

AS THE PROP TURNS



Experimental Aircraft Association Chapter 315 - Northern New Jersey

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Minutes of the March 2023 Meeting of EAA Chapter 315

The March 2023 meeting of EAA Chapter 315 was called to order at 7:35PM. We were meeting in the office at Old Bridge airport. There were six members present. We had one new member, John Samaha, join us.

The minutes of the previous meeting were approved as published in the newsletter. The treasurer reported that we had \$1694.19. As we do every year, the Chapter paid for Paul Cerniglia's EAA membership.

Old Business

- We discussed the potential Young Eagles event in June. At this point we don't know how many pilots we will have, as some the pilots who flew with us last year did not renew their EAA memberships.
- Our chapter got a \$315 credit from EAA that we can spend supplies needed to support Young eagle events. We are planning to purchase an iPad so that we can perform electronic registrations.

New Business

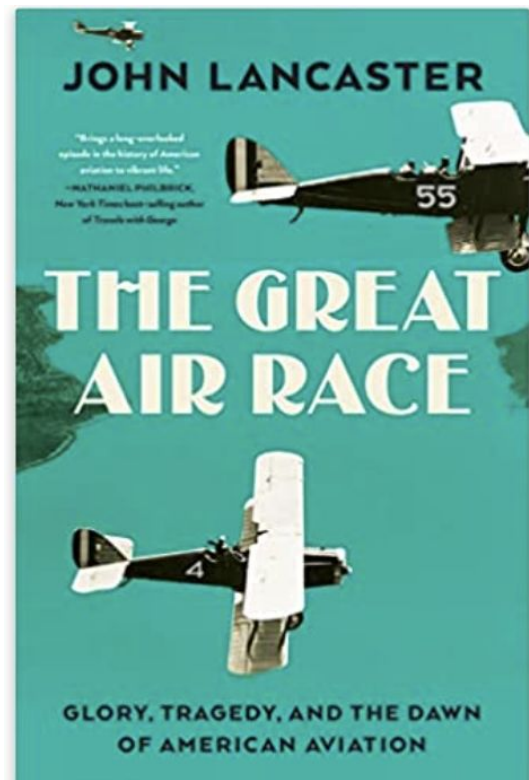
Richie Bielak mentioned that he read a book, titled "The Great Air Race". The book chronicled across continent airplane race that took place in 1919. One of the organizers and advocates was Billy Mitchell, who at the time was a great advocate for military aviation.

The race was to fly from east to the west coast and back. The book, written by John Lancaster, and published in 2022 is a great story of early aviation.

The meeting adjourned around 8:30PM. The next meeting will take place on April 3rd, at 7:30PM at Old Bridge Airport office.

Hope to see you then!

The Editor



EAA Announces Inaugural Learn to Fly Week – May 15 to 20

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

“Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process,” said David Leiting, EAA Eagles Program Manager. “Our goal is to show attendees how accessible achieving their dream actually is.” Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.

Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at EAA.org/LTFWeek.



Twenty Years Ago In “Sport Aviation”



The cover of the April, 2003 issue of Sport Aviation featured an RV-4 powered by a turbine engine. The plane was constructed by Chuck Nearhoof, of Osceola, PA, as a testbed for the small turboprop engine that he wished to put into production. It was based on a small turbine called a Solar T-62 that had originally been designed to power a one-man helicopter for the Army. The project had been canceled, but the engine remained in production for use as an auxiliary power unit in large helicopters and aircraft. The T-62 was rated at 150 hp, but Chuck planned to produce an engine that used the internal parts from the T-62 and a new lighter case machined out of a single billet of aluminum. He also designed a modern solid-state fuel control unit to replace the original mechanical control. That and other modifications resulted in an increase to over 200 hp. A two-stage planetary reduction gear box was used to bring the engine speed down to be able to drive the MTV-18 electrically adjustable propeller. The first 10 to 1 stage reduced the shaft rpm from over 60,000 rpm to 6,000 rpm. The second stage reduced the rpm further to just over 3,000. He planned a redesign for the production version to give a final rpm in the 2,750 range. Chuck had formed a company called Affordable Turbine Power to produce the engine, but cursory check of the internet does not result in any information on it.

