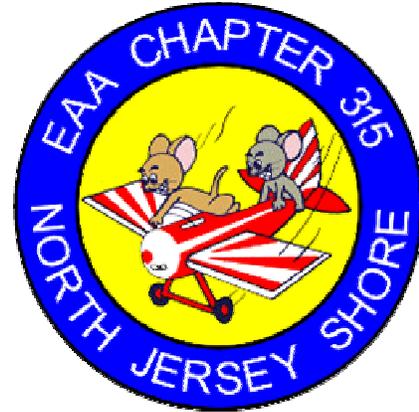


# AS THE PROP TURNS

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



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## Minutes of the February 2010 Meeting of Chapter 315

The February 2010 meeting of EAA chapter 315 opened at 7:39 pm at Old Bridge Airport. President George Cowling opened the meeting, stating his desire that we dedicate this meeting to our long-time member and friend-Howard Levy- who died January 29 at his home. All present agreed.

A service will be held Wednesday February 5 in Freehold.

There were many memories of Howard's remarkable career as a photographer of airplanes all over the world. He served in WW II in several theatres of aerial combat as a photographer.



He shot pictures in the air and on the ground in locations all over the world--at Oshkosh many times, and many other air shows around the planet. He would go anywhere there were planes to be filmed.

Glenn told us Howard had gone up in a MIG for some pictures just two weeks prior to his passing, wanting no assistance getting in or out of the plane.

His work has appeared in many aviation books and innumerable aviation magazines since 1936. He received many awards for his work over his lifetime. He was 88 years young at the time he went west.

Surprisingly, to many, he never became a pilot, but he really knew airplanes. He left many hundred thousands of pictures, books and magazines containing his work and he could identify almost any plane from any picture he took even many years back.

We of the chapter are hoping a home can be found for Howard Levys work so it will be available to fans and future aviation enthusiasts.

Lew Levison called EAA to put a notice in Sport Aviation, Mary Jones of the office there, remembered Howard and had good memories. Jack Elliot, of many good newspaper columns, sent notices to many magazines.

A motion was made by George Cowling that the chapter pay for the obituaries. Lew Levison so moved, Jane Finton seconded, all approved.

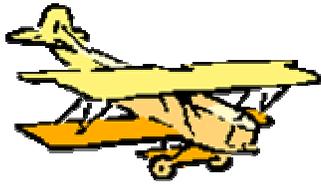
It was suggested that a "missing man formation" be organized to fly over the service. Lew will look into it.

Always smiling and cheerful, always a story to recount of planes filmed, and places where he had photographed..

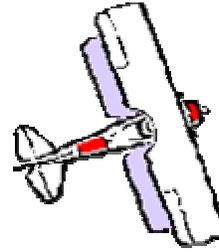
Howard Levy will be missed.



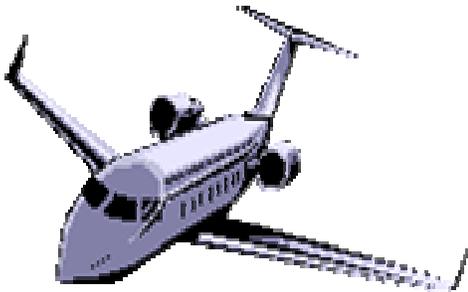
As The Prop Turns - EAA Chapter 315



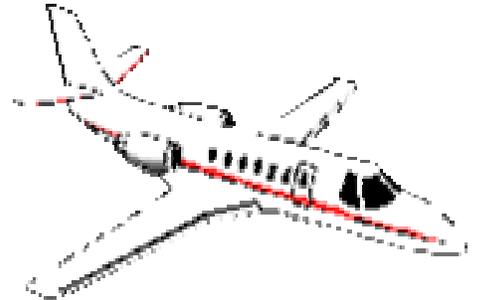
**OLD BUSINESS**



- The minutes of the last meeting were approved. The Treasurer reported a balance of \$2384.49
- The EAA 315 Awards dinner will be held March 25, at 7:30 pm at "All Seasons Diner", Freehold. Same place as last year--just a new name. Tickets are \$30.00 per person. The speaker will be Frank Stankovich--Chief Pilot for Continental Airlines, who used to fly with the Blue Angels.



**NEW BUSINESS**



- Frank Fine reported no buyer for Allaire Executive Airport (Monmouth) yet. There are surveyor stakes around. Nothing else to report right now.
- Peter Weidhorn, who purchased Eagles Nest Airport attended the meeting tonight. He thanked our members for their help at the Open House held at Eagles Nest. He said that all development plans are on hold due to the change of N.J. government. The NJ Aviation Authority, Arlene Feldman and Max Patel, lobbyists, are trying to move forward with state and town governments. The state did a master plan. P. Weidhorn said the land is to be preserved as an airport. There are no FAA funds as the airport is too small.

The 50/50 was won by Jack Hamill---\$12.00, congrats Jack.

The meeting was adjourned by all at 9:15 pm..

Next meeting March 1 at Old Bridge Airport.

