

AS THE PROP TURNS



Experimental Aircraft Association Chapter 315 - Northern New Jersey

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Minutes of the May Meeting of EAA Chapter 315

The May meeting of EAA Chapter 315 was called to order at 7:40PM by the President. The minutes of the previous meeting were approved, as published in the newsletter.

The Treasurer was absent, but reported (via email) that the balance in out account was \$1360.33.

There were seven members in attendance.

Old Business

- We discussed our plans for Young Eagles Rally at Old Bridge airport. We are planning for Saturday June 8th. We need to get members to fly and to server as ground crews who have completed the Youth Protection Training (see: <https://www.eaa.org/eaatrain/youth-protection-training>).
- We will make final plans during the next meeting.

New Business

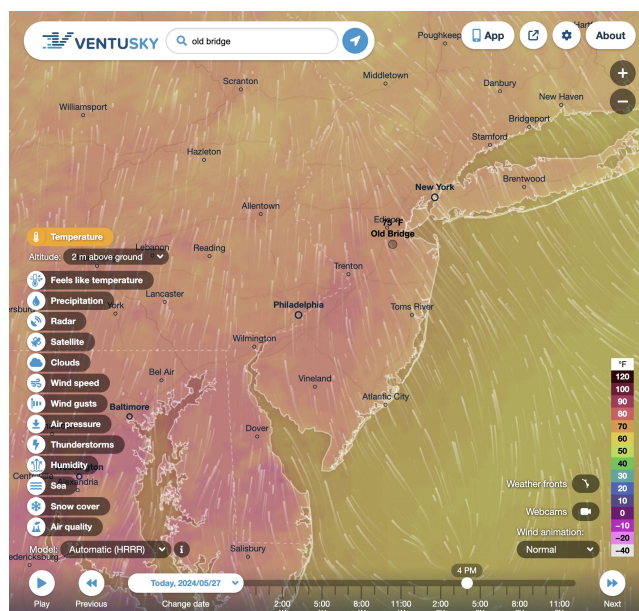
- George Cowling reported that there are plans for the county to take over the ownership of Monmouth Executive Airport (BLM) something during the summer.
- We noted that the hangar rent has gone up to \$600/month for new tenants. While high, Old Bridge is still has least expensive places hangars, compare with other airports in New Jersey.
- Roger E. recommended a website <https://www.ventusky.com> as a good source of weather information.

The meeting ended at 8:20 PM. As a program we watched the second half of a documentary about Bob Hoover called “Perfecting Flight”.

The next meeting will take place on Monday, June 3rd at 7:30PM at Old Bridge Airport hangar E-10.

See you there!

The Editor



Twenty Years Ago In “Sport Aviation”



The cover of the June, 2004 issue of Sport Aviation featured the Partenair S-45 *Mystere*, an all-composite pusher design from Canada. Inside Ed Kolano supplied a lengthy and detailed flying qualities report. He felt that the cockpit was very roomy, comfortable, and well laid out. His only small gripe was that the throttle, mounted on the inside wall on the left side, was a little higher than it should be in order for the left arm to rest comfortably on the arm rest. He described the flight controls as “wonderful”, saying that they were light but not too light, well harmonized, and effective. Differential aileron deflection pretty well eliminated any adverse yaw, and even though the horizontal tail was mounted directly in the propwash, there did not seem to be any noticeable pitch up or down with changes in power. He reported that the 160 hp Lycoming engine gave a cruise speed of 140 mph indicated. He said that the Partenair folks were still working on optimizing the location of the static source, and the airspeed was erratic at slower speeds. Thus he was not able to record the stall speed. The designers were also working on a weight reduction program for the production kits, as well as testing various propellers. The original Roteax powered S-44 prototype was destroyed in a crash in 1998. I'm not sure what happened to the prototype Lycoming powered S-45 that Ed Kolano flew. One S-45 kit was delivered to the launch customer, and it was completed and flew in 2015. Apparently the company ceased operations in 2005.

Amy Laboda visited with Joanne Heckmann, who built an Avid *Aerobat* in her home. Some large parts, such as the fuselage, were built in a garage. The wings were built in the living room of her apartment. When the plane was assembled at the airport, everything fit. She credited such resources as other builders, EAA building workshops, and various books and magazine articles with helping her to persevere and make progress while learning new skills such as fabric work, electrical wiring, and fuel system installation. Along the way she modified some things, such as using birch plywood for the wing leading edge instead of aluminum, and sourcing a different propeller from the one that was supplied with the kit. She also had the fuselage powder coated, and used the Poly Fiber process instead of the dope and fabric materials supplied in the kit for the covering. She was very happy with the performance of the plane with the water-cooled, 65 hp Rotax 582 UL engine and flew it regularly.

