

AS THE PROP TURNS



Experimental Aircraft Association Chapter 315 - Northern New Jersey

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Minutes of the February 2023 Meeting of EAA Chapter 315

February 2023 meeting of EAA Chapter 315 was called to order by the President Bob Hartmaier at 7:40 PM. We were meeting on Zoom, as several of the members - include the President - were away from New Jersey. We had 7 members present.

The treasurer reported \$1614.19 in our account after all membership fees and insurance was paid. The minutes of the last meeting were approved, as published in the newsletter.

Bob Hartmaier remarked that we need 10 full paid active members in order to have a viable chapter (see the note elsewhere in this newsletter).

Old Business

- We discussed our Young Eagles rally. We are still not sure when we can do one. Typically the national Young Eagles day is on the second Saturday in June. There is plenty of interest,
- EAA has an online course on management of Young Eagle events. Bob suggested that several members should take the course, to be aware of how to run such events. Please check it out here:
<https://www.eaa.org/eaayoung-eagles/risk-management-training>
- Before we conduct the next rally we need to do bit more planning. Especially we need to make sure that the paperwork is completed correctly - if possible, we should use a iPads for this.

New Business

- [Massey Aerodrome](#) published 2023 flyin dates. Their first event will be the Chili Fiesta Fly-in. It will take place on Saturday, May 13th.
- [Golden Age Museum](#) is planning its main flyin event for June 16 through June 18th.
- McGuire is planning an air show "Power in the Pines" for May 20 - 21, 2023. This show was postponed from last year.
- In addition to Young Eagle flights, we have been getting some interest in [Eagle Flights](#) - a separate EAA program.

The meeting closed at 8:10.

Next meeting will take place on Monday March 13th, at 7:30 PM at Old Bridge airport.

Hope to see you there!

The Editor



Zoom meeting.

A MESSAGE FROM YOUR PRESIDENT

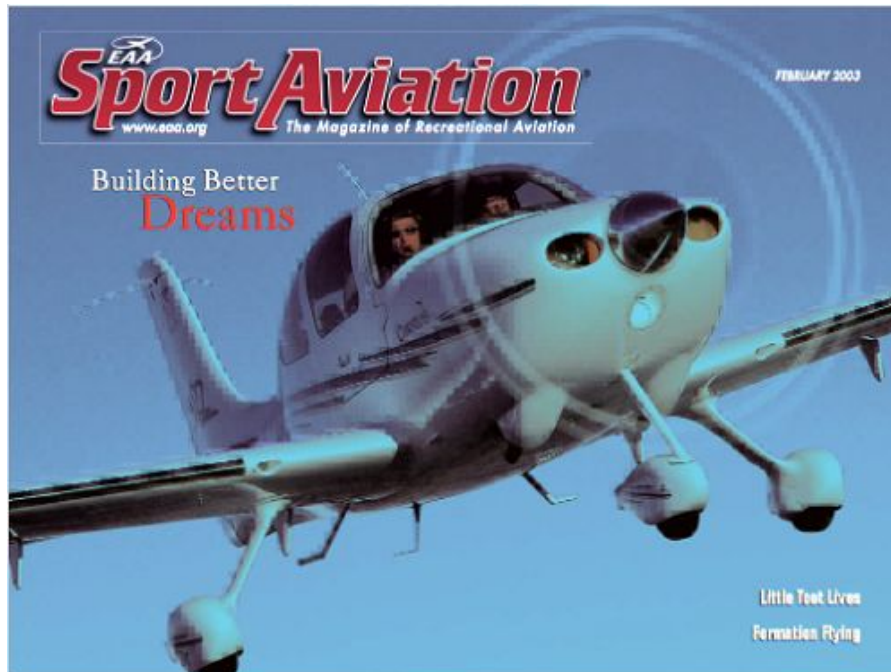
I hate to sound like a broken record, but we are now entering March of 2023, and as of this writing, we have had only 7 members renew their Chapter 315 membership. Remember, we need at least 10 paid up members to maintain our Chapter in good standing with EAA National. And the roster is checked, I believe once a week, by headquarters to determine how many members in good standing that we have. A three-month grace period gets us to the end of March. Our March meeting will be held in the Old Bridge Airport office on Monday, March 13th. I ask that all who are interested in seeing our Chapter continue, to please come to the meeting and bring \$20 in cash or a check made out to "EAA Chapter 315". If Tom cannot be there, Richie or I will make sure the funds get to him and that your payment is credited on our roster. If you cannot attend the meeting for any reason, then you may mail the check to Tom. His address is on the masthead of our newsletter.

