

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 July Meeting of EAA Chapter 315

The July meeting of EAA chapter 315 was called to order at 7:45 by the President, Bob Hartmaier. There were 6 members present.

The Treasurer was absent, therefore we did not have a Treasurer's report.

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

Old Business

- Open house and Young Eagles event at Old Brodge airport was quite successful. Kudos to Stan Berger for organizing the event.
- The chapter flew 53 Young Eagles. Even though we had 60 pre-registered, 23 did not show up. As a result we were able to fly people who walked-in and registered for a flight. In the future we should try and switch to electronic signups, as those are easier to manage than the older paper forms.
- We discussed possible purchase of an iPad and maybe a printer to use in future events.
- The event to celebrate Lew Levison life went well. It was well attended, and several of Lew's friends gave wonderful speeches. As of this writing, the plaque in Lew's bench at the airport is in place.

New Business

- We are considering running another Young Eagle event in the fall. Tentative date would be September 24th or 25th.
- We discussed arranging a potential chapter fly-out sometime in August. Possible locations would be Lancaster Airport in Pennsylvania, or Greenwood Lake in North Jersey. We would fly out to have lunch together.
- Jonathan Goldstein told us about a flyin he attended at Spurwink Farm airport in Maine. It's a grass field with a dogleg (see pictures on following page).
- Golden Age Museum has a 2 day event over the Labor Day weekend. See [Golden Age events calendar](#).

Next meeting will take place on Monday, August 8th at 7:30PM, at Old Bridge Airport in hangar E-10.

Hope to see you there!

The Editor

Spurwink Farm Airport



**FLYING
CIRCUS**

AIR SHOW

**GOLDEN
AGE**

AIR MUSEUM

BETHEL, PA

GRIMES AIRFIELD

Featuring the
"Fokker Scourge"

- A reunion of three Rotary Engine powered Fokker Triplanes.
- Plus other World War I aircraft.
- Doughboys WWI re-enactors.



"Not since WWI have three rotary Triplanes flown together!"

**Daredevil Flying and
Death Defying Excitement!**

2 days
of fun!

September 3 & 4

Saturday: "Barnstormer Day"

Aerobatics, Fly-bys, Comedy acts, WWI Teaser, Ground display, Re-enactors.

Sunday: "World War I Day"

Aerobatics, Fly-Bys, Comedy acts, WWI Show, Ground display, Re-enactors.

**Gates open at
10 am for Rides**

The Big Shows Starts at 2

Soar through the skies on a vintage

BIPLANE RIDE

Ride Times: 10 am to 1 pm and after the show

Spectator Admission: (wrist bands)

Adult: 1 day \$12, 2 day \$20

Age 6-12: 1 day \$7, 2 day \$12

Current museum members with membership card

Adult: 1 day \$9 2 day \$14

Age 6-12: 1 day \$5 2 day \$8

FOOD, FUN, and FLYING all day

Bring a lawn chair or blanket

Airfield closed to transient aircraft

For more details:

www.GoldenAgeAir.org

Phone: 717-933-9566

Golden Age Air Museum - 371 Airport road, Bethel, PA 19507

Twenty Years Ago In “Sport Aviation”



The cover of the August, 2002 issue of Sport Aviation featured Jim Young flying his $\frac{3}{4}$ scale Focke-Wulf 190 replica. The plane was based on the Loehle 5151 $\frac{3}{4}$ scale P-51 kit, but modified to look like an FW 190 and finished in WW II German paint scheme. Inside, Greg Laslo contributed a lengthy article on those who liked to build scale WWI and WWII fighters and the kits that were available to them. Greg did not report on exactly what engine Jim's FW 190 used, but did state that popular choices for the $\frac{3}{4}$ and $\frac{7}{8}$ scale planes were Rotax, VW conversions, as well as auto engines such as the 1.1 liter, three-cylinder Geo Metro engine. For those completing WWI era planes, German designs were popular, since the German pilots were allowed to personalize their mounts, resulting in many colorful variations. The allied planes were inevitably olive drab, and therefore do not feature as much visual interest. Greg also covered the Replica Fighters Association which is dedicated to sharing information on scale fighters and has squadrons around the country.

