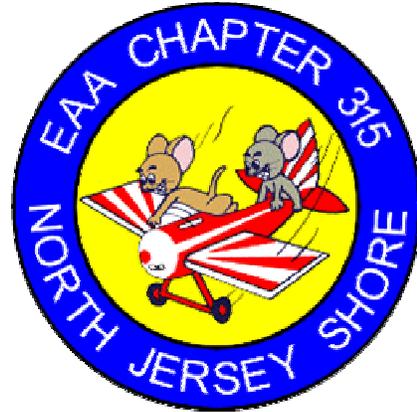


AS THE PROP TURNS

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



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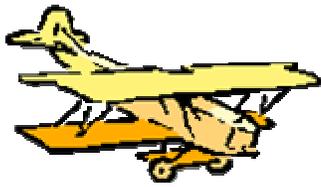
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Minutes of the October 4th Meeting of Chapter 315

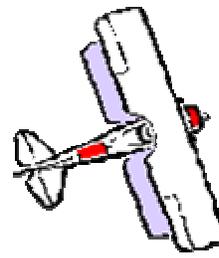
EAA Chapter 315 met October 4, 2010 at Old Bridge Airport with 12 people present. The meeting opened at 7:50 pm with the President asking for a motion to accept the minutes of the previous meeting. The motion was moved, seconded and approved.

Treasurer Tom Goeddel reported a balance of \$1595.74 on hand.





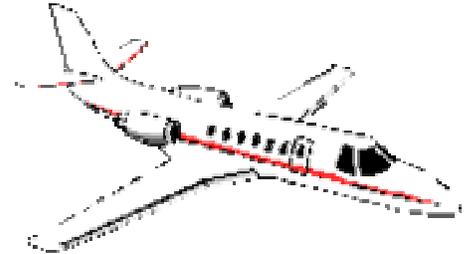
OLD BUSINESS



- EAA calendars for 2011 are available. Lew Levison motioned that we order 10, George Cowling seconded, so approved. Tom will order them.
- A Halloween Party will be held at Monmouth (Allaire) Airport Saturday October 30. It is being organized by the Black Pilots Group. All are welcome to attend. There is a fee of \$20.00 to cover the cost of food and a band.
- A Thank You letter was received from Mrs. John Wooley, thanking Chapter 315 for the donation made to the Joshua House in memory of her husband, a long time member of this chapter.
- Glenn also updated us on the plans for Howard Levy Day at Teterboro Airport on Saturday, October 30. A display of Howards Photos will be made. Several members plan to go.



NEW BUSINESS



- Glenn Stott told of the Cirrus jet that flew into Morristown Airport. It flew to Old Bridge Airport October 1 where a presentation was made about the plane.
- Al Nedermier, former member, passed away.
- Lew Levison told us that the All Seasons Diner, where we twice held our Awards Dinner, has completed their renovations, and would now be available.

Bob Lorbor won the 50/50...\$12.00...way to go, Bob.

George made a motion to close the business meeting, Roger seconded, all approved. After which we watched a film about the American Air Museum in England. Very impressive collection of planes, WWII and some others.

Next meeting will be November 1, 7:30PM, in the office at Old Bridge Airport.

Jane Finton, Secretary.

Details of Trip to Teterboro Aviation Hall Of Fame

EAA Chapter 315 members,

I have arranged the NJ Aviation Hall of Fame Museum dedication ceremony for the Howard Levy Exhibit for 1PM on Saturday, October 30th. After the dedication we will go to the Liberty Science Center for the "Legends of Flight" IMAX movie starting at 4:15. We don't have a bus so please car pool with a friend.

The exhibit will be unveiled at 1PM by NJAHoF Director Shea Oakley and Glenn Stott followed by a short reception with refreshments, crackers, and cheese. Director Oakley has also graciously waived the museum admission fees for guests who wish to tour the aviation museum following the reception.

