

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 Meeting of EAA Chapter 315

The January 2023 meeting of EAA Chapter 315 was called to order by the President Bob Hartmaier at 7:40PM. We met in the office at Old Bridge airport. There were 9 members present.

The minutes of the previous meeting were approved, as published in the newsletter. The Treasurer was absent, therefore we had no treasurer's report. However, we expect the balance to be down by about \$400, which covers chapter fees.

The 2023 dues are due now. Please send a check to Tom Goeddel. The dues are still \$20 per year.

Old Business

We continued our discussions on how to attract more members to attend the meetings. One suggestion was to hold breakfast meetings on a weekend. Monday evening, especially in the winter can be difficult to get people to come out.

EAA has online training for members who want to be Young Eagle coordinators. We should have more than one member go through this training. You can find “Young Eagle Risk Management training here:

<https://www.eaa.org/young-eagles/risk-management-training>

We were considering planning a small Young Eagle’s rally earlier in the year (eg. late April or May), rather than just having one big one in June.

New Business

We did not have any new business to discuss.

We decided to hold the February meeting on Zoom (the invite will go out via email few days before the meeting).

For the evening’s program we watched a video on how to properly handle an airplane in high angle of attack situations.

See the video here: <https://www.youtube.com/watch?v=rFUXshaaMQM>

Next meeting will take place over Zoom, on February 6th at 7:30PM.

Hope to see you there!

The Editor

December Massey Open Hangar Flyin

Early in December 2022, number of our members and friends from Old Bridge airport attended the final event of flying season at Massey Aerodrome in Maryland. Our friend, and photographer extraordinaire, Stan Berger, filed this short report.



Dan Shuron of Dover, DE has been helping out for more than a decade, including Young Eagles flights. At this year's Open Hangar Fly-In he parked planes along with his son, nine year old William, who took the job very seriously - good training for a future volunteer! Stan Berger ([stansphotos.com](https://www.facebook.com/LikeStansPhotos/)) flew in from 3N6 Old Bridge, NJ and caught an iconic view of William at work from behind (I took the posed pictures after noticing William's enthusiasm). FYI "Stan" is a great photographer!!! Take the time to look at his work, I was blown away!

StansPhotos - <https://www.facebook.com/LikeStansPhotos/> Click: "See all photos"

Twenty Years Ago In “Sport Aviation”



The cover of the March, 2003 issue of Sport Aviation featured a Dyke Delta built by Tom Bauer. The unconventional delta-wing design was conceived by John Dyke in the early 1960's as a fast, cross-country plane that was easy and inexpensive to build. The main structure was of steel tubing, and the surface panels were flat fiberglass panels that were attached with blind aircraft grade rivets. John had spent many hours evaluating different designs, and the delta wing, along with the airfoil shaped main fuselage, showed the best results. None of the three builders that Budd Davvison interviewed for the article reported what engine they had installed, but the cruise speeds reported were in the 180 to 190 mph range at about 10 gph fuel burn. Bud reported that perhaps 50 Dyke Deltas had been completed and flown by that time.

Jack Cox contributed a story on the Beechcraft Model D Staggerwing that had been converted to a Model G specification by Larry Beck. I'm not an expert on the Model 17 Staggerwing, but apparently with the installation of the 450 hp Pratt & Whitney R-985 all the sheet metal panels forward of the cockpit are different. Quite a few of the Model Ds, known by the military designation as the GB-2, had been built during World War II, and so there were many model D owners who wished for the rare G model, of which only 20 were built. Sheet metal master Jim Younkin had converted one D to G specification, and had fabricated several sets of the required sheet metal panels at the same time. Jim would do the D to G modifications, as well as add some system upgrades, and the owner was responsible for the covering, final assembly, interior, avionics, etc. Beech S/N 6926



was built in 1944, and then shortly thereafter sold as surplus and converted to civilian specification. After a number of owners, including a stint in El Salvador, it was bought and converted to G status by Jim. He then sold it to Bruce Stevenson, who would pass away before seeing the project through. Bruce's family offered it to Larry and he was able to finally finish it and get it flying. The panel was completed with modern instrumentation, but the yellow with blue trim color scheme duplicated the one that was applied to the original Model D that had been converted to the Model G prototype in 1944.

The CAFE Foundation put the prototype Lancair Legacy through their Aircraft Performance Report testing, and had nothing but raves for the newest model from the Lancair company. Test pilot C. J. Stephens had only praise for the handling qualities, performance, efficiency, and beauty of the design. Powered by a 310 hp Continental IO-550-N engine produced a top speed of 254 kTAS, or 292 mph at 8,000 ft.

In "Flying Under Pressure", Robert Rossier discussed pitot-static systems, including how to prevent problems and how to deal with a problem should one arise. Jack Cox added another article on the new 260 hp version of Bob Barrows' Bearhawk. The plane could be purchased in kit form that included a welded fuselage and riveted wings.

In "Cut to the Chase " Greg Laslo made a case for using a plasma cutter rather than a band saw for cutting 4130 steel. He made a case that the savings in time and the accuracy were worth the \$1500 investment. Ron Alexander discussed choosing and mixing paint. Gary Schaut offered a way to moor a floatplane to the mooring buoy using a system that attaches to the propeller rather than the floats. Kirk Gormley gave us some suggestions on setting up a workshop safely and efficiently. Robert Rossier offered some tips for getting the most from a flight review. In "Stick and Rudder" Ed Kolano discussed climb performance.

In "Family Matters" Amy Laboda related her experience in getting back into flight instructing after a 5 year lay off by getting familiar again with the FAA regs, insurance requirements, and the latest FAA training syllabus.

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

February 2023

Editor: Richie Bielak (732) 266-4461

Next Meeting Monday, February 6th

At 7:30 PM On Zoom

(invite will be sent in an email)