Jack Cox supplied one of his very detailed articles on the Waco QCF-2 that was restored by retired Northwest Captain Roy Redman's Minnesota based Rare Aircraft. The plane had crashed at some point, and after the remains changed hands several times, and after several decades had passed, what was left of it ended up with Roy. Just about the time he had finished up several customer projects and was about to begin the restoration of the F-2, he was approached by a company in Florida who were looking for a showpiece for their aviation department. So the plane was completed and sold to them in 2001. The plane was also upgraded in several areas to accommodate modern aviation conditions, such as getting a full panel of navigation instruments, as well as a transponder with a Mode C encoder. The original 160 hp engine was replaced with a 220 hp Continental W-670 with an electric starter and Jasco alternator and disc brakes operated by heel brakes were added. It was finished in the original color combination of dark purple and light blue, which gave it an Art Deco personality that Jack felt was exceptional looking.

Mark Russell introduced us to the X-Prize, which offered \$10 Million to the first person or team who could launch 3 persons to an altitude of 100 kilometers, return them safely to earth, and then repeat it 3 times in 14 days using the same vehicle. Mark then proceeded to discuss the problem and go through the math one needs to arrive at a solution.

Budd Davisson visited with Steen Aero Lab, a company owned by Paul Goetsch and Jere Larson of Melbourne, FL. The company had been started by Hale Wallace, who had a vision of supporting biplane builders by supplying prefab parts, as well as Brunton flying wires and Hoffman composite propellers. To that end he acquired the rights to the Seen Skybolt, the Pitts S-1, and the Knight Twister, among other designs. When he was diagnosed with terminal cancer, he arranged to sell the company to Paul and Jere, furthered his vision by bringing in modern automation technology such as waterjet, laser, and high-speed CNC routers to produce components faster and less expensively.

In “Fundamentals of Inspection” Ron Alexander discussed the Condition Inspection. In “EAA: Birth of a Movement” Scott Spangler told us how Paul Poberezny suggested to his fellow aircraft homebuilders that since the newly announced homebuilt regulations called for homebuilts to be registered in the Experimental category, they should rename their club the “Experimental Aircraft Association”. At that time the EAA world headquarters and executive offices were in Paul’s basement. They also began publishing a newsletter, called “The Experimenter” in which they shared information with other aspiring builders around the country. In “Aircraft Building” Ron Alexander gave some tips on making the decision to paint your own plane. In “Craft & Technique” master metal craftsman Kent White brought us up to date on the progress of Jim Wright’s Hughes H-1 replica project. Kent had fabricated all the parts that required compound curves.

In “Medical Pilot”, Dr. William Schmidt related the story of a patient who had been denied a medical certificate, but with the help of Dr. Schmidt was able to reapply and receive a valid medical certificate. In “Better Pilot” Robert Rossier covered setting priorities and avoiding distractions while flying. In “Test Pilot” Ed Kolano urged all builders to conduct a proper, well-planned, and thorough flight test program. In “Plane Talk” Lauren Paine shared his experience when he rented a Cessna 150 to relive the memories of the one that he flew while taking flying lessons in 1965.

In “Family Matters” Amy Laboda introduced us to Barbara Morgan, a teacher from Idaho who had been the back up to Christa McAuliffe in the Teacher in Space Program. Although that program ended with the Challenger disaster, Barbara had continued working with NASA to educate the public about NASA programs, and in the National Science Foundation’s Federal Task Force for Women and Minorities in Science and Engineering. Barbara had also been told that the Teacher in Space Program had been revived, and that she would get the chance to travel into space after all. In “Talking Tailwheels” Jerry Twombly offered some of the techniques that he had developed over the years for flying tailwheel equipped aircraft.

Bob Hartmaier



“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.***

August 2022

Editor: Richie Bielak (732) 266-4461

**Next Meeting Monday, August 8th, 7:30PM
At Old Bridge Airport Hangar E-10
7:30PM**