NJ Aviation Hall of Fame Museum
400 Fred Wehran Drive
Teterboro , New Jersey 08844
Tel: 201 288 6344
<http://www.njahof.org/>

At 3:15 we will proceed to Jersey City for the IMAX movie. The cost is \$9 for adults and \$7 for seniors. Here is a brief intro to the movie from the LSC website;

Take the ultimate "flying" experience in the nation's largest IMAX® Dome Theater -- without ever leaving the ground! Enter the cockpits of planes representing 100+ years of breakthrough aeronautic design, and soar through the skies with their experienced pilots in this fascinating and visually stunning documentary

Liberty Science Center IMAX
Liberty State Park
222 Jersey City Boulevard
Jersey City, NJ 07305
201.200.1000

<http://www.lsc.org/lsc/ourexperiences/theaters/imax>

*Please RSVP to **gstott@eaa315,org* and indicate if you plan to attend the reception, the IMAX movie, or both. (The museum needs approximate numbers for the refreshments at Teterboro and the Science Center needs advance numbers for group discounts)*

Thanks,
Glenn Stott
gstott@eaa315.org

TWENTY YEARS AGO IN SPORT AVIATION

The cover of the November 1990 issue of Sport Aviation featured the Boeing Stearman owned and restored by Fred Nelson that won Grand Champion Antique at the 1990 Oshkosh Fly-In Convention. Fred restored the plane in its original World War II configuration as a primary trainer at Fletcher Field in Clarksdale, Mississippi and it was the attention to each and every detail that caught the eyes of the judges. He came upon a set of original factory prints and thus was able to finish the plane so it looked as if it just came off the factory production line in 1943. He was also lucky to be able to find a set of factory metal fairings and engine side panels that had been packed away in unopened containers for 45 years. In the front cockpit the student was not allowed to have a G-meter or turn-and-bank, so those two holes in the panel were covered. Fred used original Boeing factory patches to cover the vacant spots. One was round and one was square. Fred said that he had no idea why they were different, but that's the way they appeared in the blueprints, so that's how he did it.

Norm Petersen described the 1951 Cessna 195 owned by Tom Hull of York, PA, that won the Grand Champion Classic award. The plane had been purchased at a bankruptcy auction by Tom's father, TWA Captain Earle Hull in 1962, and although flown regularly, and been allowed to deteriorate somewhat. After Earle passed away in 1979 Tom decided to dismantle the plane and do a full restoration in order to give special attention to some previously poorly repaired damage, install modern wiring, replace all the Plexiglas, and other such details. The original factory paint scheme of burgundy and white was applied by Ken Reese of Robbinsville, NJ and the spectacular finish really wowed the judges.

Jack Cox an article about Bud Dake who Jack called "The Monocoupe Man". Bud became interested in Monocoupes while hanging around Creve Coeur Airport outside of St. Louis where several Monocoupes were based. He decided he had to have one, and purchased a 1941 Lycoming powered 90AL in 1972. Eventually he got a ride with John McCulloch in his 110 Special "Little Butch", and was hooked again. He decided he had to have one, but since there were only seven 110 Specials ever built, and none of the three that were flying at the time were for sale, he endeavored to build one from scratch. A damaged 1948 90A became the nucleus of the project and Bud put much of the work in the hands of experts. New wings were built by Harmon Dickerson, and the fuselage was repaired and modified by master welder Harold Lossner of Des Moines, IA. John McCulloch "loaned" Bud a 185 hp Warner radial engine for power, and a reproduction Cessna Air-master cowling and Aeromatic prop finished off the front end. Although he had the original factory fairings and wheel pants from the 90A, he decided these were too rare to use on what was essentially a homebuilt, so he made Fiberglass reproductions to use on the plane. Bud said that he is somewhat insulted when he goes to shows and is sent to the replica line, but having the Repairman Certificate really came in handy when the annual inspection or other maintenance was required. The plane was finished in black with orange trim and Norm allowed that the hand rubbed butyrate dope finish was the best that he had ever seen on an airplane.

