

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 December 2023 meeting of EAA Chapter 315

The December meeting of EAA Chapter 315 was called to order by the President Bob Hartmaier at 7:40 PM. We were meeting in the Old Bridge airport office. There were 8 members present and we had one guest - Kobby Sarpong.

The Treasurer reported a balance of \$1765.69 in our account. For the year the chapter spent about \$370 dollars, while receiving \$580.

The minutes of the previous meeting were accepted as printed in the newsletter.

Old Business

- We are planning a chapter flyout to Hammonton on Saturday, January 13th (rain date Sunday the 14th).
- *Brunch Fly-Out*
 - **Where:** Hammonton, NJ
 - **When:** Saturday, January 13, 2024
 - ETA Hammonton Restaurant 10:00 AM
 - Please RSVP to Bob Hartmaier at rchartmaier@comcast.net or 732-599-2099 no later than Noon on Friday January 12.

New Business

- Old Bridge airport will be closed for one day in the morning so that the runway markings can get repainted.



- Van's Aircraft announce a Chapter 11 re-organization, after the company ran into cashflow problems after Covid. See this for more details:
<https://www.vansaircraft.com/2023/12/vans-aircraft-announces-chapter-11-reorganization/>

Next meeting will take place on January 8th at 7:30 PM at Old Bridge airport office. How to see you there!

The Editor

President's New Year Message

Happy New Year to all members of EAA Chapter 315. I hope everyone had an enjoyable and successful 2023 and can look forward to more of the same for 2024.

I also wish to make a request that everyone bring their dues up to date for this year so that our Chapter can continue to exist. So far we have only seven members who have paid dues for 2024. The dues have been set at \$20 at least since I joined the chapter in 1980 or so, and are much less than most chapters that I know of. Between renewing our insurance with EAA headquarters, and the annual membership that we purchase for Paul so that there is a copy of Sport Aviation in the office, our annual cost is about \$500.00. So you can see that unless we have more members contributing to the treasury, we will be unable to sustain our chapter financially. We also require at least 10 members in good standing to remain a legally recognized chapter by EAA national.

You can pay dues in person at a meeting, or send a check, money order, or 20 Dollar Bill to either myself or Tom Goeddel. Addresses are on the masthead of the newsletter.

Thanks for your cooperation and continued support of our Chapter.

Bob Hartmaier
President, EAA Chapter 315



2023 Highlights



"We received a very fine, large model of the "Spirit of St. Louis" in memory of Lewis Levison of Jackson, NJ. It was delivered by Bob Hartmaier (a tight fit in his plane!). Mounted above our Wright Whirlwind J-5 engine (the type Lindbergh chose to fly the Atlantic) they compliment each other well. Note the detailed instrument panel through the open door."



Members of our chapter helped with a Young Eagles event at Eagles Nest Airport.

The Smithsonian TV channel filmed a Stearman at Old Bridge airport.



Steve's Photos.com

Homebuilders Week – Online Event Starts January 22

An online opportunity to learn about building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager


Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek

The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on our anniversary date, January 26th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the Experimental Aircraft Association in 1953. We have come so far since that first EAA meeting. Back then, information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the homebuilder.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, and Scheme Designers, Inc.

Visit www.EAA.org/HomebuildersWeek to sign up.

 Homebuilders Week Schedule January 22 - 26, 2024					
To sign up: EAA.org/HomebuildersWeek					
Time CST	Monday 1/22/24	Tuesday 1/23/24	Wednesday 1/24/24	Thursday 1/25/24	Friday 1/26/24
11:30-12:45	Building an Aircraft: What You Need to Know Charlie Becker	Composite Construction Basics Mark Fors	Amateur-Built Certification Process Joe Norris	Lies, Darned Lies, and Homebuilt Accident Statistics Ron Wanttaja	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC Jack J. Pelton, Sean Elliott & Rob Hackman
1:00-2:15	Wiring Basics Dick Koehler	The Nuts and Bolts of Nuts and Bolts Kerry Fores	Building on the Cheap Ron Wanttaja	Lycoming Engine Installation Dave Prizio	Working With Wood 101 John Egan
2:30-3:45	Welding Basics: Gas & TIG Charlie Becker & Tracy Buttles	Fabric Covering Basics Nate Hammond	Buying a Used RV Aircraft Vic Syracuse	Sonex Aircraft and AeroConversions Products Mark Schaible	Zenith Aircraft Kits & Plans Sebastien Heintz & Roger Dubbert
4:00-5:15	Sheet Metal Basics Jim Scott	Factory-Built to Homebuilt: What's the Difference? Tom Charpentier	Advanced Flight Systems Rob Hickman	Garmin Experimental Avionics Solutions Brad Breising	Scratchbuilding From Plans: 90% Done and 90% to Go! Marty Feehan
5:30-6:45	Panel Planning and Wiring Marc Ausman	Dynon Avionics Michael Schofield	Flight Testing 101 Paul Dye	Propeller Selection for Homebuilts Steve Boser	Latex Paint: A Low-Cost Alternative Malcolm Morrison
7:00-8:15	Rotax 9 Series Installation & Operation Phil Lockwood	Painting Your Plane: DIY or Use an Expert? Craig Barnett & Ken Reese	Engine Break-In Mike Busch	Van's RV Aircraft Kits Greg Hughes	Common Builder & Maintenance Errors Vic Syracuse

