

AS THE PROP TURNS



Experimental Aircraft Association Chapter 315 - Northern New Jersey

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Minutes of the January 2024 Meeting of EAA Chapter 315

The January meeting of EAA Chapter 315 was called to order at 7:40 by the President Bob Hartmaier. We only had four members in attendance.

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

The Treasurer was unable to attend, but send in the report via email. The chapter has \$1418.69 in our account. This amount is down \$447 from the the previous report, as we had to pay the chapter renewal fee to national HQ. This payment renews chapter insurance.

Old Business

- Our plans for a fly-out breakfast had to be cancelled, due to unfavorable weather forecast (The weekend weather turned out to be pretty bad so we did not get to fly - Editor).

New Business

- Bob reported the the Golden Age Museum's Spad XIII has flown, but needs a new propeller. Here is a video of one of the first engine runs: <https://www.youtube.com/watch?v=s7w6Tsm1L5g>
- Gas pumps are again working at Old Bridge airport.

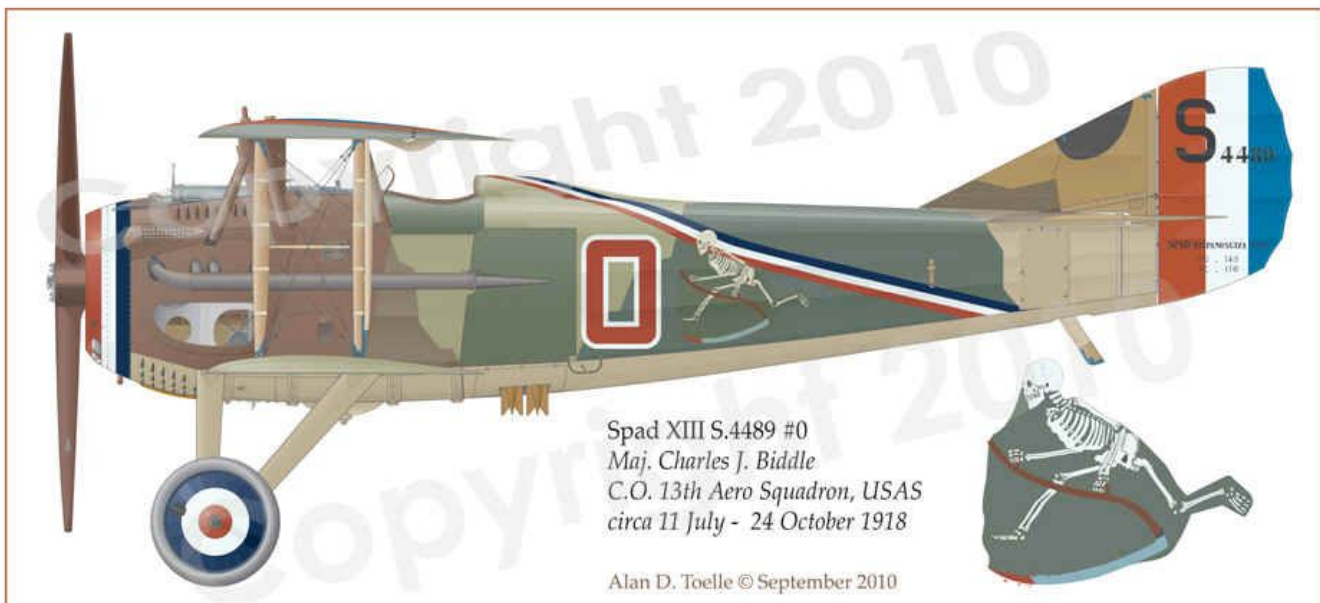
We decided to cancel the February meeting as number of our members are away. We will meet again in March.

As a short program we watched a "[Pilot Brief](#)" video about an accident caused by an unqualified pilot flying an unairworthy jet.

The Editor

Spad XIII Replica from Golden Age Museum





Country:	France
Wingspan:	26'-3"
Year:	1918 replica
Length:	21'-0"
Engine:	Hispano-Suiza
Max Speed:	126 mph
Horsepower:	220
Gross Weight:	1947 lbs.
Quantity Mfg:	8500+ Originals
Armament:	(2) Vickers .303

Twenty Years Ago In “Sport Aviation”



