

AS THE PROP TURNS

**EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 315 NORTH JERSEY SHORE**



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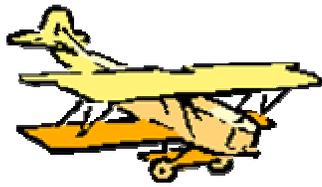
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Minutes of the November Meeting of EAA Chapter 315

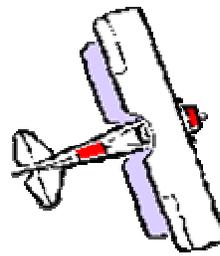
The meeting opened at 7:30 pm on November 1st with a motion by the President for approval of the minutes of the last meeting. Seconded by Tom Goeddel, approved by all.

The Treasurer reported a balance of \$1529.74 on hand after an outlay of \$500.00 to Glenn Stott to help defray the expenses involved in Howard Levy Day and related expenses.





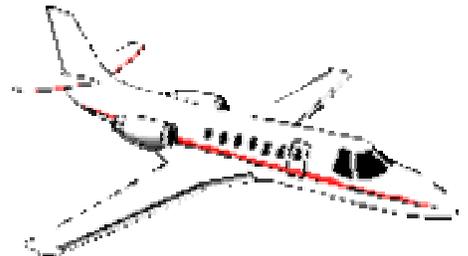
OLD BUSINESS



- Lew Levison and Bob Lorbor were among those attending Howard Levy Day at NJ Aviation Hall of Fame October 30. Five of Howards pictures, framed by Glenn Stott were presented to the museum and accepted by Shea Oakley, President of the museum. This was followed by a tour of the museums collection led by the President, and then attendance at an IMAX film on aviation.
- Glenn then told of his efforts to have the editors of magazines that published pictures and articles of Howard's to write to NJ Aviation Hall of Fame recommending his work for inclusion in the Museum.
- Frank Fine reported everything quiet at Lakewood. At Allaire, work is going forward on environmental cleanup, monitored by local officials.



NEW BUSINESS



- All Seasons Diner has reopened, and is now a possibility for the Awards Dinner in March. The Manalapan Diner sustained a fire last week. Further discussion next month regarding the details for the dinner. Shea Oakley was suggested as a possible speaker. \Other suggestions are welcome.
- Lynn, a Jersey Aero club member, said IMAX has 4 different Aviation films, and suggested we join together for a trip to see one of the films.
- The Fly-In scene seems to be rather quiet right now.
- EAA calendars for 2011 arrived, all ten were purchased at the meeting. Chapter dues are due for the next year.

The 50/50 was won by Lew Levison...\$11.00. The business meeting adjourned followed by viewing a film "*Dogfights—The First Dog Fighters.*"

Next meeting 6 December, at the Old Bridge Airport office, 7:30 pm.

Secretary Jane Finton

Fall Flying



We went flying late in October to see the fall colors.

The view was great!
(The Editor)



Turning final at Old Bridge

TWENTY YEARS AGO IN SPORT AVIATION

The December 1990 issue of *Sport Aviation* featured coverage of the Warbird activity at the 1990 Oshkosh Fly-In Convention. The Reserve Grand Champion, a T-6G owned by Butch Schroeder, was on the cover in its USAF trainer markings. Butch purchased the plane in 1975, after its cloud seeding career in North Dakota was finished. He put about 250 hours on it before it was discovered during an annual inspection that the engine and prop would need an overhaul. While the engine was removed, he began looking at other areas of the ship, and before long the entire aircraft was disassembled and Butch was scouring the country for bits and pieces to bring the plane back to its original military configuration. Besides being authentic, inside and out, in each and every detail, the plane's bare metal skin had also been polished to such a brilliant shine that photographer Mike Phelps described it as looking like "a giant droplet of mercury". Needless to say many hours were put in getting it to that level, and many more hours were needed keeping it that way.

The Grand Champion Warbird was the B-24J, *All American*, owned by the Collings Foundation. It had already been featured in the January 1990 issue, so no story was provided; however, there was a photo on the back cover.

Onlookers were astounded to see three Fieseler *Storches* entering the pattern together at the Oshkosh Convention Fly-In. Further investigation revealed that they were all owned by Fieseler Corporation, which was in turn owned by Jan Mueller of Plymouth, Michigan. Jan acquired his first *Storch* from an acquaintance who found it in France, brought it home, but never found the time to begin a rebuild. Jan bought it and determined that if you were going to have to make a lot of parts from scratch, it would not take much more effort to make several at a time, so he formed Fieseler Corporation, set up a restoration shop, and began looking for more rebuildable airframes. Enough parts and planes were located in France, Spain, and of course Germany, to build five planes. A fourth was flying, but was left behind due to a last minute problem with the engine. A fifth was also completed, but was judged as not yet cosmetically up to Oshkosh display standards. Jack Cox supplied a history of the development of the *Storch*. Interestingly, after the battle of France, *Storch* production was moved to the old Morane Saulnier plant near Paris. Apparently due to acts of sabotage, many bad sets of wings and tail surfaces came out of the factory and the German engineers switched to metal construction for the wings. Of the five owned by Jan's company, two were German built versions that required new wood wings, but the other three were French built versions with metal wings. Needing another project to keep is people busy, Jan was studying Fokker D-VII plans and already had two 1918 vintage Mercedes engines on hand.

A Mig-21 was brought to Oshkosh by Combat Jets Flying Museum of Houston, TX. Procured from China through a broker, they were unsure where it was manufactured, and could only narrow down the date that it rolled out of the factory as sometime in 1963. The two pilots that were checked out in it were Ed Schneider, a former Navy test pilot and current NASA test pilot, and astronaut Hoot Gibson. They both said that it was relatively easy to fly, handling like a heavy T-38.

