

# AS THE PROP TURNS

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



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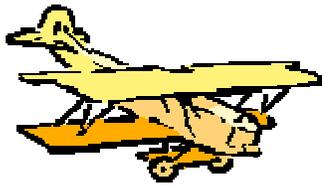
## Minutes of the 2/7 Meeting of EAA Chapter 315

Pres. George Cowling opened the meeting with a request for a motion to approve the minutes of the last meeting. Tom Goeddel so moved, Glenn Stott seconded, the motion was approved.

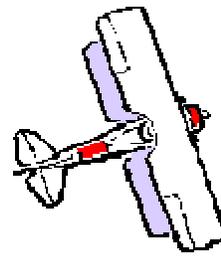
Treasurer Tom Goeddel reported a balance on hand of \$1522.74. He said he has made all the needed reports to National. One EAA calendar is still available. Tom has made up a new roster of members, and the list is somewhat shorter than in the past.

The question then was raised: what can we do to attract new members and bring a return of some previous ones.





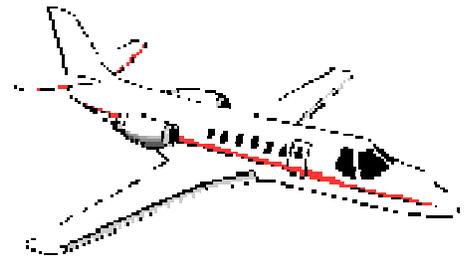
## OLD BUSINESS



- Frank Fine reported Lakewood now AWAS. There isn't any news about the hotel/convention center for Allaire. Is it on or off? The EPA trucks are still there.
- Arrangements for the Awards Dinner April 14, 7:00 pm at All Seasons Diner are in place. The cost is \$30.00 per person. The speaker will be Mark Phelps of Flying Online Magazine.



## NEW BUSINESS



- Glenn Stott received a letter from NJ Aviation Hall of Fame offering Congratulations on the acceptance of Howard Levy into the Hall. There will be a bronze bust of Howard on display, to be made from photos of the Honoree submitted by Glenn.

Shea Oakley, of the Hall of Fame, wrote that the letter to nominate Howard was the most impressive letter of nomination the committee had ever received (*see copy of the letter on the following page*).

It is good to know that all the hard work put forth by Glenn and all those who helped him resulted in the Nomination of Howard Levy to the NJ Aviation Hall of Fame.

There will be an Installation Dinner Wednesday, May 11, 6 p.m. at Fiesta Ballroom in Woodridge. The cost is \$100.00 per person.

- Next we discussed Young Eagles Day, possible ways to increase attendance.

The business meeting closed, we then were treated to Glenn Stott telling us about his day at Lockheed in Virginia. He was invited there to "fly" in the simulator for the F-35, the new fighter being developed there.

Wow! What an interesting plane, and what an interesting day for Glenn. Thank you, Glenn!!

Those members not present missed a good one.

Next meeting March 7, 7:30 pm, Old Bridge airport.

*Reported by Jane Finton, Secretary*

*Preserving New Jersey's Distinguished  
Aeronautical Heritage*



**AVIATION HALL OF FAME & MUSEUM OF NEW JERSEY**

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Dear Glenn,

Again my congratulations on the occasion of the nomination of your dear friend, Howard Levy, to be inducted into the Aviation Hall of Fame and Museum of NJ. As I said your submission for his consideration was the most impressive I have ever seen. You have truly done Howard proud!

The date of our 39<sup>th</sup> annual Induction Dinner is Wednesday, May 11, 2011 at 6:00 PM. It will be held at the Fiesta Ballroom on 255 State Highway 17 South in Wood-Ridge, NJ. There will be a cocktail reception at 6:00 followed by the dinner at 7:00.

Reduced rate local hotel accommodations are being secured and further information on this will be sent to you closer to the event.

Part of being an Aviation Hall of Fame Inductee is having a bronze representation sculpted for the wall in our Hall of Fame Room, as depicted in the enclosed brochure. Accordingly we ask that you mail or e-mail at least two appropriate photos of Howard's face and upper body to be sent to the sculpture artist. Please provide these photos to us within 45 days of receiving this letter. If you wish to e-mail them, the museum address is [NJAHOF@verizon.net](mailto:NJAHOF@verizon.net).

