

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 May Meeting of EAA Chapter 315

The May meeting of EAA Chapter 315 was called to order by the President Bob Hartmaier at 7:40 PM. We were meeting at Old Bridge airport at hangar E-10.

The treasurer reported a balance \$1726.19 in our account. Joe Holt renewed his membership. The minutes of the previous meeting were approved as published in the newsletter.

Old Business

- We discussed our plans for Young Eagles day. We still need more pilots to have a larger event.
 - Since the meeting was held we found out that there will be construction at Old Bridge Airport and the runway will be closed from May 30th to about June 12th. While the runway maybe be open on weekends, we decided to cancel Young Eagles for June 10th, and will reschedule for another day during the summer.
- As our chapter is getting small, we discussed the possibility of joining forces with EAA Chapter 898. No decisions were taken.

New Business

- We talked about having a chapter picnic at Jay's airfield in the summer. This maybe another way of getting more members to be active in the chapter.
- Power in Pines air show took place at McGuire Air Force base the weekend of May 20th and 21st. While the first day was rained out, the weather was great for the second day. The show was filled to capacity.
 - See:
<https://newjersey.news12.com/power-in-the-pines-airshow-returns-for-1st-time-since-before-pandemic>
- Bob and Matt went to event at Heritage Airport. The airport is now owned by descendant of Harold Pitcairn.

Next meeting will take place on Monday, June 12th at 7:30PM. We will meet at Old Bridge Airport in hangar E-10.

The Editor



Bob and Matt visited Heritage airfield, for an EAA flyin breakfast.

Twenty Years Ago In “Sport Aviation”



The cover of the June, 2003 issue of Sport Aviation featured two airplanes that their designers were developing in order to offer a less expensive way to fly at the upper limits of the earth's atmosphere. The EZ-Rocket was a Rutan LongEZ powered by two rocket engines that were developed by a company called XCOR, led by chief engineer Dan Delong. They displayed it at Oshkosh in 2002 with pilot Dick Rutan doing take-offs followed by steep climbs up to a high

downwind and then gliding back to a safe landing. The ship was a proof of concept vehicle to develop reliable rocket engines for their next step, the four-engined Xerus. The proposed Xerus would carry one pilot and one passenger almost straight up at Mach 3.5 until reaching a sub-orbital altitude that would qualify as a trip into space, and then glide back to earth. Its development was being sponsored by an adventure travel company that planned to sell tickets at \$98,000 a flight, and claimed to already have 600 down payments in hand. XCOR's ultimate goal was to build an even larger craft that could carry a payload into orbit at a fraction of the cost of the large rocket booster type vehicles. XCOR continued to develop their concept, but in 2007 the Xerus project was shelved and a new manned vehicle was announced that was called the Lynx. It was hoped that it would be operational by 2016, but it never flew, and in 2017 the company declared bankruptcy. The assets of the company were sold to the nonprofit organization Build A Plane, which focused on education rather than suborbital flight. A full-scale mock-up of Lynx is on display at a shopping mall in Amsterdam.

The bottom inset showed a head-on image of Scaled Composit's White Knight, built to carry SpaceShipOne aloft, also with the goal of reaching an altitude that would qualify as a trip to space. At a press conference at the 2003 Sun 'n Fun, Burt Rutan explained that the White Knight mother ship would carry SpaceShipOne to an altitude of approximately 50,000 feet, where it would be released, and its rocket engine would take it the rest of the way to space. It would then glide back to earth for landing. At the time their funding was said to be from an "unnamed, private source", but as we later found out, it turned out to be the late Paul Allen, of Microsoft fame, who provided approximately \$28 Million. In 2004 Scaled Composites successfully flew into space, and also completed the requirements to win the Ansari X Prize of \$10 Million Dollars. SpaceShipOne can be seen at the National Air & Space museum. After being used to do tests for the DARPA/Boeing X-37, White Knight was retired and is now in Paul Allen's Flying Heritage Collection at Paine Field, Everett, Washington.



Spaceship One on the ramp

Scott Spangler contributed a description of EAA's "Countdown to Kitty Hawk" presentation that was making the rounds of the country at various museums. The exhibit consisted of displays about the Wright Brothers, as well as a Wright Flyer simulator that folks could try out. It was to cumulate at Kitty Hawk on December 17, 2003, when Ken Hyde would attempt to duplicate the Wright's first flight with his exact replica of the original Wright Flyer. He also supplied many pages of photos of the presentation at Sun 'n Fun in 2003.

Ed Kolano flew the new Jabiru J200, which is the same airframe as the four-place J400 model, except with a cavernous cargo space in the place of the two rear seats. He was a big fan of the flying qualities, and reported that the cruise speed at 5,000 ft was 130 mph. He was not so enamored of the control set up. The control stick was between the seats, and was used to fly from either seat. Each seat had a throttle that was located between the occupant's thighs, and both wheel brakes were operated by one lever that was on the center console ahead of the flap lever. So for landing it was necessary to remove your hand from either the stick or the throttle to operate the brakes. He felt that if you were OK with the control set up, then it was a great sport aircraft, with good handling qualities and a reasonably high cruise speed. In "Air Loads", Neal Willford discussed how air loads are distributed around the airframe, and how to calculate them for different flight regimes.

Jack Cox roamed Sun 'n Fun with his camera and notebook and offered photos and short descriptions of some of the aircraft that he found interesting. My favorite was the Grumman F3F-2 that made an appearance. Herb Tishler of Fort Worth had built four aircraft using some original parts salvaged from wrecks. Three were single seat Navy Fighters, and the fourth was two-seat civilian G-32. Kermit Weeks acquired one of the single-seat versions for his collection.



Kermit Weeks' Grumman
F3F-2

In "EAA in Action" Richard McClure explained in great detail how he was able to obtain a Medical Certificate after open heart surgery to insert 5 stents. Yes, he had to jump through a few hoops, and had to get ongoing reports from his treating physicians, but he was able to fly, when everyone told him that the FAA would never give him a medical. Of course, now he probably would just go the basic med route, except for the fact that he made a little extra income towing gliders and banners and in fact needed a Second Class medical.

In "Building Basics" Greg Laslo covered planning an instrument panel. In "Aircraft Building" Ron Alexander talked about sanding and buffing to achieve a mirror finish. In "Craft and Technique" Kent White explained various ways to cut aluminum. He covered jig saws, the air powered nibbler, a router, and even a circular saw with a special blade installed. EAA Technical Counselor Fred Johnson described how he was going to install a Lycoming R-680 radial engine. In "Better Pilot" Robert Rossier discussed inadvertent flying VFR into IFR, how to avoid it, and what to do if it does happen to you. In "A Plan For Success" Kirk Gormley gave some tips on planning that first flight so it is a non-event.

In "Aviation Decision Making" Luran Paine led us through the decision making process when faced with an abnormal or emergency situation in the air. "In the Name of Technology" gave Amy Laboda a platform to warn us about paying attention to planning board meetings, where tech companies ask for variances to build cell towers smack in the middle of airport traffic patterns.

Bob Hartmaier

"At my age, having a friend with benefits means knowing someone who drives at night.

"The older I get, the better I used to be"

"I thought growing old would take longer"

“As the Prop Turns”

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

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Editor: Richie Bielak (732) 266-4461

**Next Meeting Monday, June 12th, 7:30PM
At Old Bridge Airport Hangar E-10
7:30PM**