

AS THE PROP TURNS

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



EAA CHAPTER 315 ON THE WEB: www.eaa315.org

President:

Bob Lorber
7 Eggers Street
East Brunswick, NJ 08816
(732) 325-0320
rlorber@ece.rutgers.edu

Vice-President:

Lew Levison
11 Cromwell Lane
Jackson, NJ 08527
(732) 617-9521

Secretary:

Jane Finton
104 Arbor Court
Tinton Falls, NJ 07753
(732) 918-2111

Treasurer:

Tom Goeddel
31 McCarter Avenue
Fair Haven, NJ 07704-3408
(732) 842-4387
tgoeddel@comcast.net

Young Eagle's Coordinator:

Frank Fine
3311 Belmar Blvd.
Wall NJ 07719-4616
(732) 681-5286
thefines@juno.com

Newsletter Editor:

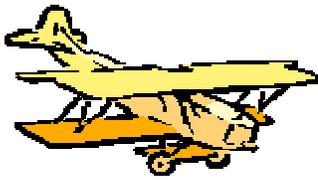
Richard Bielak
2 Bartlett Court
Matawan, NJ 07747
Home: (732) 566-5879
Mobile: (732) 266-4461
richieb@gmail.com

Minutes of the March Meeting of EAA Chapter 315.

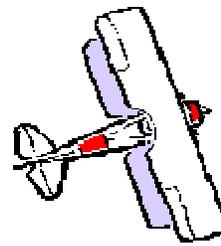
The meeting EAA Chapter 315 was called to order around 7:40PM by President Bob Lorber. There were 10 members present.

The Treasurer reported (via email) that we had \$1369.21 in the chapter's account.





OLD BUSINESS



- **Awards Picnic:**

Instead of having an Awards Dinner, we are planning to have a picnic at the airport on Tuesday June 23rd. We picked this date so that David Pitcairn, grand nephew of Harold Pitcairn, can attend to give us a presentation on restoration of the Pitcairn Mailwing that one belonged to Harold. If the weather permits David will fly the airplane to Old Bridge airport.

The airplane will stay at Old Bridge overnight (in hangar E-10). We will have food, most likely a long sub plus salad and drinks. We expect to charge \$5 per person.

The talk will start around 7:00PM, but the picnic will start around 5:00PM.

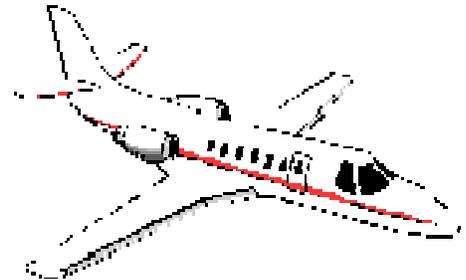
- **July Meeting:**

July meeting will take place at Jay's airstrip on Saturday July 11th, with rain date on Sunday. Jay said that we can move to the following week if the weather is bad.

- Rich Allen is planning to have a flyin at his airstrip in July, before Oshkosh.
- The news from Perl Acres is not good. Looks like the lease-back will not happen.



NEW BUSINESS



- We discussed issue surrounding the FAA and 3rd class medical. No resolution yet.
- We talked about the requirements for ADS-B in all airplanes by 2020. More on this in a future newsletter.

Next meeting will take place at Old Bridge Airport office on April 6th at 7:30 PM.

The Editor

Member Profile - Lew Levison

If you owned a Piper J-3 Cub and lived in New Jersey in the past 50 years, then you surely know Lew Levison. Lew is a locally famous Cub enthusiast and Cub pilot. He started more than 50 years ago, and is still going strong!

Lew's interest in aviation and flying goes back to his childhood years, when he was introduced to airplanes by his older brother Bill. Shortly before World War II, Bill had taken some flying lessons at Bader Field in Atlantic City.

After the war, in 1946, Lew got his first ride in a 1939 Piper Cub Coupe flown by Leland Cranmer, a former fighter pilot. The flight took place at Forked River airport near New Jersey shore. After that Lew was hooked.

When Lew graduated High School he joined the Air Force and became a weather observer. For his last 19 months of service he was stationed at McGuire Air Force base and that's when he started flying lessons in a Porterfield Collegiate that belonged to a friend. He flew out of Pemberton Airport (3NJ1), which is still in operation today.