Additional information about the dinner will be sent to you as we approach the date. If you have any questions for us please do not hesitate to call or e-mail me here at the museum.

Again my congratulations on your friend being recognized as a major contributor to the distinguished aviation legacy of the Garden State!

Cordially Yours,

Shea Oakley  
Executive Director

## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the March 1991 issue of Sport Aviation featured the replica Wedell-Williams race No. 44, Model 44 pylon racer that was the sensation of the 1990 EAA Convention Fly-In. Designed by Budd Davisson and built by Jim Clevenger, the plane replicated the No. 44 racer's 1932 configuration with a smooth NACA cowling and a P&W R-985 engine. In that airplane Jimmy Wedell finished second in the 1932 Bendix race to Jim Haizlip in the No. 92 Wedell-Williams Model 44, and second in the Thompson Trophy to Jimmy Doolittle's Gee Bee R-1. Jimmy Wedell won the 1933 Thompson in No. 44 when Roscoe Turner, also flying a Wedell-Williams Model 44, cut a pylon and was disqualified. Jack Cox supplied an article detailing the life and aviation career of Jimmy Wedell, and Budd related how the replica came to be built. A detailed pilot report was promised for the next issue.

Jack Cox also contributed an article about the *Alaskan Bushmaster*, designed and built by Alaskan Rick Schneider for use as a bush plane. The original *Bushmaster* was a modified Piper Pacer/Tri-Pacer that used a 180 hp Lycoming engine to haul as much as a 1000 lbs, and that could land slower and cruise 25 mph faster than a Super Cub. Due to the high cost of certified Lycoming engines, Rick had developed a Mazda rotary engine conversion using a belt drive reduction system that promised 50 more horsepower while weighing about 30 lbs. less than the Lycoming installation it replaced. His hope was to get the installation on the *Bushmaster* certified and then pursue STC's conversions for other Lycoming powered aircraft.

Herb Abrams described in great detail his Rutan *Solitaire* self-launching sailplane. The *Solitaire* featured the typical Rutan canard configuration with airfoils by John Roncz. It also had a 25 hp engine in the nose that retracted into a well for soaring. In the Rutan design, the engine folded down and forward so that there was only enough room for a 32 inch diameter propeller. Herb wanted more performance, so he designed an "articulated" engine mount that allowed the engine to fold into its compartment with the propeller facing up, allowing a 46 inch diameter propeller. His engine also featured two tuned and muffled exhaust pipes that gave an increase of 5 hp and a 2 to 1 "V" belt reduction unit that increased propeller efficiency. He also designed doors that closed when the engine was in the upright position, further reducing drag. He reported that the little ship more than met his expectations and was a pleasure to fly, with a glide ratio of 32:1 with the engine retracted and 16:1 with the engine extended but not running.

One other long and detailed report by Dave Gustafson described our own Claudio Tonnini's flight in his RV-4 from Marlboro Airport to Ushuaia, Argentina, and then back north to the 1990 Oshkosh Fly-In Convention. Ushuaia is the southernmost airport in South America, just a few miles short of Cape Horn. For those of you who haven't seen it, a map of the flight is in Claudio's hangar at Old Bridge. The trip took 160 hours of flying and 28 days to accomplish.

A really good article described how to make a simple bracket from a large aluminum 90 degree extrusion to allow the mounting of relatively inexpensive, lightweight automotive starters.

The two high torque starters featured were from Toyota 20R/22R engines, and the 88-90 Chevy Blazer 4.3 liter V6 engine. The Toyota engines were widely used in the Celica, Supra, Cressida, and the same starter with different gears was used in the Chrysler K car and other six cylinder cars of that era. Dr. Marion Wagnon discussed Special Issue of Medical Certificates and how to help the process along by having all the required documentation in your possession before submitting to an exam by the AME. In the "Craftsman's Corner" Ben Owen discussed some considerations for a pre-purchase inspection of an amateur built aircraft. In the "Sportplane Builder", Tony talked about his system for getting cooling ventilation into the cockpit, and some other alternative methods.

Bob Hartmaier  
EAA 78889



One of the exhibits at the New Jersey Aviation Hall Of Fame.  
Visit: <http://www.njahof.org/>



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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 2011  
Editor: Richie Bielak (732)-566-5879

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