The cover of the February 2004 issue of Sport Aviation featured the RV-8 built by Peter Rowe and his son Mark. Both were already experienced builders, having restored two classic cars as well as an Aeronca Chief that won the Grand Champion Custom Classic award at Sun 'n Fun in 1996. Next they acquired a Bellanca Cruisair, and were well along with that restoration when Mark ordered the RV-8 tail kit. Mark reported that he was tired of pilots with an RV model blowing the doors off his Bonanza, and thought he should try out his sheet metal skills. Pete immediately became enthusiastic about the RV-8 and dove into the project along with Mark. As with most custom kit built planes, it is the personal touches that make one stand out over the rest. For the challenge of it, the Rowes decided that the engine should be turbocharged. They designed their own system, sourcing used parts, including a worn out Ray-Jay turbocharger from Air Salvage in Dallas, and learned what they needed to know by reading everything they could find as well as asking questions of others who had performed the task. They also overhauled and blueprinted the used Lycoming IO-360 engine that they purchased from another Dallas area RV builder. Pete welded up the four-into-one exhaust necessary for the turbo installation. There were other custom touches, such as burying all antennas in the fiberglass wing tips. Even the GPS antenna was placed in the engine compartment under the upper cowling, and worked just fine. Mark built a temporary paint booth in his shop and painted the plane with two-pack color/clear coat automotive paint. With an oxygen system that they also designed and installed themselves, they typically cruise at around 16,000 feet. At that altitude they reported a cruise speed of 230 mph, or an even 200 knots.

Budd Davisson visited with Dan Bieseimer who completed a Smyth Sidewinder in 1981 and as of the time of the article had flown it over 1,100 hours. The Sidewinder had a steel tube fuselage covered in aluminum panels, and an all-metal wing. Originally designed for the 125 hp Lycoming O-290 engine, Dave's engine was a Lycoming O-320 that had been upgraded to -D2B specification and produced 160 hp. Dan reported that he flight planned for a 190 mph cruise speed.

Andrew Robinson contributed an article about his experience when he purchased a partially completed Thorp T18 project. He noted that although the outer wing panels were complete, he intended to change the airfoil, and so accepted the fact that he would have to install new leading edge ribs and re-skin the panels. He also could not determine what kind of aluminum had been used for the fittings that connected the center wing section to the outer panels, so he made new ones in the alloy specified in John Thorp's plans. All in all, he was satisfied with the amount of cash he paid for what he got. He considered it as if he was purchasing a quick build kit that came with everything required to finish the project, including the engine, for less than it would have cost him otherwise.



Dan Biesemeier's Smyth Sidewinder

Ed Kolano gave us his "Flying Qualities Report" on the Bearhawk Patrol. The Patrol was similar to a Piper Cub in layout and size, but the wings were skinned in metal and only flaps and ailerons were fabric covered. It offered two-place, tandem seating, and was flown solo from the front seat. It was also as basic and simple as an original "Cub", and lacked an electrical system. So no radios, no navigation, and no starter. Ed reported that the controls were effective, responsive, and nicely balanced. His only comment that might be considered negative was that even with full flaps it tended to float on landing if the speed was allowed to get too high. Max speed was 130 mph indicated, and 75% power cruise was about 120 mph. Jack Lundquist, Jr. contributed an article in which he described how his newly completed Hatz biplane had been consumed by a fire while he was doing taxi tests. He and his friend Murray Jones, who had helped in the construction, were attempting to start the engine when the battery was found to be low. A portable jump start unit was obtained from the hangar and used to start the engine. Instead of taking the time to return it to the hangar, they made the mistake of just stowing the portable unit in front of Murray's feet in the front cockpit, and began the taxi tests. Apparently during braking the unit slid forward, the two cable ends contacted the foil backing of the insulation that had been installed on the back of the firewall, and ignited the fire. By the time a fire extinguisher had been brought from a hangar the fire had spread to the fuel tank, and the plane was completely engulfed in flames. His advice was to have a fire extinguisher in the plane at all times, and to check any materials in the cockpit for fire resistance.

In Building Basics Tom Whittier discussed abrasive paper, including which grades should be used in which situations. Ron Alexander introduced us to TIG welding, explaining why it was replacing the tried and true Oxyacetylene process. Dick Koehler explained what items should be inspected during an annual condition inspection and what tools were available to make it easier and less time consuming. Dick Blevins discussed flight control flutter, and how he solved the problem of aileron flutter in his own plane. Robert Rossier covered the higher accident rate of night flying and offered some advice on how to avoid them. Chris Heitman described how he made the decision to allow an experienced RV pilot to make the first flight of his newly completed RV-9, since it was to be conducted on his 1,700 foot grass runway.

In case you were wondering or can't remember, the Wright Brothers centennial celebration was conducted at Kitty Hawk on December 17th, 2003 as planned. However, it was rainy, with only a light breeze, and the replica Wright Flyer did not leave the launch rail. It did actually fly on two occasions earlier in December, but unfortunately did not get airborne on the exact 100th anniversary of the first flight. The airworthiness certificate was then presented to Edsel Ford, Jr., and the aircraft was to be displayed at the Heroes of the Sky exhibit at the Henry Ford Museum in Dearborn, Michigan.

Bob Hartmaier

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Chapter of the Experimental Aviation Association.***

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No Meeting in February