After leaving the service Lew went to Ryder College, and in 1968 he met Bernice Samuels. They were married in 1969. Around this time Lew bought his father's business in Beach Haven, Long Beach Island. Once settled comfortably into civilian life Lew resumed his flying lessons with Tony Tirri as his instructor. This time he got to fly in a J-3 Cub and a Cessna-150. In 1972 he received his private pilot's license.

Shortly after, in 1975, Lew acquired his first J-3 Cub. At that time the Cub cost \$3,300 and was purchased from Tony Spezio, of the Spezio Tuholer fame. With this purchase Lew began a lifetime of owning Piper airplanes. His next Cub was bought in 1979 from Eddie DelRosso. Initially this Cub was painted yellow, but Lew had a good friend of his, Robin Smith, restore it to the colors of a Navy NE-1. This airplane was based at Colts Neck airport, until Lew sold it in 1983.

Lew not only loves flying Cubs, but he also enjoys company of other pilots. He has started several flying clubs. The first, named "Autumn Eagles", was active from 1981 until 1991. The club owned a number of different airplanes during its existence: an Interstate Cadet, a '54 Cessna 150, a Commonwealth "Sky Ranger", a BL-65 Taylorcraft and a 7DC Aeronca "Champ".

Then there was "The Golden Buzzards", a small club started in '98 around the ownership of a Piper J-3 "Cub", this time based at Old Bridge airport. This club was active for about seven years.

In addition Lew has been a member of EAA Chapter 315 since he joined EAA over 40 years ago, occasionally serving as the President or Vice-President, but always as a permanent social director.

Besides flying, Lew is also fascinated by the history of aviation. If you ask him, he can tell you detailed histories of dozens of aircraft. His memory for the names of people, places and airplanes is amazing. Back in the 70s he started the “New Jersey Aeronautical Historical Society” with the goal of popularizing aviation. He was even involved in an attempt to create an aviation museum at Soldberg airport.

As the President of “New Jersey Aeronautical Historical Society,” Lew visited and met with officials at the Smithsonian in Washington, DC. As it turned out, “The Spirit of St. Louis” was on display at the time, and Lew convinced the curator to let him sit inside the airplane - in the same seat where Charles Lindbergh sat!

Not satisfied with just sitting in an airplane, Lew’s interest in Lindbergh and “The Spirit” led him to a flight in a replica that was built by the EAA. Lew got to actually pilot the replica. He is proud of the entry in his log book showing this flight in August 1978.

In ‘93 Lew discovered a Piper PA-12 Super Cruiser up in Utica N.Y. The airplane was disassembled in a barn, where it had waited 18 years to be restored. Lew bought the Cruiser, the second one he owned, and formed a partnership with Bob Hartmaier and Richie Bielak . The Cruiser was meticulously restored by Bob Hunt of Hackettstown, with the engine installation done by Lew’s lifelong friend and expert aviation mechanic, Jack Ekdahl. The airplane was fully restored and flying by November ‘94, and twenty one years later the partnership is still going strong.

Today Lew is not only a partner in the Cruiser, but also is a head of a small club that owns a freshly restored - yes you guessed it - Piper J-3 Cub! Knowing Lew, this is unlikely to be his last!



Lew and his first Cub.

Lew's Navy
Cub



Lew flying—from the
outside.

Lew flying from the
inside.



TWENTY YEARS AGO IN SPORT AVIATION

The cover of the April, 1995 issue of Sport Aviation featured the new GlasStar two-place design from Stoddard-Hamilton. Quite different in concept from the Glasair, the GlasStar was meant to be simpler to build, easier to fly, more economical to operate, but still offer decent performance. The structure centered around a steel tube cage that surrounded the cockpit area to which were attached the composite fuselage panels, composite tail cone, and all-metal, strut braced wings. The kit did not require any fabrication except for riveting the metal wings and tail surfaces, and gluing the tail cone halves together. Budd Davisson provided a lengthy flight report in which he reported a speed of 120 kts at 2500 rpm from the 125 hp Continental IO-240 engine.

Jack Cox offered a bio of Tom Davis, who founded Piedmont Airlines just after World War II. Around 1970 Tom was able to purchase the Taylor E-2 Cub, NC13177 that he had learned to fly in back in the 1930's. He restored it to its original 1933 configuration, and had been flying it regularly ever since.

