

# AS THE PROP TURNS



## Experimental Aircraft Association Chapter 315 - Northern New Jersey

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### Minutes of the November Meeting of EAA Chapter 315

The November 2022 meeting of EAA Chapter 315 was called to order by the President Bob Hartmaier at 7:45 PM. We met in the office at Old Bridge airport. There were five members present.

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

The treasurer reported a balance of \$1942.69 in our account. Next month we will have to pay fees to the state and to EAA national.

# Old Business

- Bob Hartmaeir went out to the fall Pumpkin flyin at Grimes airport. The weather was great and they had a very good turn out. A person could get a pumpkin to drop from the airplane for \$25. According to Bob there were people lined up to drop a pumpkin the entire day.
- Richie Bielak visited Pegasus Airpark (50PA) where EAA Chapter 839 has a monthly pancake breakfast. Pegasus Airpark is a very nice grass field, just west of the ridge line separating New Jersey from Pennsylvania. We hope to come back there next year. See <https://eaa839.com/> for more information.

# New Business

- Massey Aerodrome (MD1) is planning for an open hangar fly in on Sunday December 4th. If the weather cooperates we will try to get chapter members to attend (see: <https://masseyaero.org/events-list>)
- We discussed possible programs for our winter meetings. A suggestion was made to select some shorter YouTube aviation videos on subject like AQP.
- To, our treasurer, is thinking about moving away from New Jersey and we will need to find someone to replace him.

Next meeting will take place on Monday December 5th, at 7:30 PM at Old Bridge Airport office.

Hope to see you there!

*The Editor*

## Breakfast at Pegasus Airpark.



## Pumpkin Fly in at Golden Age Museum in Grimes



# Twenty Years Ago In "Sport Aviation"

The cover of the December 2002 issue of Sport Aviation featured a Steen Skybolt owned by Vince Grasso of Oak Hill, FL. Vince had owned several aircraft during his career in the aerospace industry, and when he retired from his job with NASA at Cape Kennedy and sold a small Russian observation plane he made enough profit to begin looking for the round-engine biplane that he had been wishing for all his life. The typical classic WACOs and Stearmans were still financially out of his reach, but when he saw a Steen Skybolt powered by a Continental W-670 radial engine advertised on an internet site, he knew he had to have it. The plane had originally been built by Kevin Flynn, and his father, who opted for the military tank version of the W-670 that was used in the M-3 Stuart light tank. It weighed about 70 pounds more than the aircraft version, but instead of 220 hp, it was rated at 250 hp. It also only cost them \$2,800, and was in new condition, still in the WWII Army crate with all the baffling used in the tank installation. Some of you may not realize the reason why these Warner and Continental engines and spare parts can still be found so many years after the war ended. When the Army ordered a tank or airplane they also ordered 9 or 10 times as many spare engines and maintenance parts. So there were still stocks of complete engines and spares around for many years after the end of the war. To balance the heavier engine, the pilot's seat was moved rearward and the battery was placed as far back as possible. Vince reported an initial rate of climb of 3,000 fpm, and a cruise speed of 128 mph.

Jack Cox contributed an article on the Percival E.P. 9 owned by Jan Christie. The Percival was thought to be one of only three remaining out of 27 that were originally produced in the late 1950s. The E.P. 9 was designed as a utility STOL aircraft that could be used for a variety of jobs, such as crop dusting, or carrying small cargo items. Powered by a 270 hp Lycoming GO-480-B the EP9 had a max speed of 146 mph and cruised at 128 mph. Jan's example had originally been outfitted with six passenger seats and sold to a company in Germany where it was used for charters and as a jump plane. After passing through a few owners, Jan, an SAS Captain who was living in Stockholm at the time, purchased it in 1971. He flew it for a few years until he retired from SAS in 1976 and moved his family to Wisconsin. He had the plane shipped to his new home where it was stored away in a barn. In 1999 he pulled it out into the daylight again and began the restoration process. It showed up at AirVenture for the first time in 1991.



In Part 2 of “Dreams Derailed” frequent contributor Robert Rossier followed up on the state of airworthiness of his recently purchased 1947 V-tail Bonanza. The results of a pre-buy inspection provided by the airline mechanic who had owned it for the previous 27 years revealed an AD for corrosion of the magnesium ruddervators, plus a few other minor discrepancies. The plane was turned over to an FAA certified repair station to have the ruddervators rebuilt, and then major issues began to surface. Inspection of the wing attach fittings revealed corrosion that required all eight to be replaced. Serious corrosion was found in the left main wing spar caps, so a replacement wing also had to be sourced. The fuel bladders were inspected, and it was found that one was original to 1947, while the other had been installed in 1963. Both were well past normal service life, and were replaced. Due to the presence of bubbled paint, both the main landing gear assemblies were removed, the paint stripped, checked for cracks, repainted, rebuilt and reinstalled. They also found that the nose gear shimmy dampener was incorrectly assembled, so it was rebuilt using a few new parts. A cracked nose wheel and all new tires were also installed. While they had access to things, all control cables and pulleys were replaced as well. When it came time to fly again, it was found that the engine would not make full static RPM. Inspection showed that the rocker arm bolts were only finger tight, and the bolt holes were elongated. Six new cylinders were needed to remedy that issue. Robert reported that all this took just one day less than a year to resolve, but he did not inform us on the cost! Moral of the story was to get a pre-buy inspection by someone who is knowledgeable on the particular model and not the same mechanic who has been doing the maintenance previously.

In “What’ll it do” Neil Willford discussed airplane performance, including how to estimate the performance of a project before construction. In “Continuing Airworthiness” Ron Alexander discussed ADs, Service Bulletins, and other FAA supplied information on safety and service issues that had been discovered. He also explained how they affected custom built aircraft. “EAA in Action” covered Ron Wagner’s trip around the country giving seminars on the progress of the Sport Pilot Certificate and answering questions on how it would be implemented. In “Birth of a Movement” Scott Spangler talked about EAA in the 1990’s including the beginning of the EAA Air Academy and the Young Eagles program. “Homebuilding’s Heritage” remembered the original Lancair 200 that launched a series of fast, efficient composite kit aircraft.

In “Aircraft Building” Ron Alexander covered safety and environmental concerns when painting your project. Ed Wischmeyer explained how he used scrap pieces to determine how to make the proper bend radius before attempting to make an RV-3 trim tab. Greg Laslo gave his thoughts on ergonomic seats for comfort and ability to reach all the controls. In “Better Pilot” Robert Rossier talked about pre-flight inspections, especially after maintenance had been performed. In “Cockpit Evaluation” Ed Kolano suggested some considerations when doing a demo flight in a new plane. In “Final Flight” Gerry Twombly related his experience as he departed from his soon to be closed home field and flew his plane to its new home at another airport.

There was an interesting letter to the editor in which Steve Fossett described the end of his record breaking around the world solo balloon flight with his landing in high winds in Australia. It would be a little less than 5 years later when he went missing in the Sierra Nevada mountains, and not found for about one year.

***“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.***

***December 2022***

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**Next Meeting Monday, December 5th, 7:30PM  
At Old Bridge Airport Office  
7:30PM**