

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 EAA Chapter 315 August 2022 Meeting

The August 2022 meeting of EAA Chapter 315 was called to order by the President Bob Hartmaier at 7:35PM. We were meeting at Old Bridge airport in hangar E-10 with 6 members present.

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

The treasurer reported a balance of \$1942.69 in our account. Up \$100 since last report.

Old Business

- A crew from [Sportsair](#) requested assistance from our Chapter to help them assemble an airplane prior to bringing it to Oshkosh. Dave Pioto let us use his hangar, as his hangar was empty. For the help Bill from Sportair donated \$100 to our chapter. Though delayed, the airplane made it to Oshkosh.
- Bob and Richie had a breakfast at Hammonton airport. Met Stan Berger there. The restaurant is very nice with some outside sitting.
- We were discussing a possibility of doing another Young Eagle event this fall.

New Business

- We are planning a chapter fly out to Hammonton on Saturday August 20th (This turned out real nice - see the photos).
- We discussed the gas prices at various airports. It seems that Central Jersey (47N) has the lowest price.
- Flight school at Old Bridge is closed.

The meeting adjourned at 8:20PM.

The next meeting will take place on Monday September 19th. We will meet at Old Bridge airport in hangar E-10.

Hope to see you there!

The Editor

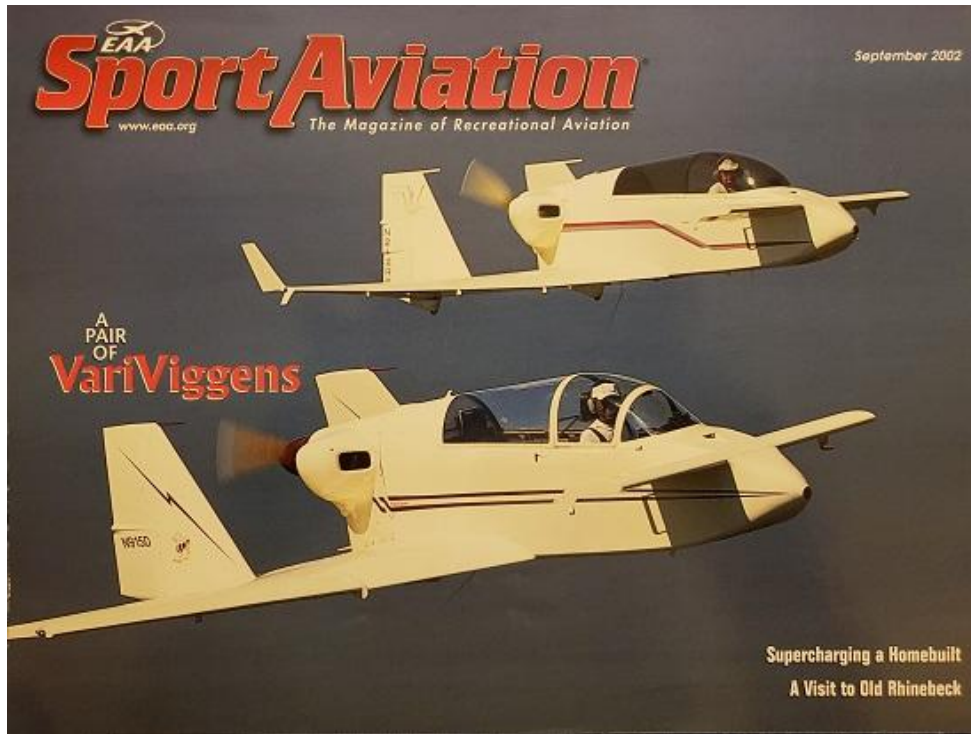


Chapter Fly-out to Hammonton - August 20th.

The weather on Saturday, August 20th was great for flying and we all went out to have brunch at the restaurant at Hammonton airport. In addition to airplanes from Old Bridge, we had guests from Linden and Eagle's Nest. All in all we had 17 members attend, including visitors from Florida. Since it was a hot day we ate inside the restaurant. Thanks to everyone for coming out!