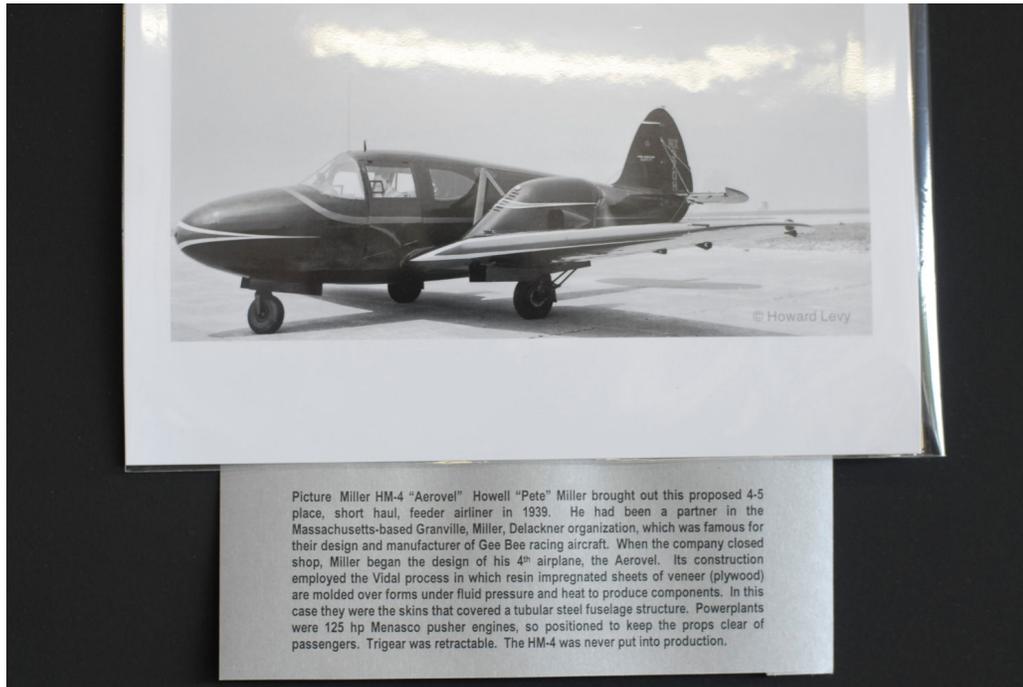
Tom Wruble won the Grand Champion Light Plane award for his Kolb UltraStar, and John LeClerc won Grand Champion Ultralight honors for his Kolb FireStar. John suffered from a disability due to childhood polio that caused him to lose all strength in his left leg. A friend who had a Klob TwinStar helped him to develop an attachment similar to toe clips that cyclists use that allowed John to both push and pull on the right rudder pedal and thus be able to pilot the plane. Thus emboldened and after some investigation, he ordered the FireStar kit and went to work. He said that he did no modifications of a structural nature, but only cleaned up some of the details and added some personal touches to his plane. The judges apparently liked the added touches enough to give him their top award.

The results of the IAC International Aerobatic Championships were reported. Richard Masegee won the unlimited contest, while Tom Adams won the Advanced competition for the second year in a row, and Bill Finagin came out on top in Intermediate. The Sportsman category was won by Larry Warren.