Twenty Years Ago In “Sport Aviation”



The cover of the January, 2004 issue of Sport Aviation featured the Glasair III built by Don Bendickson and Andy Seefried of Campbell River, Vancouver Island, British Columbia. Don and Andy claimed that they did not start out to build an award winning aircraft, they just wanted to do everything as well as it could be done for their own personal satisfaction. They accomplished that goal to the extent that they won the Grand Champion Kit Built award at AirVenture 2003. Since all kit planes start out with the same kit, it is the attention to detail and personalization that make one stand out from all the rest. Don and Andy wanted to be sure that there would be no cooling issues. They boxed off the top of the engine, forming a totally sealed cooling plenum above the baffles. The cowling and even the prop spinner were attached with blind fasteners. All joints fit closely and evenly throughout the plane. The instrument panel featured a curved surround that flowed from one side to the other, as well as into the side wall upholstery. Andy learned how to do upholstery, and made everything in the cockpit on his wife's sewing machine. He also learned to paint, and did the entire plane himself. The blueprinted engine had higher compression pistons, a balanced crankshaft, and all pistons and connecting rods of matching weight. The result was 330 hp and superb performance. They reported a top speed of 252 knots, and flight planned 235 knots.

Jack Cox visited with Larry Williams and his Model A powered Pietenpol Air Camper. Larry pretty much followed the original plans, but did make some allowances for operating from modern paved runways. He replaced the original tail skid with a steerable tailwheel, and added simple band type brakes that he felt were in keeping with the 1930's vibe he was trying to duplicate. To that end he also made up the intake manifold with 1 ½ inch copper pipe, and used

a Marvel Mystery Oil can for his carb heat shroud. When the engine was overhauled and modified for aircraft use, a Model B head was installed which raised the compression ratio somewhat to hopefully provide a few more ponies to pull the plane through the air. Larry reported that the ship lifted off at around 40 mph, and cruised at a GPS verified 56 mph.

Kirk Gormley contributed an article about the replica Messerschmitt Me 262s being built by the Me 262 Project. The idea of building replicas of the first operational jet fighter had been conceived by Steve Synder, who started the Air Victory Museum at South Jersey Regional Airport. Steve realized that the original Me 262 on display at NAS Willow Grove was rusting away into a pilot of junk. He proposed to the Navy that he would restore it for free, if he could be allowed to duplicate it to build replicas. The Navy agreed, and Steve engaged the services of the Texas Airplane Factory that had restored three Grumman F3Fs, and built a replica G-32, a two-place civilian F3F version. Steve intended to keep one Me 262 replica for himself, and had reached sale agreements for two more. He envisioned that five replicas would be completed. After Steve died in the crash of his F-86, the project fell into limbo as payments to the Texas Airplane Factory ceased. Eventually it was taken over by the Me 262 Project, led by retired Boeing executive Bob Hammer, and the completed fuselages and other bits and pieces were moved to Paine Field, near Seattle.. The original Me 262 was completed and returned to the Navy. As of the time that the article was written, the first replica had flown, and it is presumed that the two customers received their aircraft. Bob Hammer reported that there was a lot of interest in the other planned aircraft, but as yet no one had stepped up and offered a down payment.

In "Cool Water" Neal Willford and David Lednicer discussed liquid cooled engine installations in great detail. Ron Alexander gave us another very detailed article on fabric covering that included tips and techniques he had learned over the years of restoring aircraft.

In "EAA In Action" we learned about the EAA Southwest Regional Fly-In held in Phoenix, AZ. We were also introduced to Air Force Major Daniel Fritz, who owned a Thorp T-18 and also flew the one and only YAL-1A, a military 747-400F fitted with an experimental laser in a nose turret, for his day job.

In "Building Basics" Jack Dueck covered structural fatigue, including how it happens and how to prevent it. Ron Alexander's subject was how to properly fit steel tubing for welding. Chalkie Stobbart explained how to repair cracks in plexiglas. In "Better Pilot" Robert Rossier recommended determining the pitch and power settings for different phases of flight and following them as much as possible. The senior Captains I flew with called that "knowing the numbers".

Charles Lewer explained how the first flight of his KIS Cruiser was uneventful due to his preparation that was aided by an EAA Flight Advisor. Lauran Paine discussed some items, mostly concerning radio communications, that he felt pilots could do better to make flying safer. Amy Laboda recommended the new year as a good time to straighten up the hangar or workshop. And Scott Spangler informed us of a new EAA publication covering the Sport Pilot area called "EAA Sport Pilot and Light Sport" magazine.

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.***

January 2024

Editor: Richie Bielak (732) 266-4461

**Next Meeting Monday, January 8th, 7:30PM
At Old Bridge Airport Office
7:30PM**