

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

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

Editor and Secretary:

Richard Bielak
2 Bartlett Court
Matawan, NJ 07747
(732) 266-4461

richieb@gmail.com

Young Eagles Coordinator:

Bob Hartmaier
(732) 599-2099

rchartmaier@comcast.net

Minutes of the April 2022 Meeting of EAA Chapter 315

The April 2022 meeting of EAA Chapter 315 was called to order at 7:35 by the President, Bob Hartmaier. The meeting took place in the hangar E-10 at Old Bridge airport. There were 7 members present and we had 2 guests - Anil Sarma and his daughter.

The minutes of the previous meeting were approved as published in the newsletter.

The treasurer reported a balance of \$2371.26 in our account, of which \$902.50 is reserved for the event in memory of Lew Levison.

Old Business

We discussed our plans for Celebration of Life even for Lew Levison that we are planning.

- Fundraising was completed and was a great success.
- The bench was ordered and we expect delivery in early May.
- We discussed possible text for the plaque that will be displayed on the bench. (final text was decided in a later email discussion)

There are number of events coming up:

- **June 11th** - Open House at Old Bridge airport. If possible we need some pilots to fly Young Eagles. The pilot must be a an EAA member (new chapter members can get free trial membership) and have completed EAA's youth Protection course. Please visit this site for details:
<https://www.eaa.org/ea/youth/youth-protection-policy-and-program>
- **June 12th** - Lew Levison's Celebration of Life at Old Bridge airport. Starting at 12:00PM. We will dedicate Lew's bench and then have a picnic at hangar E-10.
- **May 14th** - Possible chapter flyout. We have to decide which event to pick:
 - Massey Aerodrome Chilli Fest
 - Lincoln Park EAA Chapter 501 Flyin
- **June 11th** - Antique Airplane Flyin at Massey

New Business

- New Jersey 99s are sponsoring a May flyout event. During the month of May visit 10 different airports and earn a chance to win one of several prizes.

For details see: <https://www.nj99s.org/springflyout>

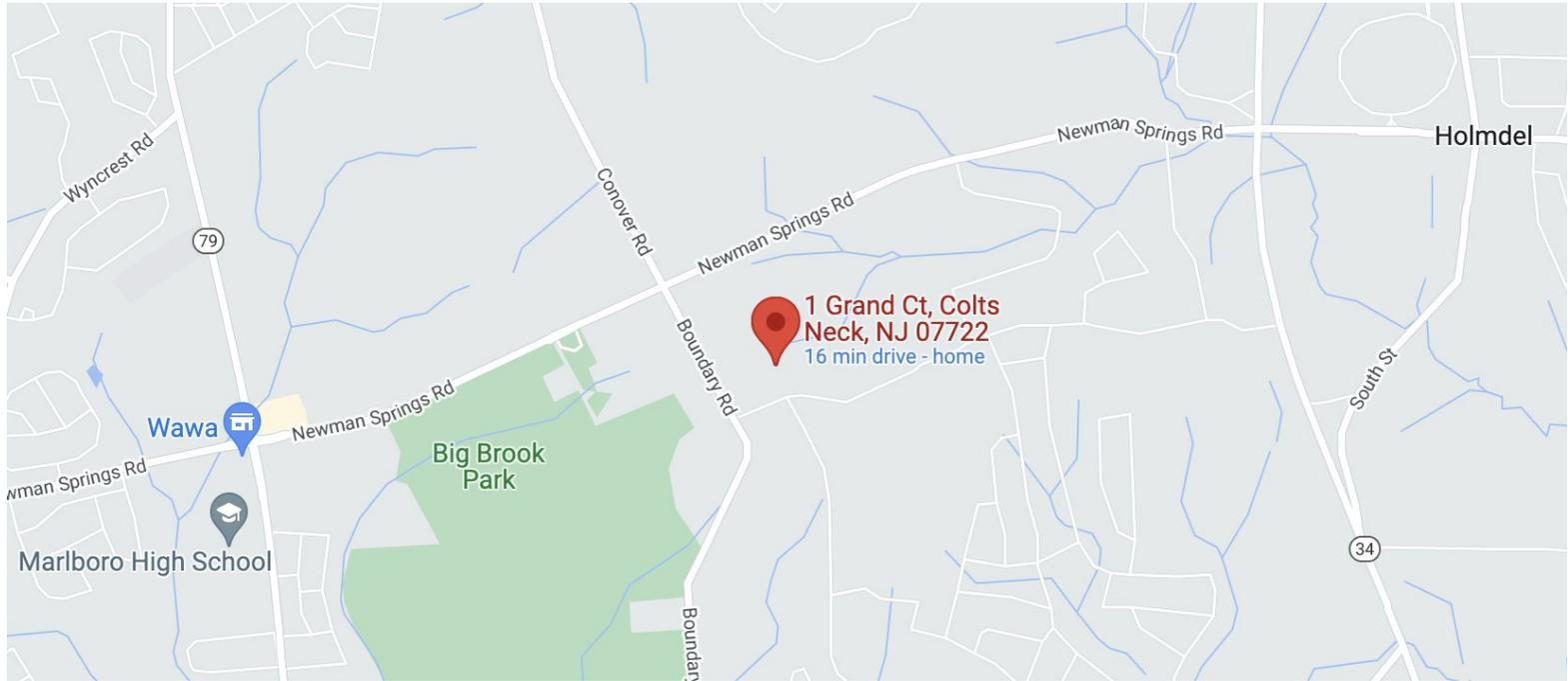
Next meeting will take place on Saturday May 7th, at Chris LoPresti's house at 10:00AM. We will get to see Chris' RV-4 project.