Twenty Years Ago In “Sport Aviation”



The cover of the September, 2002 issue of Sport Aviation featured a pair of VariVigens built by Dennis Jacobs and Ron Smith. Both builders took about 15 years to complete the Burt Rutan design. Dennis originally graduated from college with a degree in mechanical engineering and went to work at Wright-Patterson AFB. He then decided that he wished to enter the healthcare field instead. After graduating from optometry school he entered private practice in Dayton. He then joined the Army reserve as a medical officer. After a ride in a medevac helicopter he applied for Army helicopter pilot school, and was accepted. At the age of 40 he was the oldest pilot candidate in his class at Ft. Rucker. 2,000 hours and 20 years later, including a transfer to the Army National Guard, he retired at the age of 61. He initially purchased plans for the VariEze, but felt more comfortable working with wood, and traded the Eze plans for a set of VariViggen drawings. His only modification was to use Mike Melville's improved landing gear design. Ron Smith was originally attracted to the replica fighter designs, but soon realized that there were no two-place versions. He picked the VariViggen out of a magazine that featured a summary of homebuilt designs and sent a check for the plans to Burt Rutan in January, 1975. His spare time was also limited as his job often took him out of town for a month or more at a time, and his first flight was not until 1989. He used Mike Melville's landing gear design, and also improved the aerodynamics by using a blown bubble canopy. Ron also used a modified wing design that had a different wing planform and winglets.

Robert Rossier visited Old Rhinebeck Aerodrome and reported on his experience. He began with the history of how in 1951 Cole Palen had plunked down his entire life savings to

rescue six World War I-era airplanes that were housed in a hangar on Roosevelt Field. The hangar was scheduled for demolition to make way for the present day Roosevelt Field shopping center, and Cole had 30 days to transport the planes to his family farm in upstate NY. They were then restored and Cole flew them regularly. Using funds he received for renting them out to be used in the film *Lafayette Escadrille*, he purchased an old farm outside of Rhinebeck and Old Rhinebeck Aerodrome was born. Believing that these old airplanes should be flown rather than only displayed in hangars, in 1960 he presented the first public air show to a crowd of 25. Robert went on to describe the various aircraft in the collection and included many photos. Cole Palen passed away in 1993, but his legacy lives on and the museum is still thriving today.

Jack Cox reported on the efforts of two men to increase performance and efficiency by using a supercharger on an aircraft engine.. Homebuilders Rick Schrameck and Dennis Mortensen had installed a belt-driven Vortech centrifugal supercharger on Rick's Lancair Legacy that was intended to race in the Sport class at the Reno Air Races. They believed that adding a supercharger was easier and less expensive than the usual turbocharger installation, and they not only aimed to prove it by competing in racing, but had formed a company to market the kit to other homebuilders. They felt that supercharging accomplished the same result as turbocharging, but with a lot less cost, weight, and complexity. The performance numbers that they reported seemed to back up their claims, but I do not remember hearing of any other aircraft ever using this system.

In "Reading, Writing, and Riveting" Kerry Fores related how George Steed had developed and implemented an aircraft building study program at Central Kitsap Junior High School in Washington State. Working with teacher Steve Smith the students began by learning the individual tasks involved in aircraft maintenance and construction, and eventually worked up to a Zenith 701 project. George helped with raising funds for the project, but they were still looking for a sponsor to step up and help with the powerplant and propeller to bring the project to flying status.

In Part Two of Condition Inspections Ron Alexander covered the areas that should be added to the inspection checklist, including engine, propeller, landing gear fuselage, wings, and empennage. In EAA in Action Sonya Steiner reported on the Northwest EAA Fly-In held in July at Arlington, WA. Scott Spangler discussed the first EAA airplane design contest. The rules were finalized in 1959, but due to rather strict requirements, including that the prototype had to have flown 50 hours, the judging date finally took place at the 1962 Rockford Fly-In convention. The winner was Pete Bowers Fly Baby. In Chapter Hangar we learned how Chapter 287 in Woodbine, NJ, initiated a Flying Start program. Chapter 587 in Zelienople, PA conducted a Confident Copilot program. Chapter 611 in Gainesville, GA, held an extended Young Eagles Day that began with the young people learning about how aircraft operate, how to read aeronautical charts, how to perform a weight and balance, and other such topics.

Ron Alexander contributed another article in which he discussed paint spraying equipment. In Building Basics Bill Rewey offered plans for a wood engine hoist. Dick Koehler covered magnetos. In "Better Pilot" Robert Rossier offered some tips on ditching. Ed Kolano discussed the relationship between stability, control, and handling qualities. Luran Paine introduced us to his "Unca Don" who mentored him early in his flying career. In "Family Matters" Amy Laboda offered some ideas on preventing aircraft theft.

“As the Prop Turns”

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

September 2022

Editor: Richie Bielak (732) 266-4461

**Next Meeting Monday, September 19th,
7:30PM**

**At Old Bridge Airport Hangar E-10
7:30PM**