

# 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 January 2022 Meeting of EAA Chapter 315

The January meeting of EAA Chapter 315 was called to order by President Bob Hartmaier at 7:40 PM. Due to Covid restrictions we were meeting on Zoom.

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

The Treasurer reported a balance of \$1316.76 in our account. The Treasurer discussed the annual report. We lost about \$50 for the year. The expenses included cost of the picnic, insurance and national chapter registration fees.

# Old Business

- We discussed how to get more members to participate in meetings. One suggestion made was to have more email blasts and Facebook notices about upcoming meetings.

# New Business

- We discussed future Young Eagles events. We need more pilots qualified to fly Young Eagles. Please visit the [EAA website](#) to check out the requirements.
- We discussed topics for future meetings. Chris LoPresti, who is working on an Van's RV-14 project, offered to host a meeting at his home. Perhaps it could be a Saturday morning breakfast meeting, so we can have more members attend.
- Stan Berger arranged to host a group of children to come and visit the airport. Several of our members opened their hangars to show the kids their airplanes (Although it was cold the visit turned out to be a great success).
- Richard Ligg has purchased a Glassair and moved into hangar D-8 at Old Brodge.

Due to weather and an uncertain Covid situation we decided to hold the next meeting over Zoom. The next meeting will take place on February 7th, at 7:30 PM. Keep an eye out for a Zoom invitation.

The meeting adjourned at 8:25 PM.

Hope to see next time!

*The Editor*



# *Lew Levinson*

On January 27th of this year, our EAA chapter lost a great friend and pilot, Lew Levinson. Anybody who was lucky enough to know Lew knows that he will never be forgotten - his sense of humor (“*Hey - pull my finger!*”), his love of aviation, and his ability to get things done - or to get others to do them.

Lew served as both president and vice-president of our chapter for many years, making time to organize all our award dinners, take kids up for first flights at our Young eagles rallies, and getting everybody to meetings. His passing leaves an empty spot in our chapter that can never be filled. He will be sorely missed.

Our condolences to his wife of fifty-two years, Bernice Levinson, and his two daughters, Sarah and Amy.



***Lew and Cubs***





***Lew with our PA-12 "Super Cruiser"***



***Lew flying the Cruiser***





***Visiting Spirit of St. Louis replica at Rhinebeck Aerodrome.***

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## **Revised Young Eagles Registration Form – Final Reminder**

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Beginning January 1, EAA will only accept the June 2021 revision of the Young Eagles registration form. All active Young Eagles pilots and Young Eagles coordinators were sent new waivers in October 2021. The newest forms will read "REV 06/21" in the upper right corner. Please discard all old forms, and use the latest version moving forward. Additional waivers can be ordered at [EAA.org/OrderSupplies](https://www.eaa.org/order-supplies).

The Young Eagles registration form released in June 2021 only includes the single-sheet, two-sided form that is filled out and signed by the pilot and the parent/guardian of the Young Eagles. It does not include the trifold booklet that explains the Young Eagles experience. EAA is working on a replacement for this take-home piece.

The primary change on the registration form included the removal of the photo and image release section. Instead, EAA will issue a separate photo and image release form that chapters can use. This release form is for Young Eagles photos you intend to use for promotional purposes, such as creating a poster to advertise your chapter events. A release form is not needed for editorial purposes, such as including Young Eagles photos in your chapter newsletter, website, or social media.

If you have any questions, please email [YEagles@EAA.org](mailto:YEagles@EAA.org).

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# Twenty Years Ago In “Sport Aviation”



The cover of the February 2002 Sport Aviation featured the Sonexai 2 built and owned by Ray Burgner of Lakeland, FL. He had been flying a Pitts S-1 for many years, and loved to do aerobatics in it, but felt that it was not a practical cross-country ride. After helping a friend with the engine installation on a low-wing Sonexai 2, he was impressed with the speed of the VW powered plane and ordered the plans. He stuck mostly to the plans, but altered the shape of the vertical tail to resemble the tail on Walter Extra's designs. For pitch trim he designed a Cub style mechanism that raises and lowers the leading edge of the horizontal stabilizer. He purchased a 2180 cc Great Plains engine but designed his own four-into-one tuned exhaust for it. With an in between climb and cruise prop he reported a cruise speed of 155 mph at 3400 rpm, and a top speed of 170 mph. He reported that the cruise speed was as fast as his Pitts, but the 5 gph fuel burn was about half, and he could bring along a friend.