Jack Cox contributed a report on the recently completed Sun 'N Fun and covered the new products and aircraft that were being introduced in 2004. He was most impressed with the *McCullocoupe*, a modern interpretation of the clip-wing Monocoupe 110 Special. It was designed and built for John McCulloch by Jim Kimball Enterprises to specifications provided by John. John had owned two 110 Specials, including the 185 hp Warner powered plane that Woody Edmondson had used to win the inaugural World Aerobatic championship in 1948. He still wished for more performance, so he specified that the McCullocoupe would be powered by a 400 hp Vendenyev MP14PF radial engine. We were told to expect a full report on the plane in a future issue. Another new design using the MP14PF engine was the Pitts Model 14 biplane designed by Curtiss Pitts, and to be marketed by Steen Aero Labs. Builders could opt for a straight upper wing and a "mildly" cambered airfoil, or a swept upper wing and a symmetrical airfoil. I'm pretty sure a few of these were built. He also covered many new light-sport aircraft, and engines that were being developed. One that caught my eye was a six-cylinder radial engine, actually two three-cylinder engines on a common crankshaft, that used VW cylinders and pistons. Displacing 105 cubic inches, it produced 65 hp and with a starter and alternator weighed in at only 122 pounds.

Budd Davisson profiled John Mohr who flew a stock 220 hp Steaman in airshows. John was also an airline pilot, as well as the go to guy when owners of recently restored 1920's and '30's antique aircraft needed a pilot to do the test flights. John mainly worked with Greg Herrick, who owned a collection comprising over 60 of some of the rarest and most unusual aircraft ever built. John noted that often the reason they were rare was because very few were built. And the reason for that was that usually they were not very good airplanes. He described one such aircraft, the Cunningham-Hall PT-6F biplane, as having ailerons "that are totally ineffective, so you more or less suggest where it's going to go, and if it agrees, it goes there." John retired from the air show business in 2013.

David Shannon of Sioux City, Iowa recounted his experiences at the EAA B-17 Fantasy Flight camp at Oshkosh. He explained how the 22 campers learned about the history of the B-17 and then climbed EAA's *Aluminum Overcast* for a 30 minute flight.

Mike Williams of Moraine, Ohio related how Chapter 48 in Moraine finished a ½ scale P-47 project that had been started by a now deceased member. They first displayed it in the Municipal Building as part of the nation wide celebration of flight in 2003. It was so popular that they were invited to display it at other events, so they modified a boat trailer to be able to move it safely from site to site.

In "Hold It Right There" Greg Laslo explained the use of different types of Cleco fasteners. Ron Alexander and Scott Helzer covered fillet and butt welding. Ronald Sterkenburg described how to install fittings on aircraft hoses.

Kirk Gormley told us how EAA Chapter 610 of Dayton, Ohio had spent a year restoring a 1913 Wright Model B for the Franklin Institute. During the restoration they decided to make a copy for themselves. The project was still a work in progress, as the engine and the propeller chain drive were still being sorted out. IA Scotty Markland, who headed the project, said that they planned to fly it one time for a short distance, "just to be able to say it flew", and then it would be turned over to a museum in Green County, Ohio for static display.

In “Better Pilot”, Robert Rossier discussed runway incursions and how to avoid them. In “Flight advisor” we learned how Leslie Conwell helped Jim Stone to make the first flight in his newly completed Jabiru J450 aircraft. In “Reflections” Lauren Paine talked about how his flying career had gone from a plane that did not even have an ILS to the glass cockpit of a modern airliner. He lamented the change to some extent, but acknowledged that there will always be change, and it usually for the better.

In “At The Top Of His Game”, Amy Laboda contributed a piece about Doug Stewart, the owner of Doug Stewart Flight Instruction (DSFI), a flight school located at Kline Kill Airport (NY1) in Ghent, New York. Doug had just been named the National CFI of the Year by the FAA. She told us how Doug does not just teach the needed skills of piloting an aircraft, but also self confidence and a passion for flying that they in turn pass on to others.

Bob Hartmaier

“I still have it, I just don’t remember where I put it!” - Rita Rudner



Antique Airplane Flyin at Heritage Airport - May 11th

Wings and Wheels at Van Sant - May 26th



“As the Prop Turns”

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“As the Prop Turns”**

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Chapter of the Experimental Aviation Association.***

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**Next Meeting Monday, June 3rd, 7:30PM
At Old Bridge Airport Hangar E-10
7:30PM**