

# 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 October Meeting of EAA Chapter 315

The October meeting of EAA Chapter 315 took place at hangar E-10, as we were unable to obtain the keys to the office prior to the meeting. Only four members were present.

The weather that evening became rainy, with rain heavy at times.

We will attempt to have the November meeting in the office at the airport, but if you arrive there and the office is locked, please check hangar E-10. That will be our backup location.

# Old Business

We discussed how to handle future Young Eagle events. There are some chapters that have regular Young Eagle events, once a month. Perhaps we should consider doing an Young Eagle's event more often, maybe instead of a monthly meeting we could have a rally instead.

One problem we have today, is that we need Couple more pilots available to fly Young Eagles.

Although we should be able to better control the Number of kids to fly, by using EAA's computer Registration. Discussions will continue.

# New Business



- Bob brought a copy of the book “[Stick and Rudder](#)” by Wolfgang Langewiesche. It's a classic book, explaining the art of flying from the point of view of the pilot. The son of the author, William Langewiesche, is also an author and has written number of books, as well as in depth articles on various aviation topics. For example, he wrote on the crashes of [737 Max](#) for New York Times.
- We also talked about Advanced Qualification Program (AQP) as practiced by the airlines. In fact, as Bob mentioned, this program was pioneered by American Airlines. Today, Dan Gryder (of the [Probable Cause](#) YouTube channel) is trying to bring the same ideas to general aviation pilots. Considering that some of our members are current or former airline pilots, perhaps they would be willing to present some of the AQP ideas to the rest of the chapter.

Next meeting will take place on Monday November 7th, at 7:30PM. If possible we will meet in the office, otherwise in hangar E-10.

*The Editor*

## *Sky Manor September 10th Flyin*

On September 10th, EAA Chapter 643 at Sku Manor held its annual fly-in. The weather was perfect and a lot of aircraft flew in. Number of pilots from Old Bridge Airport and from or chapter attended.



# *Twenty Years Ago In "Sport Aviation"*

The cover of the November, 2002 issue of Sport Aviation featured the Thorp T-18 owned by Bernie Fried that won the Plans-Built Gold Lindy award at 2002 AirVenture. Bernie had purchased the project from the original builder in 1991, completed it and flew it until 1994 when he disassembled it and put it in the workshop. In 2000 it emerged from the shop with the engine upgraded to 135 hp., the interior completely redone with new upholstery, carpets and a simple IFR panel, and a new paint job. At AirVenture that year he won the Bronze Lindy award. A few more improvements and the following year he won the Silver award. For 2002 he completed labeling all the switches and instruments in the cockpit. He also solved the problem of his exhaust blistering the paint on the cowling by having the exhaust ceramic coated and adding heat shields on the inside of the cowl. That was all that was needed to win the Plans-Built Gold Lindy award in 2002. He reported that the 135 hp Lycoming O-290 gave him a cruise speed of 170 mph at 2450 rpm, burning 7 gph, and an initial rate-of-climb solo of 1500 fpm.

Budd Davisson reported on Roy Rehm and his Boeing P-12/F-4B replicas. Roy had long been interested in the P-12/F-4B model, and over the years he had collected much information on it, including factory drawings and a few original parts. When hurricane Andrew destroyed Kermit Weeks' museum and crumpled many of his aircraft, one of the victims was a Boeing Model 100, a civilian version of the P-12/F-4B, that had been owned by Frank Tallman. Roy put together a proposal to restore the ship, and presented it to Kermit. It was accepted and Roy began organizing the project and making a list of the needed materials. He soon realized that it would involve building a lot of expensive, complex tooling, as well as having to purchase a complete mill run of the specially sized square aluminum tubing required for the fuselage. So he decided that as he made parts to restore the Weeks Model 100, he would make enough for 7 more aircraft, six of which he would sell, and one he would keep for himself. At the time the article was written the Kermit Weeks Model 100 was ready for the fabric covering, and all the individual parts for the other 7 replicas were completed. Six were to be either Army P-12s or Navy F-4Bs, but the seventh was to be a one-of-a-kind Model 100A, a two-place civilian version that had been originally ordered by Howard Hughes.

