

AS THE PROP TURNS



Experimental Aircraft Association Chapter 315 - Northern New Jersey

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EAA Chapter 315 - Minutes of April 2023 Meeting

The April meeting of EAA Chapter 315 was called to order by the President, Bob Hartmaier, at 7:45PM. We were meeting in the office at Old Bridge airport and seven member were present.

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

The Treasurer reported a balance of \$1686.19 in our account.

Old Business

- We discussed our Young Eagles plans. We still need more pilots. Several of the pilots who flew last year did not join national EAA, so they will not be able to fly Young Eagles this year.
- With online registration we should have no problems getting enough kids registered to fly.
- We are planning to purchase an iPad for the chapter, so that we can do all the paperwork online. However, we are going to need Internet access and a printer to print out certificates.
- This year's Young Eagles day will be on June 10th - which is the second Saturday in June.

New Business

- In the beginning of April it will be Frank Fine's 90th birthday. At request of his daughter, chapter members sent birthday cards to for Frank, to create a "shower of cards" on his actual birthday.
- Sun'n'Fun flyin took place from April 9th to 14th. One of our members, Steve Siegel, attended.
- George Cowling recommended Dan Gryder "Probable Cause" YouTube channel (<https://www.youtube.com/@ProbableCause-DanGryder>). Dan Gryder discusses recent aviation accidents and advocates for AQP (Advanced Qualification Program) for general aviation pilots.

Next meeting will be on Monday, May 8th at 7:30PM. We will be meeting at Old Bridge airport in hangar E-10.

The Editor



Lew Levinson's family donated Lew's model of the Spirit of St. Louis to Massey Museum. The museum published the note below on their Facebook Page.

"We received a very fine, large model of the "Spirit of St. Louis" in memory of Lewis Levison of Jackson, NJ. It was delivered by Bob Hartmaier (a tight fit in his plane!). Mounted above our Wright Whirlwind J-5 engine (the type Lindbergh chose to fly the Atlantic) they compliment each other well. Note the detailed instrument panel through the open door."



Twenty Years Ago In “Sport Aviation”



The cover of the May, 2003 issue of Sport Aviation featured the all-composite Formula GT from Midwest Aerosport, Inc. The aircraft had been originally designed by Performance Aircraft of Kansas City, MO, who also marketed a big-block V-8 powered tandem seat aircraft called the Legend. The prototype Formula GT had gotten as far as a completed airframe on the gear when Performance Aircraft decided to offer a turboprop version of the Legend, and concentrated all their efforts to that end. Then, due to health issues of the owner of the company, it was disbanded, and the rights to the Legend design were sold to a new owner in Louisiana. Performance Aircraft president Jeff Ackland, and another employee, Mark Burrow, purchased the Formula GT design and formed Midwest Aerosport, Inc. to complete the prototype and market kits. They offered a choice of delivering a quick-build kit to the buyer's shop, or a factory assist program at the factory, which would get the project as far as an airframe on the gear with all flight controls installed and operational. Jack Cox reported that the 260 hp Lycoming power resulted in a 75% cruise speed of 219 mph at 7,500 ft, and a stall speed of 68 mph. The aircraft had a small cargo hold in front as well as an area behind the seats that was large enough to hold snow skis or a golf bag. A quick internet search reveals that a few Formula GTs have been completed, but the company seems to have been dissolved.

Budd Davisson visited with Mark Erickson of Brandon, SD, who had morphed his training as a machinist into a business restoring and modifying Piper Super Cubs. Along the way he had been granted several STC's, such as a stronger rag-wing Piper wing rib, and a high-lift wing with a full length leading edge slot. A business partner in Alaska was interested in modifying his PA-20 Pacer for bush flying, and asked Mark to perform his magic. The Pacer fuselage was shipped to Mark's shop, and the modifications began. The fuselage was lengthened and a Super Cub stabilizer and elevator installed. Super Cub wings with full length slots were added,

along with a 150 hp Lycoming engine. Mark stated that the stall speed was 30 mph, and the cruise speed was actually a bit faster than a stock Super Cub or stock Pacer. The additional length of the fuselage allowed oversized items to be carried in the baggage area, or a sleeping bag could be rolled out and the space used for overnight camping. Mark called it the "Super Pacer".

In "Papa's Plane" Amy Laboda recounted how Dave Carter of Ennis, TX had decided to build a Christavia IV due to the urging of his granddaughter, Cassie Griffin. The four-place, high-wing Christavia IV had been designed by Canadian Ron Mason to have Super Cub like performance with the ability to operate out of small airstrips while hauling a 1050 lb useful load. A 150 hp Lycoming gave a cruise speed of 120 mph and it stalled at 42 mph. When Dave told Cassie he was thinking of building an airplane so he could take her flying, she said it needed to be more than a two-place so that other people could go with them. He planned to finish the plane, obtain his Private Pilot Certificate and tailwheel endorsement, and then fly off the 40 hour restriction so he could do Young Eagle flights. He wanted Cassie's first flight with him to also be his first Young Eagle flight. Unfortunately, Cassie never got that ride, as she died at the age of 14, one of the victims of the September 15, 1999 mass shooting by Larry Gene Ashbrook at the Wedgewood Baptist Church in Fort Worth, Texas.

In "Oshkosh Surprise" Jim Thomas related how he was approached while at Oshkosh and informed that EAA wished to do a story on his Piper PA-12 Cub Super Cruiser for Vintage Airplane magazine and wanted to do air-to-air photos the next morning. In 1954 his Cub had been outfitted with a rare STC by Met-Co-Aire and the fuselage was covered with an aluminum skin instead of the usual fabric. He explained how the air-to-air shoot was completed, and the technical details of working with the photo ship.

In "EAA in Action" we learned that for 2002 the Virginia State Fly-in held at Dinwiddie County airport outside Petersburg, VA, had been moved from the middle of Summer to the first weekend of September after Labor Day. The weather was definitely better, being not so hot and humid, but the date conflicted with a weekend of NASCAR racing at Richmond Raceway that sucked up all the local media attention. It was decided that for 2003 it would be held on the second weekend after Labor Day. We also learned how Chapter 1362 in Indian Head, MD started a new chapter and as one of their first projects helped the airport with a clean up project and repainting of the main hangar and airport office.

In "Building Basics" Greg Laslo covered installing an aircraft radio. In "Show Stoppers" Greg explained the installation of hydraulic disc brakes. In "Details, Details", Ron Alexander continued his discussion of painting with tips on applying trim colors and decals. In "When Fuel is a Four Letter Word", Robert Rossier offered some advice for refueling an aircraft and fuel management. In "Stick and Rudder", Kim Gormley talked about the role of an EAA Flight Advisor in the building and first flight of a custom built project. In "Test Pilot" Ed Kolano covered the task of converting test flight climb data into useful information. In "Museums Gone Mad" Amy Laboda related impressions of her visit to Seattle's Museum of Flight, and how impressed she was by the large amount of "hands on" or "climb in" displays they had.

Bob Hartmaier

Last night the internet stopped working so I spent a few hours with my family. They seem like good people.

“As the Prop Turns”

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

May 2023

Editor: Richie Bielak (732) 266-4461

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