*Secretary J.Finton*

## HOWARD LEVY (1922—2010)

Howard Levy, 88, of Freehold, one of the nation's outstanding aviation photographers, died Friday, Jan. 29, 2010, at home. Mr. Levy took his first airplane photograph at Floyd Bennett Field in Brooklyn, not far from his home in 1936 at the age of 15. He sold his first picture a year later. Since then, he has appeared in dozens of publications, including the Smithsonian Magazine, Look, AOPA Pilot, Sport Pilot, Private Pilot, Kitplanes, Pro-pilot, Janes and Air Progress. His work appeared in foreign magazines in England, France, Italy and Germany. Among the tens of thousands of photos he took were pictures of many one-of-a-kind aircraft. In 2003, he was awarded a Lifetime Achievement Award by the International Symposium of Photographers.

In 2005, the staff of Kitplanes presented him with a Silver Anniversary Lifetime Achievement Award. The American Helicopter Society presented him with their Gold Circle Award in 2005. He was a founding member of the American Aviation Historical Society in 1956 and was a founding member of the Aviation/Space Writers Association. He served in the Air Corps as a photographer in World War II in Africa, Sicily and Italy.

He remained active, shooting pictures at EAA AirVenture last summer, and regularly attended monthly meetings at his EAA Chapter 315.



Howard at our last Young Eagle rally (photo by the editor)

Photo by Glenn Stott

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## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the March 1990 issue of Sport Aviation featured Zig Berzins' Cygnet that had won the Reserve Grand Champion Plans Built Trophy at the 1989 Oshkosh Fly-In. The Cygnet sported a shoulder mounted wing with forward sweep that allowed the main spar to pass behind the cockpit. The resulting outstanding visibility was one of the attributes that attracted Zig to the design. At a 50% power setting the 2000cc VW engine gave a cruise speed of 105 mph while sipping fuel at about 3.2 gph.

Jack Cox contributed a very long and detailed article about Gary Lichte's Glasair RG that one the Reserve Grand Champion Kit Built award. As you can imagine Gary left no stone unturned to make sure that his plane was finished to a very high standard. For instance, after getting everything assembled and working, he disassembled the entire plane and either plated or anodized each and every metal part. And at the same time he went through \$300 dollars of varying grits of sandpaper to achieve the outstanding finish that he desired for the airframe. At that time the Glasair kits were shipped with a white gel coat. He found that by spraying clear Imron with a white tint mixed in he was able to precisely match the gel coat color where seams had to be filled in or where he had sanded through the factory gel coat to get a satisfactory finish.

Jack also visited Dean Tilton's hangar to admire Dean's Arrow Sport. Designed by Swen Swanson in the mid 1920's, it followed Tony Fokker's design philosophy of cantilever one-piece wings with plywood and spruce box spars. However, just like Fokker, he was required to add non-functional N-struts between the wings in order to market it successfully! Powered by a 90 hp Ken-Royce five-cylinder engine, the Sport indicated 95 mph at full throttle, and Dean normally cruised at 85 mph.

Other articles detailed Fred Ludtke's clip-wing Monocoupe 110 Special that had a 165 hp Warner installed. Fred bought a 90A project but found that the STC for the clip-wing mod required him to pretty much build an entire new fuselage as well as a new wing, tail, and struts. John Roe of Fort Worth shortened a Pietenpol fuselage and added 20 foot span biplane wings and called the result the Roe "Sport". With an A-65 engine it cruised at 110 mph and had a stall speed of less than 40 mph. Besides the usual challenges faced by a typical homebuilder, John spent his waking hours in a wheel chair due to severe arthritis. Jack Cox reported that not only did his workmanship not suffer, it was outstanding. Harold Field of Amarillo, TX, described restoration of his Kinner Fleet, and Sam Burgess reported on the flight testing of his Allison turbo prop powered Bucker Jungmeister. Max Collin added two 6 hp engines to his twin Rotax powered Lazair ultra-light to come up with the only four-engine, single-seat, N-numbered aircraft in existence. He reported 1500 fpm rate of climb on take-off, and said that on three engines the plane would not only maintain altitude, it could still climb.

John Roncz continued his aircraft design series with a discussion on sizing the wings. In the "Craftsman's Corner" Ben Owen suggested some FAR's and Advisory Circulars that a homebuilder should be familiar with. In "Sport Pilot Medicine" Dr. Mohler talked about a pilot who suffered a minor stroke due to reduced blood flow to the brain, requiring a "cerebral artery bypass" procedure. He was also found to suffer from lung cancer that was treated both surgically and with radiation. Although initially denied a medical certificate, he was eventually issued a third-class certificate. Dr. Mohler credited the FAA with their progressive practices and for considering each case based on an individual basis. In the "Sportplane Builder" Tony offered some useful hints for installing brake lines, laying out items on the firewall, and working on the instrument panel.

Bob Hartmaier  
EAA 78889



# AS THE PROP TURNS

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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— March 2010  
Editor: Richie Bielak (732)-566-5879

**Next Meeting: Monday, March 1st, 7:30PM  
Old Bridge Airport, Airport Office**