

# 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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## July Meeting of EAA Chapter 315

The July meeting of EAA Chapter 315 took place on July 10th at Old Bridge airport. Rather than have a regular meeting we had a small cookout with about 10 people attending. We skipped the regular business meeting, and proceeded directly to hangar flying.

Our Treasurer did manage to report a balance of \$1746.19 in our account, after we paid for the purchase of an iPad for the chapter.

We also decided to skip the August meeting as number of people will be away on vacation. We will meet again in September.

Picnic at Old Bridge airport. July 10th, 2023



# **SIMSBURY FLY-IN, CAR SHOW AND**

## **FOOD TRUCK FESTIVAL**

**Sunday, Sept. 24, 2023 - 8 AM to 5 PM –  
Fly-In, Car Show and Food Trucks  
(Rain date Oct. 1)**

**<http://www.simsburyflyin.com/HOME>**



# J.D. at Oshkosh '23

J.D. attended the 2023 Oshkosh Fly-In and send in these photos. Thanks J.D.!



# *Twenty Years Ago In "Sport Aviation"*



The August 2003 issue of Sport Aviation featured the Pereira GP-4 owned and constructed by Bernie Griffin of Scranton, PA. Bernie had spent many years racing stock cars on dirt tracks in the Northeast, building his own cars and engines, and in 1980 he decided to get a Private Pilot License. He purchased a Cessna Skyhawk, but decided that he wished he had something faster. He saw the prototype GP-4 at Oshkosh in 1988 and immediately fell in love with the sleek lines. He purchased the plans as soon as they were available in 1989 and went to work. Having built lots of race cars, he was familiar with welding and sheet metal work, but had never so much as glued two pieces of wood together, so at first he was unconvinced that he could build an all wood design. A carpenter friend showed him how to assemble a typical wood glue joint and then put it into a hydraulic press to determine that the wood would fail before the glue joint. After that he never looked back. Starting with a stock 200 hp Lycoming engine he ported and polished the intake, increased the compression ratio from 8.5 to 10.5 to 1, and added a custom stainless steel tuned exhaust. The rest of the aircraft was finished to a very high degree of workmanship, and won the Best Plans Built Homebuilt award at Sun 'n Fun in 2003. With his slightly "massaged" engine, Bernie reported a cruise speed of 200 KIAS at 75% power, and a stall speed of 62 mph.

In "How To Build An RV For Half The Price " Don Enns and Fran Janzen of Reedley, CA, explained how they formed a partnership to build an RV-6A . Both were long time EAA members who had recently retired and were looking for something to keep busy. When the idea of building an aircraft was discussed, both were encouraged by their wives and so ordered an RV-6 tail group kit. When the project was completed the first few flights were made by a friend who was an experienced RV pilot. Then they both traveled up to Oregon to get a check out with an instructor from Van's Aircraft before they flew the plane themselves.



In “Home Built Balloons”, Glen Moyer informed us about the sport of gas powered homebuilt hot air ballooning. Yes, that includes sewing your own envelope, which is not difficult, but does require a lot of space and a heavy duty industrial style sewing machine. One builder who lived in an apartment in New York City found that his apartment was too small for cutting the cloth panels, so he used a vacant tennis court in Central Park! There were quite a variety of innovative designs for the single pilot gondola, one of which was to eliminate the gondola and use the duffle bag size propane tank as the seat.

David Sakrison visited the machine shop of brothers Steve and Jim Hay and learned about the construction of the operational Wright engine that was to be used to power Ken Hyde’s replica 1903 Wright Flyer for its flight on December 17th, 2003. The original 1903 engine had apparently been dismantled and some of the parts used in the 1904 engine. The rest of it was lost to history. Nor were there any drawings for it. So the Hays had to use photos, information in the Wright’s letters and notebooks, and drawings that were done later to puzzle out how the original engine was built. you have seen the 1903 being run during AirVenture, that one was also built by the Hay brothers.

In “Cool It” Neal Willford discussed engine cooling and drag reduction. He discussed how to determine the dimensions for the cooling inlets and how and where it escapes from the cowling.

Mark Bennett reported on the EAA South West Regional Fly-In that was held in New Braunfels, TX. Moved from its previous home at Abilene, and everyone was very happy with the change. There was more space, better facilities, and 700 aircraft showed up, and it was supported by the local community.

In “Building Basics” Dean Hall talked about the static system. Ron Alexander covered painting problems and how to repair damaged paint. Technical Advisor Kirk Gormley told us how David Swenson worked a little at a time whenever he had spare time, but still took 35 years to complete an EAA Biplane project. In “Weather Problems” Robert Rossier discussed several crashes that were caused by deteriorating weather, high density altitude, or contaminated runways.

In “Flight Advisor” Terry Lutz explained how a builder should develop and implement a flight test program for a newly completed aircraft. In “Plane Talk” Lauren Paine related some non-standard and humorous radio heard on the radio. Amy Laboda discussed how to prepare to fly into a large air show, and how to act in the air and on the ground.

Bob Hartmaier

*I've learned that pleasing everyone is impossible, but pissing everyone off is a piece of cake.*

*If you find yourself feeling useless, remember it took 20 years, trillions of dollars, and four presidents to replace the Taliban with ..... the Taliban.*

***“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.***

***August 2023***

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

**Next Meeting Monday, September 11th,  
7:30PM**

**At Old Bridge Airport - Hangar E-10**