touch with George Cowling.
- George mentioned that QBs (the Quiet Birdman) are celebrating their 100 year anniversary. At their banquet this year, to be held on December 14th, they are planning to have a speaker from NASA.

New Business

- We picked new officers for the chapter, as our current President and Vice-President are unable to serve. The officers are:
 - President: Bob Hartmaier
 - Vice President: George Cowling
 - Treasurer: Tom Goeddel
 - Secretary: Richard Bielak
- Roger Zurro agreed to be the backup signature for the chapter's checking account.
- We had few new members join this past year. The new member should send their info (address, EAA, number, phone) to Tom Goeddel so we can add you to chapter roster.
- We also renewed EAA membership for Paul Ceniglia, the Old Bridge airport manager.

Due to rising Covid cases, we decided to hold the next meeting on Zoom on January 10th, at 7:30PM.

I will sent out a link to the meeting few days before.

Hope to see you then!

The Editor

2021 Highlights



JD flew his plane to Alton Bay ice airport.

Glen gave a presentation on drone flying in New Jersey.



Antique airplane flyin at PTW.

Chapter picnic at Old Bridge airport.



Twenty Years Ago In "Sport Aviation"



A one-of-a-kind two-place Pober Pixie that builder Michael Hoyer called the Pober Pixie II graced the cover of the January 2002 issue of Sport Aviation. Michael was looking for a classic design, and the Pober Pixie appealed to him, but one of his requirements was that he be able to take a passenger along. One day he called EAA headquarters and spoke to Ben Owen. He asked if Paul Poberezny had ever thought about designing a two-place Pixie. Ben informed him that Paul had begun such a task, but had not completed the design work, and a partially completed welded steel fuselage frame was all that existed. The next day Paul called him back to talk about the project. One thing led to another, and Michael purchased the fuselage and a few drawings that Paul had completed for \$250. Michael made some changes to the design that included normal ailerons instead of the original's full span style. Of course, he had to design the dual flight controls from scratch, as well as determine where the wing should be located. He used a Lycoming O-235 engine instead of a VW, and is very happy with the performance, even when two are aboard.

Gary Kramer contributed an article about Ike Hastings, who liked to travel the Mississippi and Ohio rivers on *Lilly Belle*, a 60 foot stern-wheeler that he built himself. In the '80's he decided that he wished to learn to fly, so he obtained his Private license. Then he thought it would save him a lot of time if he could fly from his home in Freeport, Illinois to East Dubuque, Illinois where his boat was docked, so he built a SeaHawk amphibian. He then decided he would like to be able to take the plane with him when he spent an extended time touring the rivers, so he built a 22 by 42 foot barge complete with a crane for lifting the plane on and off the water. The 5-cylinder Deutz diesel engine in *Lilly Belle* has no trouble pushing the barge as he sails the rivers. The Sea Hawk was powered by a 150 hp Lycoming which allowed him to get airborne off the water in about 10 seconds. He did not report any other performance figures.

Jack Cox visited with Steve Caldwell and described the GlasairII-RG that he spent 8,000 hours building. Steve added many custom touches, such as retractable landing lights powered by power seat motors, and 4 feet of extra wingspan. The quality of the white finish reflected the many hours of sanding, filling, painting, and sanding some more so that it looked like porcelain. He added a stripe down the side that literally glittered. When asked how it was done, he answered that he began by painting a black stripe. He then sprayed a coat of clear, and while it was still wet he applied strips of polyester film that contained titanium particles that acted like microscopic prisms. It turned out to be the same stuff that florists use to wrap flower pots. A few more coats of clear completely encapsulated the film to give it a deep glitter that changed color as you walked around the plane. A 220 hp engine gave a cruise speed of 230 mph.



Arthur Treff described the mods that he did to his 1966 C Model Mooney. He began by updating the panel for IFR by adding a GPS/Com with a moving map and a new audio panel. For more speed and better cooling he added a kit that closed up the gaping air inlet on the front. He then wanted the more sloped windshield of the 201, so he turned the plane over to a shop that not only installed the new windshield, they added Hoerner style upswept wing tips with integral position lights, aileron, flap, rudder and elevator gap seals, and a one-piece belly pan. He reported that due to the windshield and improved cowling the plane was noticeably quieter, and the oil temperature was cooler. He did not report on how much faster the plane was, except to say that he was more than pleased with the results of his efforts.

Several pages were devoted to honoring the 2001 inductees into the EAA Sport Aviation Halls of Fame. Short bios were provided on each. John Monnett, who was responsible for the Soneri and Sonex lines of aircraft, joined the Homebuilders Hall. Joining the Vintage Hall was Ted Koston, who belonged to many antique and recreational aviation organizations and worked photographing aircraft and aviation events. Also joining the Vintage Hall was dentist Dr. Roy Wicker who restored many award winning antiques, and also built a replica Nieuport 24 that now resides in the AirVenture museum. Joining the Ultralight Hall was Mike Sacrey, who as an FAA employee actively pushed for and was heavily involved in setting up the rules and regulations for ultralight and hang glider activities. Inducted into the Warbird Hall was retired Flying Tiger Captain Linc Dexter who helped T-28 owners keep their planes flying by offering checkouts and maintenance out of his hangar. Joining him was Ed Maloney, who began collecting warbirds soon after the end of World War II and eventually started the Planes of Fame museum in Chino, CA. The Flight Instructor Hall inducted Amelia Reid who had logged over 55,000 hours as an aerobatic air show performer and aerobatic instructor. One of her students who went on to wow air show crowds was Sean Tucker. Inducted into the IAC Hall was Mike Heuer, who spent one career as a KC-135 pilot with the Wisconsin Air Guard as well as another with Northwest Airlines. In his spare time he helped found the IAC, as well as lead the IAC efforts to assume the responsibility of managing the U.S. Aerobatic Team and creating the U.S. Aerobatic Foundation.

Stephen Sunseri offered some preventative maintenance tips involving lubrication, including what type of oil to use, how often to change it, and keeping the pressure and temperature readings in the green. In "Metal Maladies" Ron Alexander talked about determining when steel and aluminum parts can be reused or need to be replaced, as well as how to protect components from corrosion. In "Blowing Your Own" Paul Moffat described two ways of making a plexiglas canopy at home. In "Stick Force Flying" Ed Kolano explained how stick-force versus airspeed gradient can make a plane easier or more difficult to fly. Robert Rossier talked about maneuvering speed. In "Plane Talk" Luran Paine covered some doubts that folks may have about beginning a project and how to deal with them. In "Family Matters" Amy Laboda described the engine failure she suffered just after departing Key West, FL and the ditching that followed. She had gone through many different emotions such as pain of having lost her coddled Cessna 210, to elation that she, her husband, and all three children were able to egress and were safe and sound. Finally Gerry Twombly discussed the phenomenon of "Zoning Out", when a pilot loses all concentration at a critical moment. He discussed several ideas for avoiding such an experience.

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

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Next Meeting Monday, January 10th, 7:30PM
Using Zoom