

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 Meeting of EAA Chapter 315

The November meeting of EAA Chapter 315 was called to order by the president at 7:45 PM. We were meeting in the office at Old Bridge airport, and five members were present.

The treasurer reported a balance of \$1652.83 in our accounts. The balance has been unchanged since last month.

Old Business

- The weather did not cooperate in the past two months. Nearly every weekend was rainy. This resulted in cancellation of many planned flyin events, including two Young Eagle rallies at Robbinsville airport.
- Weather cooperated on November 11th, for the flyin breakfast at Allen's airfield.

New Business

- The runway at Central Jersey (47N) has been resurfaced and repainted with new markings. Airport is again open.
- We talked about the upcoming Massey flyin which is planned for December 3rd.

When the business meeting ended, we watched two short videos. One about the AOPA [Cessna-170 sweepstakes](#) airplane and the other on how and why to fly small patterns.

Next meeting will take place on December 4th at 7:30PM, at Old Bridge Airport office.

The Editor



Flyin Breakfast at Allen's on November 11th

Photos provided by a friend and PA-12 owner and pilot, Joe Piccione.



Twenty Years Ago In “Sport Aviation”



The December 2003 issue devoted a lot of space to the development of aircraft engines, and of course focusing on the engine that powered the Wright Flyer. In “Powering Flight’s First Century” Graham White discussed the major advancements in aircraft powerplants beginning with the Manley/Langley radial engine and moving along up to modern high-bypass turbojet engines. A sidebar included a short bio of Charlie Taylor, the machinist who constructed the engines that powered the early Wright Brothers flying machines. In “Wright Respect” Scott Spangler described the design of the original Wright Flyer engine and how brothers Jim and Steve Hay researched and built a replica that was as true to the original as possible.

Jack Cox provided an article on the Harmon Rocket II built and owned by David Howe of Visalia, CA. In case you don’t remember, the Rocket II is a Van’s RV-4 modified to accept six-cylinder Lycoming power. Dave followed Van’s and Harmon’s plans, but added his own personal touches to complete what John Harmon described “as the nearest thing to a perfect airplane as you’ll ever see”. David made an external jig for both the fuselage and wings so that rivet holes could be lined up perfectly. When it came time for assembly, he first used structural adhesive to bond the skins to the ribs or bulkheads, and then riveted them after the adhesive had cured. This resulted in skins that had no wrinkles or low spots around the rivets. Jack reported that you had to look closely to tell if it was metal or composite construction. David did not report any performance figures, except that his initial rate-of-climb was 3,500 fpm, and that at cruise he set a conservative combo of manifold pressure and rpm and achieved “all the speed I want”.

Budd Davisson told us about the Sikorsky S-38 that was constructed by Buzz Kaplan's restoration company under the direction of Gary Underland. This was actually the second S-38 that they had built, the first having been ordered by Sam Johnson, whose father had flown an S-38 all over the jungles of Brazil looking for groves of carnauba palms for his company's wax. Buzz thought it would be a great idea if they built two, so that he would have one for himself. As they collected information they put the word out that they were looking for any parts that might still be around. Dick Jackson, who had restored an S-39, happened to have both the left and right outer wing panels for an S-38 that were in such good condition, Gary only replaced the leading and trailing edges, and then only because he wished to make sure the wings were perfect cosmetically, not because they were not airworthy. A center section that needed more attention was also located in an attic, and Gary's team was able to restore it to airworthy condition. Two original tail booms were discovered in a warehouse in California, being used as floor joists for an attic. They were recovered after Gary and his son replaced them with earthquake proof joists for the warehouse owner. The original parts were used as patterns for the Sam Johnson plane, and then put on the second plane, so it could be said that the completed aircraft is a restoration, rather than a replica. It was finished in a zebra striped pattern to replicate the S-38 that Martin and Osa Johnson, (no relation to the Johnson's Wax family) used while making nature films of Africa in the 1930's.



Neal Willford contributed a lengthy and detailed article on flutter, including what causes it and how to prevent it from happening. In "EAA In Action" we learned how members of Chapter 1218 of Gainesville, MO, were building a replica of the original Wright Flyer. They intended to attempt to fly it using a modern engine, then substitute a non-working copy of the Wright's original engine and put it on permanent display at Springfield/Branson airport.

In "Building Basics" Jack Dueck discussed stress risers and how to prevent them. Ron Alexander explained using welding jigs and cutting tubing. In "The Art of Repetition" Kirk Gormley advised how important it is to seek the guidance of an EAA Flight Advisor when preparing for the first flight in a newly completed plane or any ne-to-you aircraft, with major emphasis on emergency procedures. In "Family Matters" Amy Laboda related the story of a friend who first soloed when he was 16 years old, but did not get around to finishing his training and obtaining his PPL until he was 32. The impetus for him to finish was due to being divorced, and wanting to be able to fly his son on visits to his mother, who was more than two hours away by car.

Bob Hartmaier

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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, December 3rd, 7:30PM
At Old Bridge Airport Office
7:30PM**