

AS THE PROP TURNS

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



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Minutes of the December 6th, 2010 Meeting

The December meeting of EAS Chapter 315 was called to order by President George Cowling at 7:45PM. There were 16 members present. Motion to accept the minutes of the last meeting as published was accepted by all.

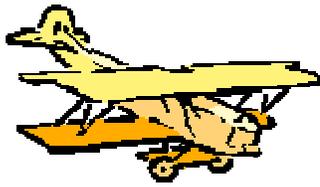
The Treasurer, Tom Goeddel, reported current balance of \$1581.74. He has filed the annual report with the State of NJ. The fee was \$25.

The dues for 2011 are due now. The dues remain at \$20 per year. At the start of the meeting we still had two calendars left for sale.

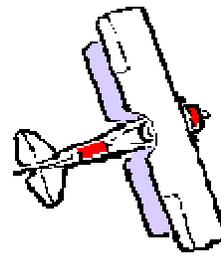
Tom had found a box of shirts with the Chapter logo. Since we have had these for a while we decided to sell them at \$5 a piece.

A new member, Mike Vinik, joined our chapter tonight. He is a student pilot.





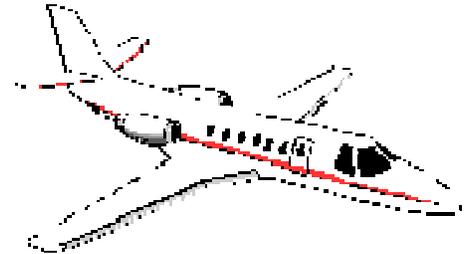
OLD BUSINESS



- There was nothing to report under the heading of Old Business.



NEW BUSINESS



- **2010 Awards Dinner**

We discussed plans for our Awards Dinner. Lew Levison has lined up a guest speaker: Mark Phelps who is an editor of "Flying Magazine". We tentatively picked Thursday April 14th as the date of the dinner.

The dinner will be either at All Season's Dinner at a price of \$19.99 per person (plus tax and tip). Alternatively we can try to have the dinner at the Park Avenue Bistro at a price \$28.95 (plus tax and tip).

Lew Levison has a copy of the proposed menu - to be published later.

- **Nomination of Howard Levy to NJ Aviation Hall of Fame**

Glenn Stott has been working on a nomination of Howard Levy to be inducted into the New Jersey Aviation Hall of Fame. He showed us a book he put together with recommendation letters from various people in aviation who knew and worked with Howard. There is even a letter from the Sikorsky family.

There is a very good chance that Howard will be chosen this year—in large part due to Glenn's efforts.

- **Miscellaneous**

The 50/50 was won by Glenn Stott in the sum of \$16.00.

After the business meeting we watched an episode of "Dog Fights" that covered the history of the Grumman "Hellcat".

Next meeting will take place on Monday January 3rd, 2011 in the office at Old Bridge Airport.

*Assistant Secretary
Richard Bielak*



2010 Highlights



Howard Levy, a long time member of Chapter 315 passed away in January 2010.

Howard was not only our friend, but he also happened to be one of the most prolific aviation photographers in the world.

He took his first airplane picture back in 1936 and continued to take pictures for the remainder of his life.

We miss him!

Photo by Glenn Stott

Awards Dinner – March 25th, 2010



Our guest speaker was Fred Stankovich – a former Navy “Blue Angels” pilot (and current Chief pilot for Continental Airlines).



Fred Stankovich as a “Blue Angel”.

Howard Levy Day at Old Bridge – May 15, 2010



In May chapter organized a Howard Levy Day at Old Bridge airport in order to display a tiny fraction of the photos from Howard’s collection.



Glenn Stott, who became took the role of the caretaker of Howard's collection, picked a selection of photos to display.

Young Eagles Day – Jun 12th, 2010



We flew very few Young Eagles during our annual Young Eagles day. Partly this was due to less than perfect weather.



Howard Levy's Collection Accepted by the Smithsonian

The highlight of the Chapter's year was when the Smithsonian Archives accepted the donation of the entire collection of Howard's photos (about 250,000).



