

# 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 September 2022 Meeting of EAA Chapter 315

The September meeting of EAA Chapter 315 was called to order by the President Bob Hartmaier at 7:42PM. We were meeting in hangar E-10. There were five people present, including one guest - Joe Delecce - who is getting ready to start flying lessons.

We had no treasurer report, as the Treasurer was absent.

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

# Old Business

- We decided not to hold any more Young Eagle events this year as there were too many other events happening in the fall, conflicting with a possible Young Eagle rally. We discussed a possibility of running a smaller Young Eagle events more frequently in the future. One of the requirements would be convert completely to electronic registration process, so that we could avoid a lot if paperwork.
- We mentioned that on Saturday the 24th, there would be a barbecue and a movie night at Old Bridge airport.

# New Business

- We discussed the current state of Monmouth Executive airport (BLM). George mentioned that they have a lot of jet traffic there.
- We discussed number of interesting aviation YouTube channels. Some that many of us watch include:
  - Dan Gryder - "[Probable Cause](#)"
  - [Blankolirio](#)
- Roger mentioned a really nice weather website: [ventusky.com](#)
- Another website, [Adsb-Exchange](#) displays live ADSB traffic.
- There was an article in on [NJ.com](#) about an 86 year old NJ pilot starting round the world flight for the forth(!) time.

Next meeting will take place on Monday, October 17th at 7:30PM at Old Bridge airport. We will meet in the airport office.

Hope to see you then!

*The Editor*

## **FAA NPRM NOTICE OF PROPOSED RULEMAKING (NPRM) Part 0, Section 000 (a) 1(c)**

*Section I* - No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

*Section II* - If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

*Section III* - Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

*Section IV* - The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

## ***No Twenty Years Ago In "Sport Aviation"***

Unfortunately there will be no "Twenty Years Ago in Sport Aviation" this month. The author is unable to locate his collection of magazines from the October, 2002 issue to the beginning of 2008. Hopefully next month things will resume. I believe it might be possible for me to access the issues online at the EAA website, but time has run out for me this month.

Over Labor Day weekend the Golden Age Air Museum featured the usual Barnstormer's day that included flying the museum's aircraft, and the G men chasing the gangsters around in old cars. The highlight of the weekend were the four replica Fokker Triplanes that were in attendance. Three of the four were powered by original WWI vintage LeRhône rotary engines. If you are not aware of that term, in a rotary engine design the crankshaft is bolted to the firewall, and the entire engine rotates along with the propeller. Not only does it look strange, the engine sound is unique. All four Triplanes flew around the pattern for photo passes on Saturday, and Sunday featured mock WWI style dogfighting by the Triplanes and the two replica Sopwith Pups also in attendance. The Pup that belongs to the Old Rhinebeck collection is also powered by an original LeRhône rotary engine.

# The Fokker DR1 Triplanes:





Sopwith Pup from the Old Rhinebeck collection:

We also had the largest crowd in a long time so the weekend was a great financial success for the museum as well and a good time was had by all.



Golden Age Air Museum's Sopwith Pup and Fokker Triplane.

The triplane is finished in the paint scheme of Lothar Von Richthofen, the younger brother of the famous Red Baron. Lothar finished the war with 40 aerial victories. He might have challenged his brother for the most, but crashed or was shot down several times and spent more time in the hospital recuperating from his injuries than he did in combat. Unlike his cool and calculating older brother, Lothar was an impulsive, aggressive pilot who more often went off on his own hunting for a fight, rather than participating in the mass "Flying Circus" patrols. However, when he was a member of Jasta 11 with his brother, he became the acting squadron commander whenever Manfred was on leave. He survived the war only to die in 1922 when the commercial plane he was piloting crashed after an inflight engine failure.

The final event of the season is the Pumpkin Drop weekend on October 22nd and 23rd. If you wish to fly in, make sure to give the museum a call ahead of time as the field is PPR(Prior Permission Required) during events. There is parking for 8 or 10 planes, but Paul would just like to know ahead of time to expect you. If you fly, drive, or walk, don't miss it!

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.***

***October 2022***

***Editor: Richie Bielak (732) 266-4461***

**Next Meeting Monday, October 17th, 7:30PM  
At Old Bridge Airport Office  
7:30PM**