It was also very reliable, requiring minimum maintenance between flights. They also said that it was very fast and very maneuverable; one-on-one with an F-4 of the cold war period it would win out if both pilots were of equal competency.

In EAA World, Jack Cox supplied lots of photos of even more warbirds, including a photo of Bill Dodds SNJ-5 on take off. Paul Cox of Louisville, KY, reported on his second Busby Mustang II, and described some of the improvements that he made after flying his first one for over 1000 hours.

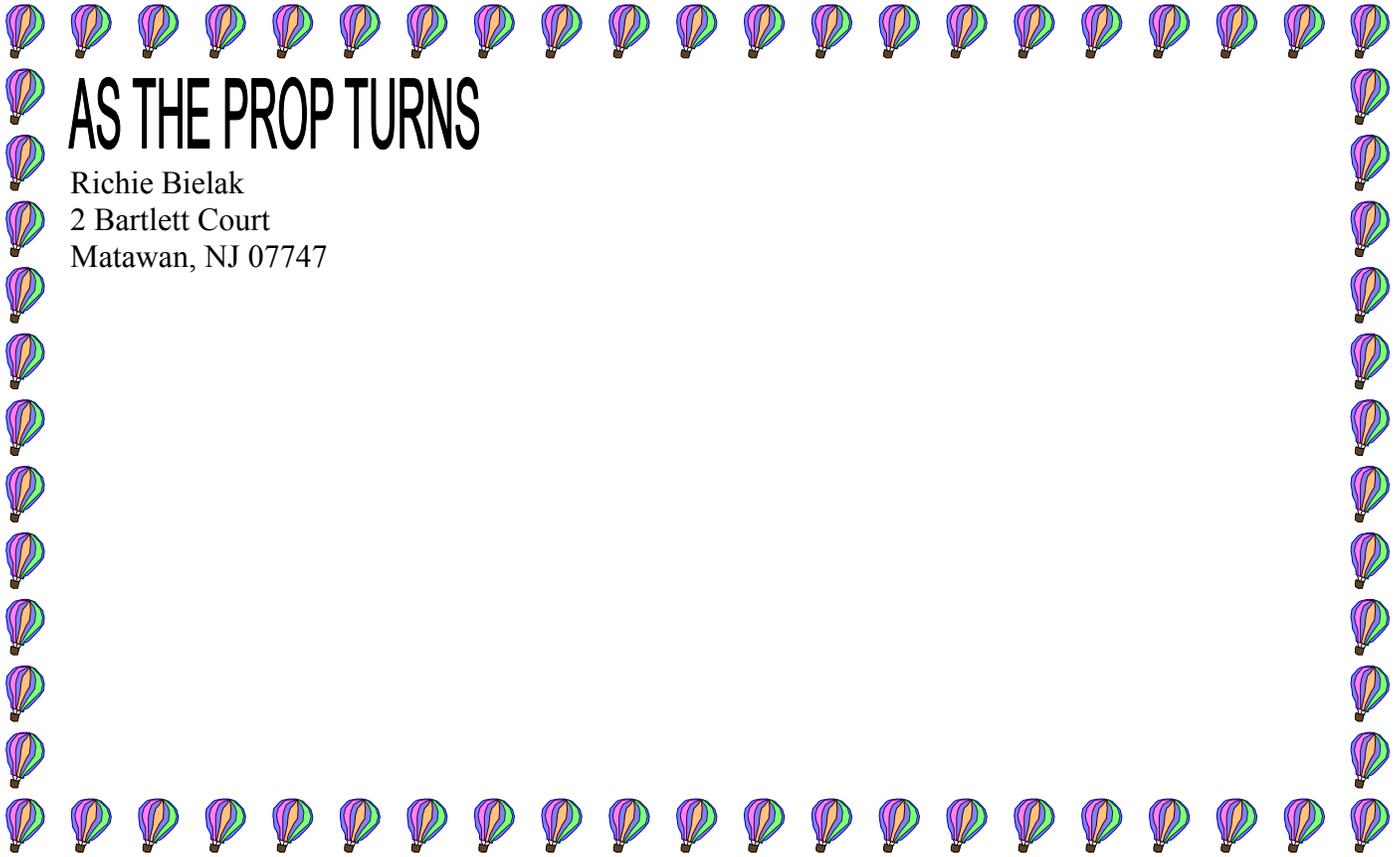
There were also many pages devoted to Curtis Pitts, and the tributes to him during the year he celebrated his 75th birthday. One big project was the building of a replica of the original Pitts S-1 by Budd Davisson, Carl Pascarell, and Jim Moser. The original S-1 had been destroyed in a crash by a crop duster pilot that Curtis sold it to. The pilot was showing off by flying inverted at low altitude when a valve in the inverted fuel system stuck closed. When the engine quit he had just enough altitude to roll up right before he hit the ground and cart wheeled. He was unhurt, but the plane was a total loss. The replica was slated to be donated to the EAA for display in the Air Adventure Museum. H.G. Frautschy contributed a long and detailed history of Curtis' life and the development of the Pitts Special.

John Roncz continued his articles on aircraft design with a discussion of ground effect. In the Craftsman's Corner Ben Owen offered some tips on fuel systems. And Tony Bingelis talked about engine compartment tips, including how to make an oil separator and how to support the exhaust system.

Bob Hartmaier
EAA 78889



Another of Howard Levy's photos from our Howard Levy day at Old Bridge airport.



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E.A.A CHAPTER 315 “As The Prop Turns”

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the
Experimental Aircraft Association— December, 2010
Editor: Richie Bielak (732)-566-5879

**Next Meeting: Monday, December 6th, 7:30PM
Old Bridge Airport, Airport Office**