This would not happen, but for tireless work by Glenn Stott on behalf of Howard. **Thank You Glenn!!!**

TWENTY YEARS AGO IN SPORT AVIATION

Eppo Numan and his Eppo *Windmaster* were on the cover of the 1991 issue of Sport Aviation. On August 3rd, 1990 Eppo landed at Teterboro, NJ to complete a flight across the North Atlantic from Rotterdam, Holland. Eppo had originally conceived the idea of a flight around the world in an ultralight in 1982, but after some investigation gave up on that idea due to the cost and bureaucratic hassles involved. However he realized that the North Atlantic was the biggest barrier to such a flight, and if he could complete that, he would have proved that a world circling flight was at least possible. He also knew that he needed a very special ultralight for such an extreme flight. After some experimenting he settled on a modified two-place trike manufactured by South Down International that sported a specially molded cockpit surround, was powered by a four-cylinder, four-stroke Limbach engine and supported by a standard Raven X wing. He departed Rotterdam on June 16, 1989 on the way to Stornoway, Scotland where he was detained by adverse weather for almost four weeks. He finally made it to the Faroe Islands and after only five days he was able to make the crossing to Iceland, spending one night at Egilsstadir before making his way across to Reykjavik. At Reykjavik he ran into a stone wall, as the Danish authorities refused to grant permission for flight into Greenland airspace, citing that it was just too dangerous. After protracted negotiations that eventually involved the Dutch Queen, the Danes finally granted the necessary clearances. Among the many requirements were that he purchase search and rescue insurance and hire a twin-engined chase plane accompany him. By this time it was October, and Eppo, determining that the weather would not allow him to continue any further that summer, packed his bags and went home to Holland. He returned to Reykjavik in June of 1990, and completed the crossing of the Denmark Strait to Greenland, landing at Kulusuk. His route then took him to Sondrestrom, Greenland, Cape Dyer in the Baffin Islands, and across eastern Canada to Montreal. From there he planned one day to fly to New York, where he would circle the Statue of Liberty before landing at Teterboro, NJ, but his problems were far from over. He landed at Albany to clear customs, and was stuck there for six days. On August 1 he was finally on his way southbound again when severe turbulence forced him to land at Poughkeepsie. On August 2, he made it as far as the Statue of Liberty, but he experienced another bout of turbulence and elected to land in a park on Staten Island. The next day he left there and arrived at

