

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 June 2023 Meeting of EAA Chapter 315

The June meeting of EAA chapter 315 was called to order by the President at 7:40PM. There were 8 members present. The minutes were approved as published in the newsletter.

The Treasurer reported a balance of \$2045.79 in our account. A check in the amount of \$299 was issued to Richie Bielak to cover the cost of purchasing an iPad for the chapter. The iPad money was received from EAA headquarters as a credit the chapter earned for flying Young Eagles,

Old Business

- We decided to scrub the proposed June date for Young Eagles for two reasons. First, we still need additional pilots to fly the kids, and second it was not clear that Old Bridge airport would be open since there has been construction at the airport that closed the runway for days at a time. We will try to schedule a Young Eagles event in early fall.
- Instead we decided that the next meeting will be a picnic at Old bridge airport. The date is Monday, July 10th - starting early evening.
- There will be an Young Eagles event at Eagles Nest airport on June 17th. Some of our members are planning to attend.
- We discussed having a picnic at Jay's airfield sometime this summer. But to conduct it we need volunteers to help bridging tables and chairs, and to help set up and tear down at the end.

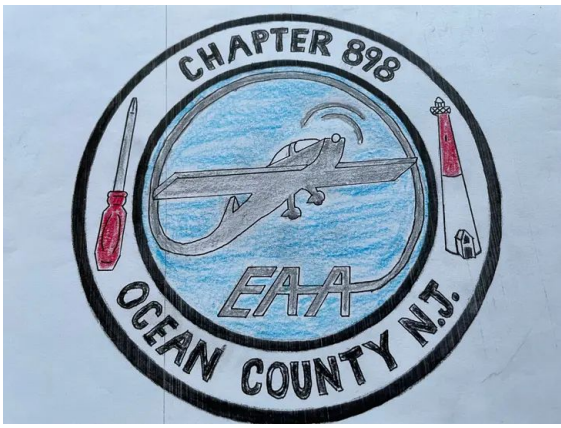
New Business

- We discussed arranging a collective flyouts for pilots at nearby airports. We will create a mailing list of pilots from nearby airports. In addition we can organize flyouts using several Facebook groups (see <https://www.facebook.com/groups/723633791318137/>).
- There was a near miss at Old Bridge airport, captured on the video feed, where a plane on a straight in approach nearly landed on top of another plane readying for takeoff. Apparently the plane on the approach was on the wrong frequency. Be careful out there!

Next meeting will take place on July 10th, at Old Bridge airport hangar E-10. It will be a picnic starting at 5:00 PM. If you are planning to come please RSVP by Sunday July 9th to Bob Hartmaier via call or text to: (732) 599-2099

Hope to see you there!

The Editor



Chapter 898 held a Young Eagles event on June 17th at Eagles Nest airport. Some of our members attended and helped. 119 young people got an airplane ride.



On the same day there was an Innovations of Flight event at the Udvar Hazy museum at Dulles Airport. Two airplane from Old Bridge airport attended. (see <https://airandspace.si.edu/whats-on/events/innovations-flight>)



These fliers really start planes from the ground

By DAVID MOORE
Press Staff Report

SOME people sit at home to build model airplanes on their kitchen tables, but there are some whose desire to fly is so strong they move into the cramped quarters of a basement, shed or chicken coop to build one that flies.

The North Jersey Shore Chapter 315 of the Experimental Aircraft Association is a group of more than 100 aviation enthusiasts who rivet, weld and glue to build or restore a flyable aircraft. The organization meets monthly at Lakewood Airport and has one main requirement to join — an interest in aviation.

The local group is one of 600 chapters which boast a growing quarter-of-a million membership in the national association. Initially, 10 members organized the area chapter but it did not become a chartered organization until the following year.

Pete Hockenbury, Ocean Township, began building model airplanes as a child and during World War II, he was a Navy aircraft mechanic aboard an aircraft carrier. Now a bus driver, he spent nearly six years constructing the single engine "Bowers Fly Baby."

Much of the aircraft fuselage and wing construction took place in his 12-by-16-foot basement. "I had to lug the parts upstairs, place some of the parts in storage and eventually put the plane together at an airport," he said of his recently completed project.

The plane was constructed of Sitka spruce, which is a light long grain wood; quarter-inch marine plywood, polyester fabric, glue and 16 coats of aircraft paint. "To shrink the material I used a household iron," he said.

"I had just as much fun building the plane as flying it," he added. "I just wanted something I could scoot



Lewis Leveson (left), Howell Township, talks about his Piper with Jack Ekdahl, Freehold, who helped with the engine work on the restoration.

ell Township, chapter president, only 50 percent of the organization's members own aircraft but everyone is able to assist others with their planes or projects. The membership includes not only commercial pilots, but other occupations as well. "You don't need a pilot's license to join," he said.

"Some of the members know how to weld and others paint," Leveson said. "Everyone in the organization has some sort of specialty and we work together." All of the aircraft represent many hours of labor by the

able to fly in Middletown, N.Y., and bought it for \$2,500 two years ago. The steel tubing and fabric had gathered water and rotted in the tail wheel section of the plane.

In order to restore the plane, most of it had to be rebuilt from the ground up, which included sandblasting and replacing some of the steel tubing frame under the planes' covering. The approximate cost to fully restore the aircraft was \$15,550, he said.

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The typical home-built aircraft costs from \$5,000 to \$8,000. "But the price to build one depends on what the pilot wants," said Leveson. "The planes also cost a lot of time, aggravation and effort."

The organization's inventory of aircraft notbut also ultra-flight aircraft, which do not require a pilot's license, as well.

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The rear with the tips

NANCY RICHMOND/Asbury Park Press

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Carol Fine Hart sent us this article which appeared in Asbury Park press in August of 1986.