Carlys Sjöholm contributed an article on the Midget Mustang built and owned by Steve Jones. The project had been started by a friend of Steve's father, Bob Haney. Bob would always be getting involved in other recovering and restoration projects, and Steve would badger him about completing the Mustang because he wanted to fly it. Finally one day Bob called him and said "Why don't you come over and get your airplane out of my basement?" Steve did not wait for Bob to change his mind about giving him the plane, and he spent the next two years completing it. It was painted to resemble a Sino-Bengal tiger with the fuselage in orange with narrow black stripes and the bottom white. The eyes on the cowl were surrounded by a white circle and the "mouth" underneath the prop spinner was black with white teeth. He also used the bright orange for the interior. Steve reported that the Continental C-85 engine gave him a top speed of 185 mph and a 70% cruise speed of 160 mph. He felt that with a custom designed composite prop he could get close to 200 mph.

Jack Cox also contributed a description of Ron Hoelting's Glasair III that had won Reserve Grand Champion at the 1994 Oshkosh Fly-In Convention. The ship was built pretty much according to the plans, but the attention to detail and fit and finish were what set it apart from the crowd. The Glasair was powered by a 300 hp Lycoming IO-540 engine and Ron reported that he normally cruised at 230 knots, but could go faster if he wanted to use a lot more fuel.

Michael Ostrander of Rantoul, IL, described how he purchased a Quicksilver MX at Oshkosh in 1933. He spent the next year going completely through the airframe repairing or replacing parts as necessary. He also installed a new nose fairing, windshield, and instrument panel. He took the plane to Oshkosh in 1994 and won an Honorable Mention Ultralight award. In "Bonanzas to Oshkosh", Wayne Collins reported on the rendezvous of 84 Bonanzas at Rockford and the subsequent formation flight to Oshkosh.

David Gustafson spent some of his time at Oshkosh '94 in the company of General Tony McPeak, then the Chief of Staff of the Air Force. The General had flown everything from the F-100 to the F15 and F16, including a two year stint as one of the solo pilots for the Thunderbirds and a one year combat tour in Viet Nam. His successor as Chief of Staff had been named, and General McPeak hoped to retire to Oregon and begin building an RV-3. While at Oshkosh he got a ride in an RV-6A with Dick VanGrunsven and a P-51 with Bill Dodd.

Jack Norris and Andy Bauer wrapped up their dissertation on Zero Thrust Glide Testing with a discussion of how the CAFE Foundation would integrate their method with modern air data instrumentation and explained what the method means for sport aviation.

An uncredited article explained the concept of "Free Flight", in which commercial planes would only be under positive control while departing and arriving at major terminal areas, and would otherwise be free to find their own route in between with ATC controllers only intervening in the event that they saw a potential conflict arising. The benefits of course would be reduced air time and fuel use. I am not sure why this idea was not pursued further in the last 20 years. Possibly the increased air traffic has made it untenable. Or perhaps it is the advent of more accurate Central Air Data Computers that has allowed Flight Levels above 29,000 feet to be 1,000 feet apart instead of the previous 2,000 feet. This allows twice as many planes to be in a given area of the sky at any given time and frequently allows more direct routing.

Jim Eich of Alhambra, CA traveled to Moulins, France to attend the 1994 Reseau du Sport de l'Air (RSA) fly-in. He provided many photos as well as a description of the planes that we in the US might not be so familiar with. In Air Adventure Museum Highlights Norm Petersen reported on the third annual Pioneer Airport Ski-plane Fly-In, held on January 12, 1994.

In "Hints for Homebuilders" Ingeborg Ray supplied a diagram for an annunciator light dimming circuit that would dim the lights when nav lights were turned on. In the "Craftsman's Corner", Ben Owen discussed how to do a proper weight and balance. And in "The Sportplane Builder", Tony talked about radio noise and some ways to reduce or eliminate it.

Bob Hartmaier



AS THE PROP TURNS

Richie Bielak
2 Bartlett Court
Matawan, NJ 07747

E.A.A CHAPTER 315 “As The Prop Turns”

Newsletter of the Monmouth-Ocean County New Jersey Chapter of the
Experimental Aircraft Association— April 2015
Editor: Richie Bielak (732)-566-58791

**Next meeting Monday, April 4th, 7:30 PM
Office at Old Bridge Airport**