

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 April 2024 Meeting of EAA Chapter 315

The April meeting of EAA Chapter 315 was called to order by the President Bob Hartmaier at 7:45 PM. There were 6 members present. The minutes of the previous meeting were approved, as published in the newsletter.

The Treasurer was not present, but reported a balance of \$1340.33 in our account via email.

Old Business

- We briefly discussed our plans for Young Eagle Rally. We are still planning to hold the rally on June 8th, the national Young Eagle's day. We should have 4 pilots available to fly the kids. We plan to hold the rally at Old Bridge Airport.

New Business

- We discussed the upcoming aviation events. Some of these include:
 - Flyin breakfast at Allen's Airstrip (3NJ9) - every second Saturday of the month.
 - Antique Airplane Flyin at Heritage field 5/10 through 5/12. See <http://www.heritagefield.org/events/>
 - Chili Fiesta at Massey Aerodrome on 5/11. See: <https://masseyaero.org/event/19th-chili-fiesta-fly-in-2023/>
 - Wings and Wheels at Van Sant on 5/26. See: <https://www.vansantairport.com/events.html>

At the end of business meeting we watched half of video about Bob Hoover, called "Perfecting Flight". We are planning to watch the second half at the May meeting.

May meeting will take place on Monday, May 6th at Old Bridge Airport office. I hope to see you there!

The Editor



JD send us photos from Sun'n'Fun



Twenty Years Ago In "Sport Aviation"

The cover of the May 2004 issue of Sport Aviation featured a Long-EZ built and owned by Steve Beert of Davenport, Iowa. Steve began the project in 1982, and by 1985 he had the basic fuselage and wings completed. Then he was laid off from his job and put the project aside until he had the discretionary income to complete it. His two children were also entering their teenage years, and he took an active part in all of their school activities during that time. In 1992 he made the decision to take up the tools again and the plane first flew in 2002. He built it as closely as possible to the original vision of Burt Rutan, including using the original nose shape, the standard GU airfoil section for the canard, and powering it with a Lycoming O-235 engine. His panel was basic VFR, and a car upholsterer helped him to install custom fit leather covered seats. Steve reported that the 112 hp Lycoming at a power setting of 2640 rpm gives him a cruise speed of 160 mph at a fuel burn of about 6 gph. With 50 gallons of fuel on board, he routinely flies 5 to 6 hour legs. As of 2004 he had won awards at both Sun 'N Fun and Air Venture.



In "Biplane Reborn" Budd Davisson told us about the Stolp V-Star owned by Ken Jordan, that had originally been constructed by his friend Art Morgan. The V-Star had been designed by Lou Stolp as a smaller alternative to the Stolp Starduster biplane line of aircraft. It could be powered by engines from 65 hp up to 125 hp, and was meant to be easy to build and easy to fly. Art completed the plane and had flown it about 230 hours until a flood covered the plane with water up to the top wing. Art disassembled the plane and stripped the fabric. Before he could make very much further progress in a restoration, he passed away. Enter Ken, who had restored an Aeronca Champ with Art's help. Ken acquired the plane from Art's estate, and continued the rebuild. He overhauled the engine, cleaned up the steel tube fuselage and rust proofed the inside of the tubes. The plane did not originally have an electrical system, but Art was planning to install one during the rebuild, so Ken added one. He also built a new panel to accommodate the added switches and gauges required for the electrical system. Otherwise he kept things the way that Art had originally finished it, including using the intact top wing to match the original paint colors.



Joe Pevey contributed an article describing how he sold his BD-5 project when he realized he would rather be actually flying than building. He then traded a Harley Davidson and the cash for a Pitts S-1C. He related that the Pitts was initially quite a handful to operate, but after getting some tailwheel time in a Great Lakes Sport Trainer with aerobatic instructor Roland Weeks, he began to be able to listen to what the aircraft was saying to him, and became comfortable with it.

In "Wing Design" Neal Willford continued his series by discussing how a designer makes compromises between chord, span, and selecting the airfoil section to come up with a wing that meets the design goals of the aircraft. He also cited several downloadable computer programs that could aid in determining the final design.

In "5 Days &" David Swanson described how he and three others went to the Lancair factory in Oregon and constructed a complete Lancair Legacy airframe in 5 days by taking advantage of Lancair's builder assistance program. At first David balked at the \$4,000 price tag, even though Brandon Cangiano, the owner of the kit, was paying it, but at the end of the week he agreed that it was well worth the cost since Lancair provided any tools or equipment needed as well as periodic inspections of the work that was done. It also didn't hurt that all four of them were graduates of Embry Riddle with degrees in aerospace engineering. Brandon worked for Scaled Composites, and so already had experience in composite construction. David reported that the builder log showed 159 man hours of labor, including the loading of the airframe and wings onto a 26' Ryder truck for the trip to Brandon's home in southern California.

Scott Spangler introduced the new chairman of the Young Eagles Program, Harrison Ford. Harrison related that he always wanted to learn to fly, but as a young struggling actor could not afford it. Then family and his career got in the way of his spare time, so it was not until he was in his early fifties that he got serious about learning to fly, earning his Private certificate in 1996, when he also joined the EAA. He felt that it was important that young people be exposed to flying as it showed them how one has to take responsibility for doing everything the right way so that each flight is safe and efficient.

Ric Reynolds reported on the official ceremony in which the new replica Wright Flyer, was now proudly displayed in the Henry Ford museum, and the airworthiness certificate was officially presented by Edsel Ford II to the museum.

In "Chapter Hangar" we learned that Chapter 17 in Knoxville, TN had flown 240 young people during one Young Eagles Rally.

In "Building Basics" we learned about the swaging and troubleshooting when making up flight control cables. In "Aircraft Building" Ron Alexander covered the art of welding tubing clusters. Dick Koelher covered how to calculate the weight and balance.

In "Better Pilot" Robert Rossier made a case for always flying a stabilized approach to the runway in order to make a safe landing. In his EAA Technical Counselor column, Kim Gormley told us about Ron Sieck of Grinnel, Iowa who had been thinking about building a Hatz Biplane. He learned that a close neighbor, Ray Hill, had already completed a Hatz. Ray became Ron's Technical Counselor and aided Ron in completing his project.

In "Better Pilot" Robert Rosier discussed how to make better landings by always striving to fly a stabilized approach. Lauran Paine related how his Oregon airport came alive when they experienced a warm, Spring-like day in February and everyone came out to go flying. Amy Laboda covered the limitations of the magnetic compass and what you should be aware of when attempting to use it to navigate.

Bob Hartmaier

“As the Prop Turns”

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

May 2024

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**Next Meeting Monday, 5/6/2024
At Old Bridge Airport Office
7:30PM**