

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 June Meeting of EAA Chapter 315

June meeting of EAA Chapter 315 was called to order at 7:45PM by the President, Bob Hartmaier. There were 8 members present, including a new member Matthew L.

The minutes of the previous meeting were approved as published in the newsletter.

The treasurer reported a balance of \$2165.78 in our account, before any dues from new members. Thanks to efforts by Stan Berger and Bob Hartmaier our chapter expanded and now we have enough paying members.

Old Business

- Our Young Eagles event is planned for June 11th, to coincide with Open Airport day at Old Bridge airport. We have 10 pilots who signed up and who are qualified to fly young Eagles. 60 Young Eagles were pre-registered. The flights will take place between 11:00 AM and 3:00 PM. We will have a desk set up near the airport office to manage the paperwork. Rain date is set for Sunday, June 12th.
- On Sunday, June 12th, we will have a “Celebration of Life” event for Lew Levison. We will set up tables in hangar E-10. We expect about 30 to 40 people to attend.

New Business

- We discussed whether chapter should purchase two additional folding tables that we could use for our events at the airport.
- Bob Hartmaier proposed that we organize a chapter fly-out in July. Potentially to Hammonton (N81) for brunch.
- There is a two day Wings and Wheels event at Golden Age museum in June.
- Sentimental Journey flyin is happening in late June.
- We discussed the possibility of getting an iPad and a printer for the chapter, so that we can streamline our Young Eagle events. This would allow us to register walks ins on a computer and process flights more quickly.

Meeting adjourned at 8:30 PM.

The next meeting will take place on Monday July 11th, at 7:30 PM at Old Bridge airport in hangar E-10.

Hope to see you there!

The Editor

Airport Day and Young Eagle's Rally - June 11th

The Old Bridge airport Open House and our Young Eagle's rally was on June 11th was a great success. The weather turned out to be great for flying - a high overcast kept things cool and rain held off until late afternoon.

Big "Thank You!" to Stan Berger for organizing the event and a big thanks to all the volunteer pilots. We gave rides to 52 Young Eagles.

The participating pilots were:

J.D. Goldstein, Michael Lowenstern, Alex Robatto, Rob Carsey, Bruce Sigman, Craig Metager, Peter Weidhorn, Mark Baker and Richie Bielak.

Thanks!!

Below are some photos from the event taken by Stan.



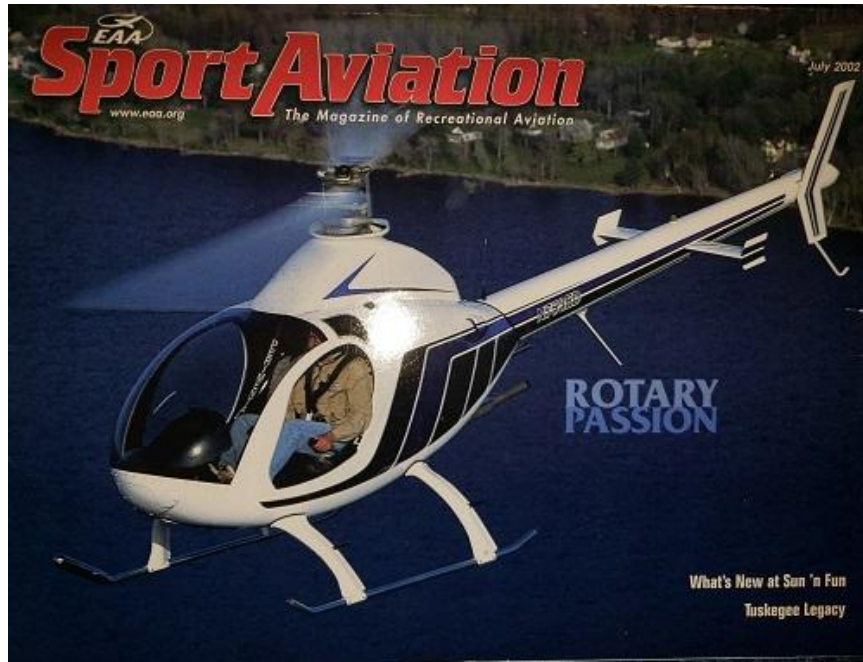


Lew Levison - Celebration of life!

On June 12th family and friends of Lew Levison gathered at Lew's hangar to celebrate Lew's life. We all remembered Lew for his love of family, friends, airplanes, and silly jokes ("Pull my finger!").