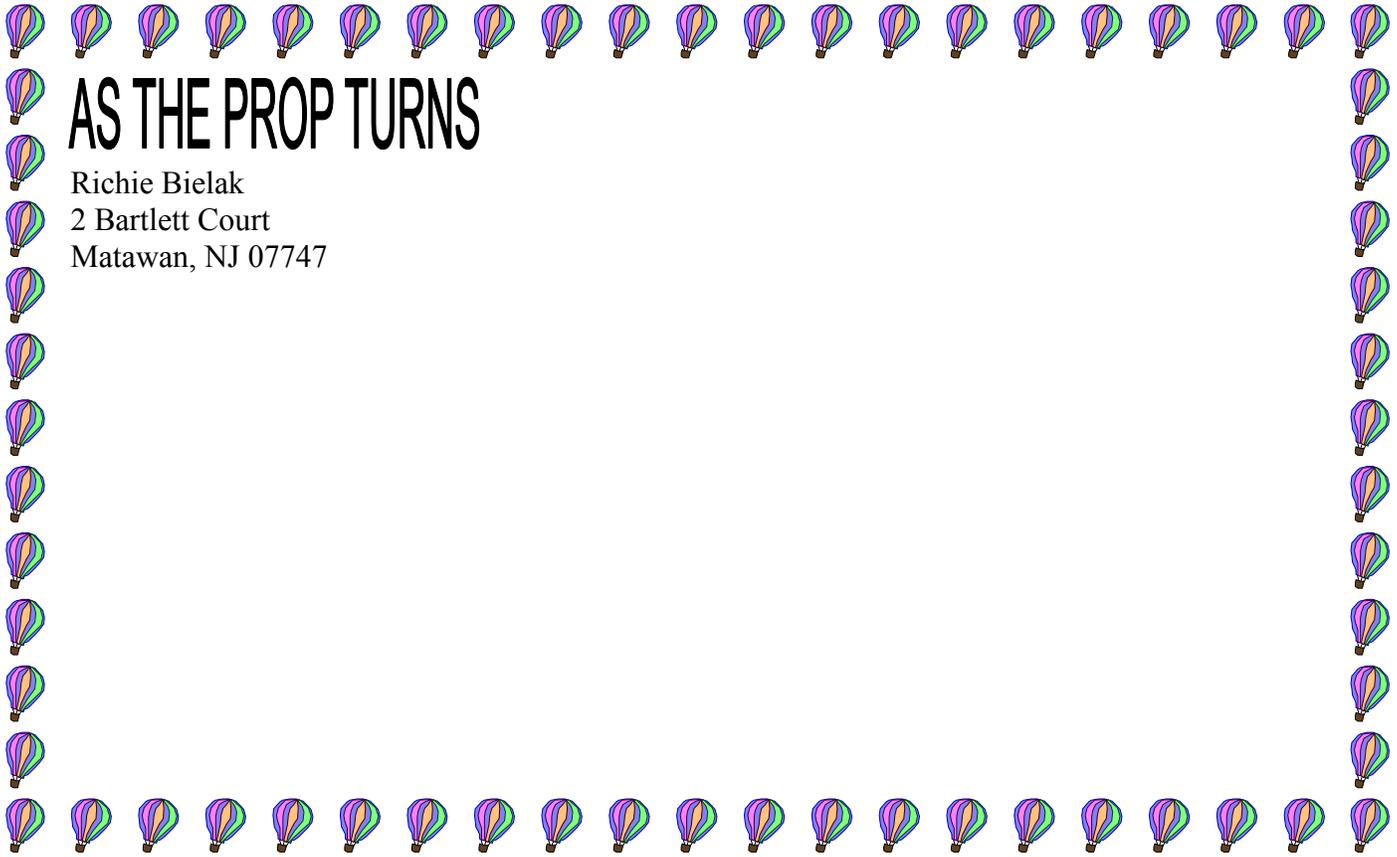
Jack Cox continued his report on Oshkosh '90 with more photos and a description of replicas present. The big debut was that of Jim Clevenger's recreation of the No. 44 Wedell-Williams racer that won the 1933 Thompson Trophy piloted by Jimmy Wedell.

John Roncz continued his aircraft design series with Part 4 on Tail Incidence. In the "Craftsman's Corner" Ben Owen submitted a method to apply a urethane leading edge to wood propellers at home. In the "Sportplane Builder" Tony continued his discussion on painting a metal homebuilt.

Bob Hartmaier
EAA 78889



Picture of the Miller HM-4 from the Howard Levy collection, as displayed during Old Bridge Airport Howard Levy day last May.



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

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