

# AS THE PROP TURNS

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



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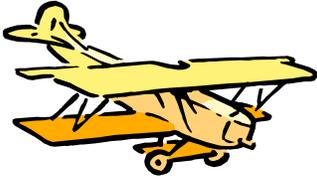
## Minutes of the Meeting—November 13th, 2006

EAA Chapter 315 meeting was opened by Glenn Storr—the president—in the hangar of Styrek Aviation. Many thanks to Styrek!

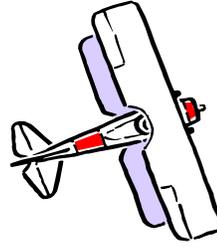
There were 42 people present, including a number from the Rossmar Flying Club. Glenn introduced the guests, including a student from Columbia University who is doing a study of experimental aviation as one of her projects.

The minutes were approved as printed. The treasurer—Tom Goeddel— reported a total balance of \$1709.10 in the treasury.





OLD BUSINESS



- A letter was received from Carol Ann Garrett thanking us for the \$1000 for ALS raised by her evening with us in July.
- The slate of officers for the new year was announced and approved. It will stay the same for one more year.
- Thank you to the N.J. State Police for the appearance of the helicopter at our Young Eagles day. 25 young people enjoyed flights that day—October 14th. Frank DeGennaro's plane was "baptized" for the second year in a row. Sorry Frank!
- Don Maxwell—former Flying Tigers pilot— needs help restoring a Republic "Sea Bee" retrieved from Alaska.
- Lew Levison reported that he has obtain his medical back and is flying again.
- John Wooley won the 50/50—\$40.00.

New business will be held until next months meeting, December 11th, al Old Bridge Airport, so we can move on to our guest speaker.

Our guest speaker, Mike O'Neil, historian and artist of World War I aviators and men connected with aviation, all from New Jersey. He has found records of 748 pilots and aircrew and so far he has written biographies for 620 of them.

It was a fascinating evening as he showed us pictures and recounted how he became interested in this subject (while in High School, when he was still 17) and where it has taken him as he continued to research these men and the story of their lives and times.

Thank you, Mike O'Neil for your time and effort for a great evening.

Submitted

*Jane Finton, Secretary*

# Princeton Flying School



Mike O'Neil's presentation was about a group of Princeton Alumni who in 1916 formed a flying school near Princeton University, in order to train pilots for the U.S. Army. The founders knew that sooner or later the U.S. would enter the Great War in Europe and pilots would be needed. When the school opened U.S. Army had about 25(!) trained pilots.

The school was founded with private money donated by Princeton Alumni and all the students had to agree to join the military, if the U.S. entered the war. Above is the picture of Earl Southee taken at Princeton in 1917 (see <http://home.earthlink.net/~ralphcooper/pimagb9.htm>) for more details. The school started with three Jennies, couple of instructors and a mechanic. The students built the hangars.

Of the pilots who trained at Princeton three became aces fighting in Europe with the French, English and American squadrons.

Mike's presentation followed a format similar to a PBS documentary, with several members reading parts from the diaries and letters of the Princeton airmen.

Of the many stories that stuck in my mind was of a pilot, who served in flying boats patrolling the North Sea in search of German submarines. On one of the sorties in November 1917, one of three airplanes went down into the sea shortly after take-off. The remaining two flying boats landed on water and two pilots attempted to rescue their downed comrades. The pilot from New Jersey, swam under burning oil and fuel and managed to rescue the pilot before the airplane sunk. Unfortunately the rest of the four men crew was lost.

For his action that day the pilot received a Distinguished Flying Cross. However, he never discussed his wartime experiences with his family and they did not find out about this incident and the decoration until after he passed away.

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Mike O'Neil is working on a book that will contain the biographies and of all the New Jersey airmen who flew in WW I. There is also a possibility that PBS may do a documentary based on his research.



Mike is also an artist who paints beautiful pictures with WW I aviation themes. He displayed two examples at our meeting.



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WW I memorabilia from Mike O'Neil's collection.