In the picture you can see Lew Lewison and Jack Ekhdahl, discussing Lew's PA-12.

Twenty Years Ago In “Sport Aviation”



The cover of the July, 2003 issue of Sport Aviation featured the Harmon Rocket III built by John Harmon. John had built several RV-3s, and was able to turn one out in less than a year of building time. His first Harmon Rocket was an RV-3 with a 200 hp Lycoming O-360 engine that was conceived by John and a friend. They built two in about 9 months. He also built an RV-4, with a 200 hp engine, so he and his wife could travel together, but after about an hour she would begin complaining about how long a flight was taking. So he re-engineered the RV-4 design to use the six-cylinder O-540 engine and called it the Harmon Rocket II. The Rocket III is also based on the RV-4 design, but with a single seat positioned where the aft seat is in an RV-4 to help keep the C.G. where it belongs with the heavier O-540 engine up front. The engine produced 400 hp, which resulted in a top speed of 265 knots at 11,000 feet, and an initial rate of climb of 4,500 fpm at 110 knots. Building time was eight months!

Jack Cox contributed an article on the replica Laird Super Solution that had been built by Seattle resident Jim Moss. Jim had previously restored a 1930's one-of-a-kind biplane with a 165 hp Warner radial engine that received much attention at Oshkosh, and was looking for a new project when he and his wife toured the museum and saw the EAA's replica Super Solution. On the spot he decided that a flying replica was just what he was looking for. Jim wished to build a plane that visually was as true to the original as possible, but would be usable in the modern aviation environment, as well as perhaps improve a few areas at the same time. For instance, the original fuselage used a steel tube truss design from the firewall aft to the rear of the cockpit, and then aluminum tubing from there back to the tail. A friend of Jim's, Boeing

engineer Tom Jensen, designed and welded up a new fuselage frame that was made entirely of 4130 steel tubing. Interestingly, it turned out only 4 pounds heavier than the original's steel and aluminum design. He also added a locking tailwheel in place of the original tail skid so that the plane could be operated from modern paved runways. Another change was made to the wing. Jimmy Doolittle had reported that the wing had an incomplete truss system that allowed it to actually change its rigging when pulling high G loads. This was not a problem when he won the 1932 Bendix cross country race, but reared its ugly head when he flew the plane in the Thompson Trophy closed course race. At one point he rolled into a high bank during a turn, but instead of being able to roll back wings level exiting the turn, he had to continue rolling around to the left to get back to wings level. Jim and Tom designed a new truss system that also added some wires to stiffen things up. Jim also did not use the original plywood interplane struts, but constructed them out of steel tubing, copying the Starduster Too design that allowed adjustment of wash-in and wash-out. He then disguised them with balsa fairings covered with fiberglass to give the appearance of the originals. Jim thanked the many people who helped him complete the project, but there was one who he had relied on more than the others. That person was Fred Quinn, who had led the team that had built the EAA's replica. When the plane was completed Fred sprang a surprise on Jim. Matty Laird had given Fred the original airworthiness certificate, called the license authorization in 1931, still in its original leather holder. Fred in turn presented it to Jim to display in his recreation. The plane is now in Kermit Weeks' Fantasy of Flight museum.



In "Assembly Line Scratchbuilt" Kirk Gormley told us how members of Oregon's EAA Chapter 292 built 14 $\frac{7}{8}$ scale Nieuport 11s together. They did not build one plane at a time, but rather built them concurrently so that everyone worked on all the planes at the same time. It did evolve that a few were better at the airframe construction, while others were better at fabric work, but all were finished together, at which time a drawing was held to allocate the aircraft to each owner.



Robert Rossier described the testing of EAA's full size Wright Flyer replica in the Langley full size wind tunnel at Norfolk, VA. The conclusion was, yes, it will fly if the weather conditions help with the right amount of wind. Since there was only a very small amount of excess power, in light winds the take-off distance would be lengthy, a problem the Wrights were aware of. They solved it by using the weight falling from a tower rig to help launch their early designs.

In "Adventure at Land's End", Robert told us about his trip with his daughter, her friend, and the friend's father to Montauk airport to camp for a few days. In "Chapters in Action" we learned that Chapter 34 in Arlington, TX was constructing a full-size replica of the Wright Flyer that would be displayed at a new museum being planned for the Love Field terminal building. Dan Grunloh related how Ultralight Chapter 30 celebrated its 20th anniversary with a picnic and a visit by Paul Poberezny.

In "Building Basics" Greg Laslo offered some tips on reducing noise. Ron Alexander discussed painting problems. Richard Finch presented a method for designing and testing a custom engine mount using 1-inch PVC tubing.

In "Better Pilot" Robert Rossier discussed flight planning in the new GPS era, and recommended that pilots consider flying other than a straight line course to take advantage of alternate airports, terrain avoidance, and navigational landmarks. Chuck Cavalero related his experience when the reduction gearbox failed while flying his Chevy V-8 powered Lancair IV, and how the advice of his EAA Flight Advisor had helped him to stay calm and make a successful engine out landing at his airport. Ed Kolano described his method of calibrating the airspeed.

Lauran Paine gave us some insight into the training that military pilots go through, not only as he remembered it from his early Air Force career, but also the differences that were evident to him when he talked to his son who was going through Navy pilot training. Amy Laboda added her thoughts on the latest advances in glass cockpits and automation. She was concerned that pilots were not getting the proper training in basic flying skills, and hoped that the new Light Sport proposal would generate more "back to basics" stick and rudder learning.

Bob Hartmaier

“As the Prop Turns”

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EAA Chapter 315

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

July 2023

Editor: Richie Bielak (732) 266-4461

Next Meeting Monday, July 10th, 5:00PM

At Old Bridge Airport Hangar E-10

Picnic/Cookout at the hangar

7:30PM