Hope to see you there!

The Editor

May meeting will be at Chris LoPresti's house, Saturday May 7th at 10:00 AM. The address is:

**1 Grand Court
Colts Neck, NJ 07722**



**18th Annual
Chili Fiesta Fly-In**

Massey Aerodrome (MD1) 1.5 miles east of Massey, Maryland
Saturday, May 14, 2022, 11am-2pm

Join us at Massey Air Museum for chili from mild to WOW!
Bring your favorite recipe to help feed the masses at MD1. Check out our progress and new projects.
Nice weather typically brings over a hundred airplanes. Call the airport with questions at (410) 928-5270.
NOTE: We could sure use a few CHILI FIESTA VOLUNTEERS in the hangar and on the field that day!
If you'd like to help, please EMAIL us at volunteers@masseyaero.org
or call Bill "Doc" Dougherty at (610) 745-4569 and let's talk.



ATTENTION PILOTS:
Position reporting on **122.9**
See & avoid is the rule!
Check for TFRs

Twenty Years Ago In “Sport Aviation”



The EAA's Spirit of St. Louis Replica was featured on the cover of the May 2002 issue of Sport Aviation. Inside Ed Kolano supplied one of his "Flying Qualities" reports. The EAA replica made some concessions to contemporary operation. It had brakes and a tail wheel for hard surfaced runways, and removable panels that allowed at least a little forward vision for ferry flights and such. But aerodynamically it was as close to the original as possible. He learned that the Spirit is statically unstable in pitch and roll. Even when retrimming after a change in airspeed, one still had to constantly monitor the pitch attitude. If you establish a certain bank angle in a turn and let go of the controls, the bank angle might increase, it might stay the same, or it might decrease, and end up going past wings level into an opposite bank. He concluded that Charles Lindbergh stayed awake for 33 ½ hours because he had to in order to keep the plane going in the direction of Paris.

Manfred Leuthard contributed an article that described the method he used to build a custom instrument panel for his Magni M-14 gyrocopter. He needed to keep the panel at the same angle as the one included in the kit, but he wished to add some instruments and be able to see the LCD displays. So he glued wooden wedges to a sheet of particle board to make a mold, and then made a fiberglass lay-up over the mold to form his panel.

Jack Cox visited with Paul Dannenberg of Holland, Michigan and learned about his Monocub. Paul had started with a J-3 fuselage and a wing built according to Wag-Aero Clipwing Acro Trainer plans. He changed the shape of the empennage to resemble a Monocoupe and applied the typical Monocoupe scalloped paint scheme. He added a O-290

Lycoming that was modified for more horsepower, a Wittman type main landing gear, a more symmetrical airfoil, and his own one-piece door that opened up against the underside of the wing. He owned a CNC milling machine as part of his business, so he designed and built his own three-bladed, ground adjustable propeller. He was very pleased with the way the plane handled and performed. He reported a top speed of 152 mph and an initial rate of climb of 1,100 fpm.

Budd Davisson told us about Dick Thurman who restored two warbirds that most would have considered only for the scrap heap. The first was a P-51 that had been damaged in a crash landing. In the late 1940's Temco had modified around 10 P-51's for the Air Force as two-place trainers that were designated as the TF-51D. Dick was able to obtain a set of the original Temco drawings, and in the process of the restoration the P-51 was modified to the TF-51 trainer specification. The other was a P-40 K Warhawk that was also pretty much just a badly damaged fuselage when Dick purchased it. Both planes were returned to flying status and the TF-51D won Best Warbird at Air Venture 2000.

Larry Woods brought us up to date on the Questair Venture. The little speedster was capable of over 300 mph with a non-turbocharged engine but had been troubled with landing accidents due to poor ground handling traits. Company owner Bob McLallen died during an attempted dead stick landing after an engine failure, and the company closed its doors, leaving kit owners without any factory support. Dave Anders had purchased the assets, and set up NuVenture Aircraft to not only support builders but also begin supplying kits again. He also made modifications to the landing gear that in his words transformed the ground handling from "interesting to benign".

Brian Wheeler offered a detailed description of the 2001 EAA East Coast Fly-In hosted by Chapter 240 that took place at New Garden, PA. I attended that fly-in many times with Howard Levy and his giant camera bag. Mary Jones provided still more information on the NPRM for the new Light-Sport certification. Scott Spangler dug up memories with an article about the first EAA Fly-In Convention held at Wittman Regional Airport at Oshkosh, WI. As we all are aware, the site choice was successful and today the annual event is pretty much just known as "Oshkosh".

In "Building Basics" Grady Sharpe explained how to install the cable eye on flight control cables. Ron Alexander discussed making the first test flight after an aircraft restoration. Greg Laslo listed 7 steps to take when designing and installing the interior of a project. Resident test pilot Ed Kolano explained how to determine the best angle of climb speed. Robert Rossier gave some tips on avoiding midair mishaps. In "Legal Pilot" Michael Pangia covered co-ownership of an aircraft. Luran Paine related that one of the joys that he experienced through writing his column was getting letters from readers who were touched by his words. In "Family Matters" Amy Laboda talked about how she came up with ideas for her articles. In "Flight Ops" Gerry Twombly offered some thoughts on how to maintain flying skills.

Bob Hartmaier

“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.***

January 2020

Editor: Richie Bielak (732) 266-4461

**Next Meeting Saturday, May 7th, 10:00 AM
At Chris LoPresti’s house
1 Grand Court,
Colts Neck, NJ 07722**