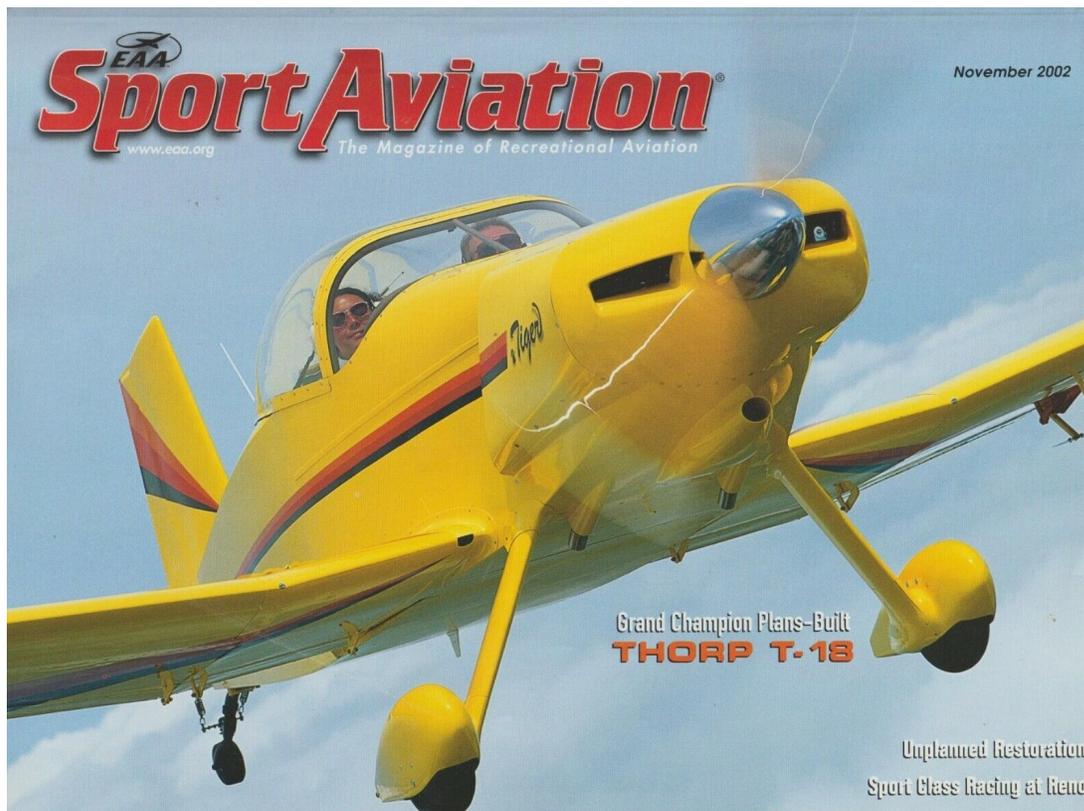
In "Flight Across America" Noel Marshall described the event in which pilots from all 50 states as well as Puerto Rico, would fly a special flag to New York City, arriving just before September 11, 2002. The idea originated with Molly Peebles of Redmond, Oregon, who had been scheduled to take her PPL flight exam on 9/11/2001. She created a website where pilots could register their flights and be able to share information and coordinate things. Noel and her husband represented Wisconsin for the flight. Most of the participants first landed in Somerset County, PA, and joined in a ceremony honoring the crew and passengers of United Flight 93. They then proceeded to Frederick, MD, where they attended another ceremony at the Pentagon honoring the crew and passengers of American Flight 77. The final leg was to Essex County Airport, NJ where a base of operations had been set up. The actual "Honor Flight" on September 11, 2002, departed from Essex County, flew North to South down the Hudson River corridor, passed around the Statue of Liberty, and then returned to Essex County. The flags were then transported by helicopter to the final ceremony aboard the Intrepid where they were presented to New York City.

In "Rotorway Levitation" Maria Langer visited the RotorWay factory in Chandler, AZ to learn about the training program they offered that advertised a Private Pilot helicopter rating for under \$5,000. The syllabus included ground school, learning to hover and accomplish other maneuvers, as well as the maintenance involved in keeping the aircraft running properly after it is built. In "Flight Ops" Gerry Twombly talked about personality traits that made certain people more accident prone, and how to do a self-assessment before each flight.

In "EAA-Birth of a Movement" Scott Spangler continued his brief history of EAA with some comments on how EAA decided to move the headquarters and museum to Oshkosh and consolidate all EAA operations at one location. In "Building Basics" Scott also suggested that a good way to obtain the knowledge required to build an aircraft would be to purchase the A&P course offered by John and Martha King and use it as a reference work for any particular task required.

In "Aircraft Building" Ron Alexander discussed how to build and use a paint booth. In "Craft & Technique" Kent White described how he made an aluminum fuel tank for a 1920's Swallow restoration project using simple hand tools. In "Test Pilot" Ed Kolano talked about free play and centering in an aircraft flight control system. In "Better Pilot" Robert Rossier gave some advice on how to take advantage of flight following from ATC.

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.***

***November 2022***

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

**Next Meeting Monday, November 7th, 7:30PM**

**At Old Bridge Airport Office**

**(or in hangar E-10)**

**7:30PM**