How many of you noticed that the last newsletter contained the March 20 years ago article? Richie caught it, but I did not until I was ready to send the article for the March newsletter. So, anyway, this month we have the "February 2003 Twenty Years Ago in Sport Aviation" article that should have been published last month. I take the blame for the mistake, as I was in a hurry with last minute stuff before leaving for Costa Rica, and Richie was asking for the article.

Looking forward to seeing all at the next meeting,

Bob Hartmaier
President

Twenty Years Ago In “Sport Aviation”



The cover of the February, 2003 featured the new SR-22 model introduced by Cirrus Design. Brothers Alan and Dale Klapmeier had been the first to introduce a certified, composite, four-place aircraft with the four-cylinder SR-20 in 1998. The SR-22 featured a 310 hp Continental IO-550 engine and a now standard fully glass primary flight display, or PDF. Amy Laboda reported that the PDF was very user friendly, the aircraft was a stable instrument platform, and the side-stick controls were very easy to transition to. A 70% power setting yielded 180 KTS cruise speed at 8,000 feet.

Jack Cox contributed an extensive article about the Meyers “Little Toot”, a small, single-place biplane that was one of the early designs available to homebuilders. Introduced in 1957 by George Meyers, a civilian employee of the Navy, the “Little Toot” could be built inexpensively due to parts that “scroungers” could source cheaply at salvage yards, such as the Cessna 120/140 spring steel landing gear and Luscombe tailcone and empennage. The main fuselage was a simple welded steel tube truss and the wings were of fabric covered wood construction. In 1962 when the Navy moved him from Pensacola, FL, to Corpus Christi, TX, a ferry pilot ground looped the plane and wiped out the landing gear. It took George about 2 years to make repairs, as well as add a bubble canopy, wheel pants, and a streamlined cowling. Originally fitted with a Continental C-90, George also decided that a little more power would be advantageous, and planned to install a 150 hp Lycoming engine. Finally in 1970 he removed the wings and brought the plane home for the new engine installation. When Hurricane Celia blew through Corpus Christi his hangar door was caved in and the wings damaged. George never got around to repairing the wings and replacing the engine, and before he died of brain cancer in 1982 he sold the ship to a friend. It passed through several owners before it was acquired by Tommy Meyers, George’s son, in the late 1990’s. Tommy installed a 150 hp engine, rebuilt the wings, and refinished it in the original red and white paint scheme. In 2000 he flew it to Oshkosh, where it won the Paul Poberezny Classic Homebuilt Award, 43 years after it had won the Mechanic Illustrated Trophy for outstanding achievement at the 1957 EAA Fly-In Convention held at Milwaukee’s Curtiss-Wright Field.



Michael DiFrisco introduced us to Stu McCurdy who specialized in formation flying and ran the only FAA accredited civilian school for formation flying training. Through Stu, one could gain one of three levels of certification, starting with wingman, then gaining status as a flight lead, and finally as a check pilot. Once a pilot completed Stu's program, he received certification to fly formation in any FAA wavered airspace, such as an air show or other aerial demonstration.

Budd Davisson interviewed Steve Walton, who represented KISS Aviation, a California based company that marketed a turbine engine conversion kit for the RotoWay Exec. Known as the Jet Exec, the conversion used a plentiful and inexpensive turbine engine rated at 150 shaft hp, and weighed in at 80 pounds less than the equivalent Lycoming engine. Minor modifications could up that to 165 shaft hp without exceeding Exhaust Gas Temperature limits. Kiss supplied the complete conversion kit, using as many off the shelf components as possible, for around \$20,000, and an engine could be sourced with a fresh overhaul for \$5,000.

Robert Rossier covered tires in a lengthy article that included what defects to look for during inspections, how to minimize tire wear, and choosing between new and retread tires.

In "EAA in Action", we learned about the October 2002 Copperstate EAA regional fly-in at Phoenix Regional Airport. And how EAA Chapter 25 at Lakeville, MI purchased a hangar. Also how EAA members who had moved to Vero Beach, FL to work for Piper, resurrected Chapter 99, an early EAA chapter that went defunct.

In "Building Basics" Greg Laslo covered installing windows. Ron Alexander offered some tips on preparing composite materials for paint. Master metal worker Kent White showed how to form an air scoop out of metal. Robert Rossier added some considerations for cold weather flying.

EAA Flight Advisor Kurt Gormley gave some advice on making the first flight. Along the same lines Ed Kolano continued his series on doing the test flight program.

Lauren Paine related how homebuilding had its ups and downs, and that it took perseverance to keep up one's interest. Amy Laboda talked about some of the other early aerial investigators who had claimed to make heavier than air flights, and why the Wright Brothers, who systematically solved the problems of stability and control, really did deserve to be called actual inventors of the modern, practical airplane.

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.***

March 2023

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**Next Meeting Monday, March 13th, 7:30PM
At Old Bridge Airport Office
7:30PM**