## TWENTY YEARS AGO IN SPORT AVIATION

The cover of the December 1986 issue of Sport Aviation featured the newly flying "Tsunami" homebuilt unlimited racer. The project was financed by John Sandberg, designed by Bruce Boland, and built by Ray Poe and Tom Emery. Bruce, Ray, and Tom were all engineers who worked on various projects at Lockheed, so a lot of experience and expertise was involved in taking a Rolls-Royce Merlin engine and building the smallest, lightest, and sleekest possible airframe around it. The idea was that they could race the plane using lower power settings and thus get more reliability from the engine for an entire race. They did indeed make it to Reno in September 1986, and qualified at 435 mph. However, in competition the engine never seemed to run properly, and pilot Steve Hinton had to drop out of all three of the unlimited races he started. John Sandberg promised that things would be sorted out and an attempt would be made to set a new unlimited speed record as well as win all the marbles at Reno in 1987.

Dick Cavin contributed an article about Dick VanGrunsven's newest design, the RV-6. I never knew that builder Art Chard had gotten ahead of the game with his widened RV-4 with side-by-side seating, but the RV-6 prototype was 3-1/2 inches wider, 50 lbs lighter, 20 mph faster, and looked a lot better. Although the airspeed still needed calibration, Dick said that during his flight he saw 192 mph indicated at about 75% power from the 160 hp Lycoming engine. Very impressive indeed! More info was promised after a full flight test program was completed.

Dick also reported on an Australian design that showed up at Oshkosh '86 that was designed by Charles Legeti and called the "Stratos". Describing it is difficult, you just have to see a photo, but it was essentially a canard pusher design. The canard was swept sharply back, and the rear wing was mounted on top of the fuselage just ahead of the pusher engine. The tips of the two wings were connected by vertical sections that took on the task of vertical fins and rudders. The "fuselage" was just long enough to accommodate a pilot reclining way back in sailplane fashion, plus the pusher engine with a shrouded propeller. The whole plane was only about eight feet long, and weighed in at all of 172 pounds. The stall speed was 38 mph and the 28hp engine could push it to a top speed of 167 mph! The prototype airframe was hand built using foam cores and either Kevlar or fiberglass lay-ups except for the spars, which were carbon fiber. For the production kits Charles intended to supply high quality parts made in female molds and enlarge the cockpit, which was a little tight for any pilot larger than about 180 lbs.

Giancarlo Zanardo of Treviso, Italy contributed a report on his Fokker DR-1 Triplane that he built from plans supplied by Ron Sands of the U.S.A. Since he planned to fly the plane regularly he gave in to reliability over authenticity and installed a 150hp Lycoming O-320 with a starter and battery. He baffled the cowling in such a way that it is very difficult to tell at first glance that it does not have the original rotary engine behind the prop. He took great pains to insure that the ship was built straight and true, and reported that although the design is somewhat on the unstable side, it flew very well and was not at all as difficult to fly as you might think, except for the lack of forward visibility in the three-point position.

