

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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EAA Chapter 315 Minutes of the September 2023 Meeting

The September meeting of EAA Chapter 315 was called to order at 7:45PM by the President Bob Hartmaier. There were 6 members present and we met in hangar E-10 at Old Bridge airport.

The Treasurer was unable to attend, but reported a balance of \$1796.19 in the chapters account via email.

Old Business

- We do not have enough pilots qualified to fly Young Eagles to hold a rally.
- On October 14th, EAA Chapter 176 is planning a rally at Robbinsville airport. Bob and Richie volunteered to help and will bring the Cruiser to Robbinsville for the event. If you'd like to help you can contact George Long at (609) 220-4353.

New Business

- Roger Elowitz described the set up of the EAA chapter he belongs to in Florida. That chapter has a lot members and owns some hangars and rents them.
- We watched a video discussing several accidents where a GA aircraft was not separated enough from a flying helicopter. You can see the video here:
<https://www.youtube.com/watch?v=Xzn1RDjSlfQ>

The meeting adjourned at 8:35PM.

Next meeting will take place on October 9th, at 7:30PM in hangar E-10 at Old Bridge Airport. We plan to show short videos on the relationship between maneuvering speed and weight.

Hope to see you then.

The Editor

Here are some of the flying events happening in October.



FREE PLANE RIDES
(AGES 8-17)
Weight restrictions apply to flights

GET

THERE

**AIRPLANES,
CARS AND
PANGAKES
OH MY!!!**

**SUNDAY
OCT 15, 2023
9AM TO 1PM
\$8 ALL YOU CAN EAT
RAIN OR SHINE**

**PEGASUS AIRPARK
222 HICKORY LANE,
STROUDSBURG, PA.**



www.eaa839.com
www.facebook.com/ea839



...and members from:
NJ Region AACA
Garden State Region Mustang Club
Monroe County Cruisers



Great Pumpkin FLY-IN



Family Fun Day out at the Golden Age Air Museum
Grimes Airfield, 371 Airport Rd. Bethel, PA 19507

Activities

- Aerial Pumpkin Bombing Contest
- Vintage & Unusual Aircraft
- Cruise In Automobiles
- Live Music
- Kids Candy Drop 1pm.
- Raffles
- Lunch and refreshments
- And much, much, more...

**OCTOBER
21 & 22**

9 a.m. to 4 p.m.

Admission

Adults \$12

Children age 6 -12 \$7

Museum members free

BIPLANE RIDES

For more information 717-933-9566



www.GoldenAgeAir.org

Twenty Years Ago In “Sport Aviation”



The cover of the October 2003 issue of Sport Aviation featured two very significant, one-of-a-kind aircraft, the Airbus *Beluga* Super Transporter, and Jim Wright's Hughes H-1 racer replica. *Beluga* was normally used to transport oversize fuselage sections to the Airbus final assembly factory. For the 2003 Airventure, it was used to transport replicas of early French aviation aircraft, such as a replica 1908 Santos Dumont No. 20 *Demoiselle* and an airworthy reproduction of the 1913 Morane *Type H* in which Roland Garros made the first flight across the Mediterranean Sea. The H-1 was designed by Howard Hughes and engineer Glenn Odekirk to set aviation speed records. In September of 1935 Hughes made four timed passes at an average speed of 352.39 mph to break the previous record by over 35 mph. In January of 1937 Hughes, flying the H-1 with a new set of longer wings, smashed his own transcontinental speed record of 9 hours, 27 minutes, by flying from Los Angeles to New York in 7 hours 28 minutes. This was the last time the record was held by something other than a military aircraft. In 1975 the H-1 was donated to the Smithsonian collection and can be seen at the National Air and Space Museum today. Jim Wright's replica was so true to the original that the FAA assigned it serial number 2. Unfortunately, on his way back to Oregon after displaying the replica at AirVenture 2003, Jim suffered a power failure and crashed in Yellowstone National Park. Jim died in the crash, and the replica was totally destroyed. The official report on the crash cited a loss of power due to a failure of a counter weight on the constant speed propeller.

Budd Davisson contributed a story about the Ryan PT-22 restored and owned by Ron Johnson. Ron had owned the plane since 1976 when he purchased it in flyable but poor condition. After stripping off the old fabric it was found to be in pretty good shape and only needed minor repairs. After completing the restoration Ron never missed bringing it to Oshkosh each year. He said that although the 5-cylinder Kinner engine has a sketchy reputation for reliability, he has had no problems. He took it apart at 500 hour intervals so he could check everything out and reported that there were never any issues.

In "Unveilings" Jack Cox a summary of new engines and aircraft that were displayed at Oshkosh '03. One interesting engine was the Nagel 444 Twelve, a 12 cylinder, horizontally opposed, water cooled, turbocharged, engine with a 2 to 1 gear reduction unit integrated into the case. It was intended to replace the typical six-cylinder aircraft engine with one that was lighter and more efficient. It was said to produce 450 hp at 4,400 rpm with the prop turning at 2,200 rpm.

Also, Dick Jackson of New Hampshire brought the one and only flying Sikorsky S-39 that had just been completed after a 40 year restoration process. I remember seeing this aircraft in Dick's shop when I was based at Pease AFB, NH in the '70's. The fuselage had been found in Alaska with trees growing up through it, and everything else missing. They were just about to begin the reskinning process and were wondering how to put the double curvature in the skins between the stringers and bulkheads. I suggested that they try getting help at the base, as I knew that the sheet metal shop had the forming tool that could perform such work. Not sure if the base helped them, or they were able to determine how to do it themselves, or had it done somewhere else. Other S-39 parts were scrounged around the country so the aircraft would be as original as possible. It was finished in the giraffe paint scheme of *The Spirit of Africa*, an S-39 that was used to explore Africa in the 1920's and 1930's by a husband and wife team that made adventure films.



In "Buenos Dias, GutenTag, and G'Day" Greg Laslo described the international flavor of AirVenture by sharing the activities of visitors and volunteers during the week. Greg also spent several pages describing how the large formation fly bys are organized and practiced for the afternoon shows. In still another article about AirVenture Greg explained how a group of FAA specialists set up a temporary FSS to keep pilots informed on weather conditions at Oshkosh and throughout the rest of the country, as well as arranging IFR departures with Chicago Center.

Kirk Gormley reported on the Northwest EAA Fly-In held at Arlington, WA. He noted several new and unusual aircraft in attendance. Oshkosh 2003 also presented EAA Chapter 1 at Flabob Airport with special recognition for its role in encouraging the formation of EAA Chapters around the world and setting an example of what can be possible. Founder and first president of Chapter 1 Ray Stits was recognized for his leadership and vision in establishing the chapter.

In "Building Basics" Ken Scott described how he constructed "booties" to seal the holes where his aileron push-pull tubes entered the cabin to prevent cold air in the cockpit while flying in the winter. Ron Alexander talked about welding basics and various types of joints. Ronald Sterkenberg explained how to fabricate tubing.

In "Better Pilot" Robert Rossier discussed engine failures and gave some examples that pilots handled somewhat poorly to some that resulted in serious accidents.

Bob Hartmaier

“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.***

October 2023

Editor: Richie Bielak (732) 266-4461

**Next Meeting Monday, October 9th, 7:30PM
At Old Bridge Airport Hangar E-10
7:30PM**