Ed Kolano flew another John Monnett design, the two-place, side-by-side Sonex and supplied one of his flying qualities reports. The Sonex Ed tested was powered by an 80 hp 2180 cc VW engine that resulted in a speed of 110 mph at 3050 rpm. The design would also accept a 120 hp Jabiru engine for a cruise speed of 150 mph. Ed reported good control feel and harmony but low stick forces that gave him the sensation of flying a little fighter. Program manager Jeremy Monnett advised that extended horizontal tail tips were an option for those who might want to trade some of that fighter-like feel for a more hands-free, stable experience.

In "Why Not a Rotary?" Paul Lamar supplied a lengthy article on using a converted Mazda rotary engine in aircraft. He made a strong argument that the rotary was equal or superior to the typical Lycoming or Continental aircraft engine in all respects, including power-to-weight ratio,

reliability, and fuel economy, while being smoother in operation and much less expensive to purchase overhaul.

Amy Laboda profiled Darrell Collins, a historian at the National Park Service's Wright Brothers National Memorial. With his extensive knowledge of the Wrights and his unique storytelling style he keeps audiences spellbound as he describes how the Wrights invented the airplane and then learned to fly it.

In "Airplane Design 101" Neal Willford, an engineer for a major general aviation manufacturer, began a series in which he offered six orderly steps to take to design an aircraft. He began with some suggestions on defining the requirements and then estimating wing size and powerplant needs.

Edward Cole described how he had saved quite a bit of money by purchasing a salvage Velocity with a damaged wing to obtain his instruments, avionics, exterior lighting and other parts for his RV-6A project. He was able to sell the Velocity hull and engine to other homebuilders, and so got back about half of the price of the salvaged plane.

"In EAA in Action" covered the various activities performed by chapters around the country. In one article, John Durant of EAA Chapter 1, Flabob Airport, CA, related how his chapter was providing the space, tools, and supplies to a group of Young Eagles who were restoring a 1941 Aeronca Chief. The members were not allowed to touch the project, but only watch and advise as the young people did the actual work.

In "Building Basics" Mike Leasure discussed the various ways that a person could obtain an A&P certificate. In "Aircraft Building" Ron Alexander offered some tips on fabric covering, including choosing the fabric, avoiding problems, and the steps required for a typical covering process. Master metal fabricator Kent White described how to form wing ribs using form blocks. In "Test Pilot" Ed Kolano discussed maneuvering speed and flying safely inside the boundaries on the V-n diagram. Just in time for the worst part of the Winter flying season Robert Rossier covered ice, snow, and frost problems and how to deal with them. In "Medical Pilot" Dr. Guy Baldwin provided information on kidney stones and the FAA's policy when diagnosed with them. In "Plane Talk" Lauran Paine, Jr. talked about his relationship with his father who did not encourage him to become a professional pilot, especially after his older brother was killed in an Air Force fighter crash, but in the end was very proud of him.

Amy Laboda shared her reluctance to fly caused by her mishap in which she had to ditch into water after an engine failure while departing Key West, FL. She was diagnosed with Post Traumatic Stress Syndrome and eventually recovered with the help of Dr. Jeffrey Mitchell and his International Critical Incident Stress Foundation. Gerry Twombly described his visit with Herb Hubbard who ran a flight school in Anchorage, Alaska. Herb shared some of the dangers that local pilots have to deal with that the FAA practical test does not cover, such as rapidly changing weather conditions and mountainous terrain everywhere you look.

Bob Hartmaier

**Final thought:** *In the 60's people took LSD to make the world weird.  
Today they have to take Prozac to make it normal.*

***“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.***

***February 2022***

***Editor: Richie Bielak (732) 266-4461***

**Next Meeting Monday, February 7th, 7:30PM**  
**On Zoom**