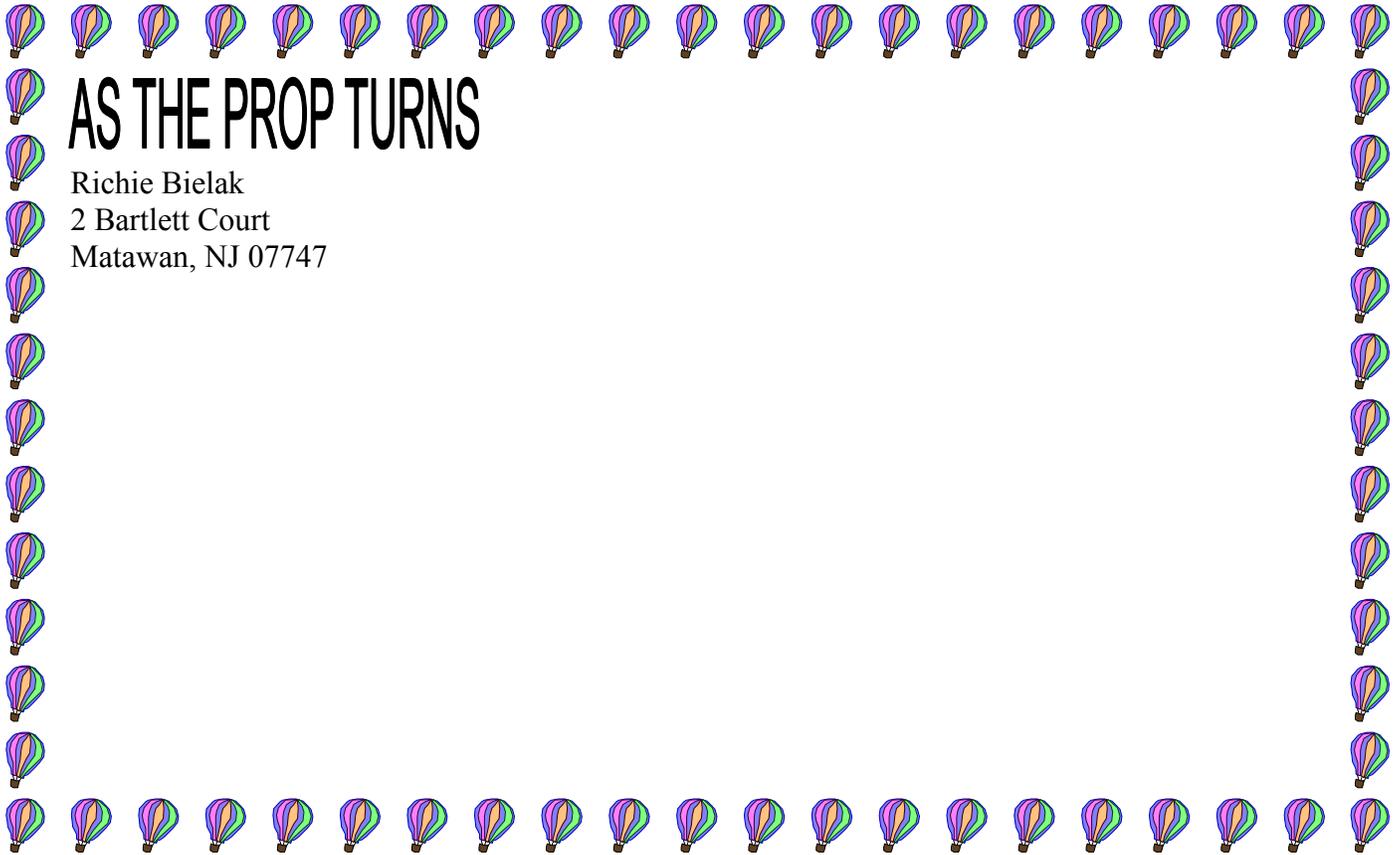
In EAA World Jack Cox commented on the educational and entertainment benefits of air shows and included lots of photos of acts from the 1990 Oshkosh Fly-In Convention. He offered a page of Paul Poberezny flying the P-51, *Paul I*, and reported that Paul had announced his retirement from flying air shows. Dick Cavin reported on the Rotorway *Scorpion* owned by Gary Deitering that won Grand Champion Rotorcraft, and Norm Petersen reported on the seaplane awards given out at the 1990 Fly-In. Best metal floatplane was won by Mike and Lynn Rice of Fairbanks, who flew their Cessna L-19 *Birdog* with Edo 2440 floats from Alaska in 27 hours flying time. Best fabric floatplane was won by Jack Hatkoski with his J-3 *Cub* on Edo 1400 floats, and Best Amphibian went to Jim Zantop for his Republic RC-3 *Seabee*.

Norm also contributed an extensive article relating the history of Pietenpol *Air Camper* 12937 that was built by Bernie Pietenpol in 1933 as a proof of concept prototype and allow Orrin Hoopman to draw up the original construction plans. After many hundreds of hours of flying time, and several rebuilds including one after a low-altitude, low-speed crash, the "Pete" ended up in the hands of Forrest Lovley, who donated it to the EAA Air Adventure Museum on October 27, 1990. Jack Cox described the Pan-ZL-1, a tri-cycle geared, two-place tandem biplane designed and built by Burce Panzi. The fuselage was an original design, with a Pitts *Special* wing, a six-cylinder Franklin engine from a Bell helicopter, and a standard Cessna 150 landing gear. David Gustafson interviewed Steve Ishmael, NASA test pilot and one of the test pilots in the X-29 program, and gave us all the information that we would ever want to know about the design and performance of the forward swept wing design.

In Air Adventure Museum Highlights Norm reported that the prototype Breezy had been donated to the museum by Carl Unger. The EAA's "new" Spirit of St. Louis had been assembled, and those final details were being attended before the first flight. The Eagle hangar featured a new display of early jet engines, including a General Electric I-16 that powered the Bell P-59 *Aerocomet*, and a Heinkel-Hirth S 011 that powered a number of early German jet aircraft from 1944 on.

John Roncz continued his series with a discussion of canard designs, multi-surface designs, and answers to some common questions that came up in his mail and at his Oshkosh forums. Harlo Mckinty offered some ideas for using the new Temperfoam and Sunmate materials for seat construction. In the Craftsman's Corner Ben Owen described a small "ducted fan" wind driven generator design from Basic Aircraft Products. And in the Sportplane Builder Tony talked about the advantages and disadvantages of wood propellers, and of course offered some considerations for their use.

Bob Hartmaier
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E.A.A CHAPTER 315 “As The Prop Turns”

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**Next Meeting: Monday, January 3rd, 7:30PM
Old Bridge Airport, Airport Office**