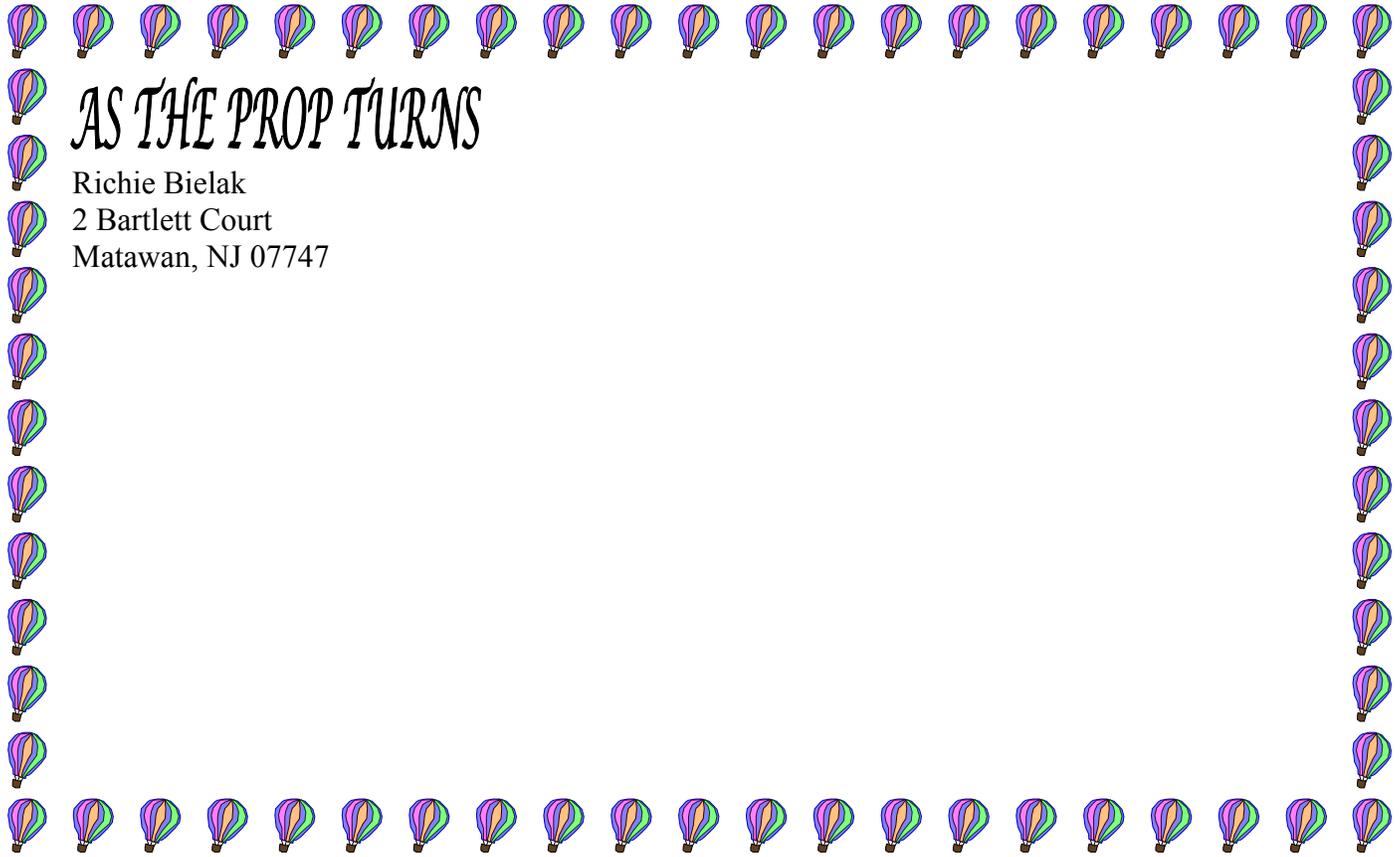
Harvey Doyle related how he and his brother Wilson Doyle began working in the aircraft industry as engineers upon graduation from college in 1925, and in 1927 designed and built a prototype two-place parasol aircraft that they called the "American Moth. They drummed up financial support and a corporation was formed to build and market the design, but no other planes were ever built. Unhappy with the way things were going, they quit, moved to Baltimore, and formed their own company. In 1929 the rights to the "Moth" were sold to Walter Davis who put the plane into production as the very successful Davis D-1. Harvey and Wilson came up with another parasol design called the Doyle "Oriole" that they certified and put into production in 1930. However there were only 14 examples produced before the factory was forced to close due to the awful business climate of the Great Depression.

Frank Kingston Smith visited the Wright Brothers Memorial as a guest speaker for a club that met on December 16<sup>th</sup>, and stayed the next day to participate in the First Flight Society ceremony honoring the Wrights. He offered some thoughts as to how difficult it must have been for the two brothers to achieve what they did in the face of physical hardship and a skeptical general public.

In the "Craftsman's Corner" Ben Owen talked about how dangerous it is to attempt to make modifications to a design without consulting the original designer or an EAA technical Counselor and cited some examples of crashes which could be attributed to such a lack. Niel Petersen discussed some considerations for winter flying, and in the "Cockpit Classroom" Harold Holmes related his personal experience of unexpected icing during a flight from Palwaukee to Duluth during one Thanksgiving holiday weekend. In "Sport Pilot Medicine" Dr. Mohler gave some pointers on keeping one's "landing gear" (feet!) in good shape. And in the "Sportplane Builder" Tony Bingelis told us how to build an aluminum fuel tank.

Bob Hartmaier  
EAA 78889

Until Next Month --- Fly Safely



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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 - December 2006  
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**Next Meeting: December 11th, 7:30**  
**Airport Office, Old Bridge Airport,**  
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