Twenty Years Ago In “Sport Aviation”



The cover of the July 2002 issue of Sport Aviation featured the RotorWay Exec 90 built and owned by Ed DeRossi of Johnstown, NY. Ed completed his Exec in 1995, and won the Reserve Grand Champion Rotorcraft award at AirVenture that year. He was told by a judge that he was only a few points out of the Grand Champion award, and that if his interior was nicer he would have won. He responded that he intentionally made his interior to be light and functional, and although not fancy, it had been done with precision. In 1996, without changing anything, he won the Grand Champion Rotorcraft award. He was told by the same judge from the previous year that his Exec was the nicest RotorWay he had ever seen. Ed enjoyed flying his Exec locally, often landing in a corner of a parking lot for ice cream or a meal at a restaurant. He also demonstrated it at local air shows, and traveled around the country and the world giving advice to other RotorWay Exec builders. He had also become a rotorcraft judge at AirVenture.

In “Jack Cox’s Sun ‘n Fun 2002 Notebook” Jack covered many new items that had been introduced to the public. One was the Titan T-51, a two-place, all-metal, three-quarter scale P-51D. Powered by a Rotax 912S, it claimed a cruise speed of 150 mph, and a stall speed of 39 mph. A search of the internet reveals that the plane is popular and kits are still being produced. In the engine department he spent several pages describing the 7-cylinder, 2800cc, Rotec radial engine from Australia. This engine has been successful and is used by Kitfox builders who desire a real radial underneath that classic Kitfox round bump cowling. He also covered the EngineAir 400 cu. turbocharged V-8 that produced 440 hp through a reduction gear-box. Intended to be a more efficient replacement for the Continental TSIO-550, an internet search did not find any information on it. What gave me a chuckle was that one of the selling points was that it could run on unleaded auto fuel, and so would have no problem using the unleaded 100 octane avgas that was anticipated in the next 5 to 10 years. Here we are 20 years later and there is still no nationally available unleaded aviation fuel, and nothing at all that can take the place of 100 LL.

Scott Spangler contributed an extensive article on why he spent so much of his time at Sun 'n Fun at Paradise City, the area devoted to ultralights. While most of the attendees at the show were interested in aircraft that provided purposeful transportation for actually reaching a destination, the residents of Paradise City were only interested in getting airborne, and enjoying flying for the sake of flying. Scott felt that they represented grass roots flying at its best and enjoyed the camaraderie of the residents.

Budd Davison supplied a report on the Hocker-Denien-Hays Sparrow Hawk. The plane was built by a Mr. Hocker in 1930 according to Heath Parasol plans and was powered by a converted four-cylinder Henderson motorcycle engine. In 1937 it crashed, and the remains were acquired by Ralph Denien who rebuilt it using an O-145 Lycoming engine and adding a set of bottom wings to make it into the biplane he called the Sparrow Hawk. Ralph also built a new upper wing, and both the upper and lower wings were tapered to give the plane a very pleasing look. To counter the tip-stall characteristics of the tapered wing, he added leading edge slots on the upper wing ahead of the ailerons. In the early 1990's Bud Hays entered the picture when he found the plane hanging in the rafters of a hangar in Clearwater, FL. He rebuilt the plane and mounted a C-85 Continental engine on the nose. A Curtiss "Hawk" paint scheme completed the restoration.

Ric Reynolds contributed an article about the T-6 that was owned by Steve Cowell. Steve purchased the plane in 1997. After doing some research on the plane it was discovered that it was delivered by North American to Tuskegee Army Airfield in March of 1943 and was the last surviving T-6 used to train the Tuskegee Airmen. In 1998, a tailwheel steering cable failed during landing and the plane suffered damage to the left wing, landing gear, and tail. Since he had part of the money from the insurance settlement, Steve decided that the aircraft would be rebuilt to the exact specifications and markings that it had when used to train the Tuskegee Airmen.

In "EAA in Action" Dee Whittington reported on the 2001 Virginia State EAA Fly-In at Dinwiddie County Airport. Lee Blazejewski described the celebration that Chapter 240 put on to christen their new hangar at New Garden airport with a pancake breakfast and Young Eagles Rally.

In "Building Basics" Warren Hammer discussed reading blueprints and determining tolerances. In "Aircraft Building" Ron Alexander covered painting. In "Craft & Technique" Greg Laslo discussed finishing the interior. In "Test Pilot" Ed Kolano covered glide performance. "Legal Pilot" covered things such as sales tax, use tax, and personal property tax. In "Better Pilot" Robert Rossier enlightened us on pressure altitude considerations.

In "Fighter Flyin'" Lauran Paine described the experience of flying a high performance fighter type aircraft. In "Family Matters" Amy Laboda covered preflight briefing of passengers and in particular when the flight is to be overwater. In "Flight Ops" Jerry Twombly talked about watching landings and what we can learn from watching others land.

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.***

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**Next Meeting Monday, July 11th, 7:30PM
At Old Bridge Airport Hangar E-10
7:30PM**