Jack Cox contributed an article on the Wittman Buttercup built and owned by Earl Luce of Brockport, NY. Earl had built several Whitman Tailwinds, one for himself and welded up other fuselages for friends. He enjoyed flying the Tailwind on cross country flights, but missed the local flying into smaller airports with runways that were too short for the Tailwind to operate safely into and out of. In 1937 Steve Wittman had designed a two-place, side-by-side high-wing plane that was meant to compete with the 65 hp designs on the market. He called it Buttercup, and shopped the design to the various manufacturers. Fairchild had actually committed to put the plane into production, and then World War II intervened, and all civilian aircraft production ceased. After the war Steve designed the Tailwind and spent his time marketing plans and making improvements to it. No plans for Buttercup were ever drawn up for the homebuilder. While at AirVenture in 1997 Earl took many photos and measurements

of the original Buttercup that is on display in the Wittman hangar at Pioneer Field. Using his knowledge of how the Tailwind was constructed he drew up plans for his own Buttercup. The only design change that he made was to use a stock RV-6 spring steel main landing gear, instead of copying the one on the original Buttercup. Since it is longer it gives Earl's Buttercup a more nose high stance. He noted that Steve had made the original Buttercup sit lower so that his mother could easily get in and out of the plane. Earl reported that his Buttercup indicated 135 mph at 2700 rpm, and landed at 40 mph. He planned to try a different metal propeller to see if he could achieve a higher top speed but still have good short-field capability.

In "So You Want To Modify Your Airplane..." Neal Wallford discussed some considerations to keep in mind when deciding to modify an existing design. In "Virtual Building", Chuck Bodeen talked about computer desktop flight simulators that could be programmed to simulate a real plane so that the handling characteristics could be investigated. He covered Microsoft FS2002 Pro, X-Plane, and Flight Gear systems. Next month he promised to explain his ideas more thoroughly by constructing a Zenith Zodiac in FS and X-Plane.

Paul Rosales recounted how he and his wife Victoria had spent every weekend over a 5 year span to build their RV--6A. Now, 23 months after the first flight, they had logged over 1000 hours by planning some sort of trip every weekend. They both worked, and evenings after work were set aside for household chores, so that weekends would be free for them to fly the RV. Paul said that by driving older cars that were cheaper to purchase and insure, they spent the equivalent of what most folks set aside for a monthly car payment in order to be able to fly each week.

In "Building Basics" Greg Laslo covered choosing a propeller for your plane. Ron Alexander gave some thoughts on painting a plane. Austin Cole explained how to make a mold for a canopy.

Technical Counselor Kirk Gormley told us about the full-size replica RAF S.E.-5a built by Jack Kearbey from original Royal Aircraft Factory plans. It was even powered by an original 180 hp Hispano-Suiza engine. In "Dodging Buyer's Remorse" Kirk also discussed how to define what you intend to do with an airplane before deciding what to buy or build.

In "Better Pilot" Robert Rossier talked about inexperienced instructors who had made errors in judgment that can lead to unwanted, sometimes tragic, results. In "Climb Test Procedures" Ed Kolano described how to conduct climb tests to create climb rate and fuel consumption charts.

Lauran Paine related his experiences with Chapter 292 in Independence, Oregon, where there were 14 replica Nieuport 11's under construction by chapter members. Amy Laboda visited Embry Riddle Aeronautical University and shared her experiences in speaking to the faculty and students on the future of the aviation industry.

Bob Hartmaier

The biggest "joke" on humankind is that computers have begun asking humans to prove that they aren't a robot.

“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.***

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**Next Meeting Monday, April 3rd
At Old Bridge Airport Office
7:30PM**