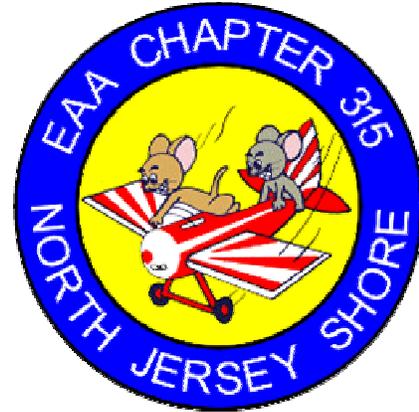


AS THE PROP TURNS

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



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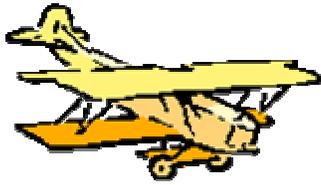
Minutes of Chapter 315 March 1st, 2010 Meeting

Pres. George Cowling opened the meeting, asking for a motion to accept the minutes of the last meeting. After some corrections, Frank Fine made a motion for acceptance, Bob Hartmaier seconded, and the motion was accepted.

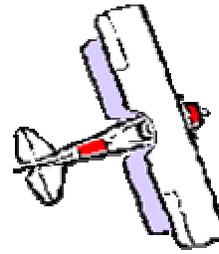
A guest at the meeting was introduced. Andrew Siegle, U.S. Army, serving in Iraq, home on leave, grandson of Jane Finton and deceased member Kenneth Finton. We're happy to have him and thanked him for his service to his country.

The Treasurer reported the balance on hand at \$2057.49 after a \$100.00 deposit for the Awards Dinner and \$227.00 to the national EAA for Chapter renewal and insurance for the coming year.





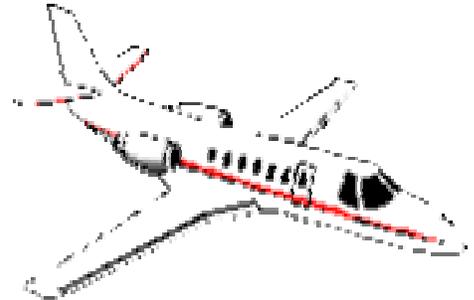
OLD BUSINESS



- Next up for discussion was the Awards Dinner, set for Thursday, 25 March at 7:00 PM. The location has changed. It will be at Basiles, not All Seasons as they have some unfinished renovations going on.
- Basiles is located at 536 Park Ave, (Rt.33 business route) across from Foodtown. It will be a sit-down dinner. Tickets are \$30.00 per person. A 50/50 at 3 for \$3.00 will be held.
- The speaker will be Fred Stankovich, former Blue Angels pilot, and current Chief Pilot for Continental Airlines.
- Please mail checks to Tom Goedel, treasurer, 31 McCarter Ave, Fair



NEW BUSINESS



- **Howard Levy Day at Old Bridge Airport**

Glenn Stott spoke arrangements being made to honor Howard Levy with "Howard Levy Day" Saturday, May 15 at Old Bridge Airport, from 11:00am until 3:00 pm, rain or shine. Mark Funke has offered the use of his hangar. Food and drink will be available.

Joe Flood and his two sons will fly a "Missing Man Formation. There will be displays of memorabilia, a slide show and video.

Glenn said there are approximately 240,000 pieces- pictures, slides, articles, magazines and books in Howard's collection. He will be flying to Las Vegas to meet with representatives of Air and Space Magazine about a retrospective on Howard and his work for the June 2010 issue of Air and Space magazine.

In 2003 Howard was awarded their Lifetime Achievement Award for Aviation Photography by the International Association of Aviation Photographers.

- Frank Fine reported that he has been recertified by the EAA as a flight advisor for 2 more years. And there is "nothing new to report from Monmouth or Lakewood airports at this time.
- Lew Levison said there is some interest in an aviation display at the Monmouth County Library.

The 50/50 was won by our visitor, Andrew Siegle in the sum of \$11.00. Congrats!!

The meeting was then adjourned to watch some of Howard's photos.

The next meeting will be Monday April 5 at Old Bridge Airport, 7:30 pm

submitted by Secretary

Jane Finton

Awards Dinner

Our Awards Dinner took place on March 25th, 2010. The event was a great success. Please read the report on the following page.

Special kudos to the following Chapter members:

- Jane Finton - for obtaining and decorating the cake. It was very tasty!!!
- Glenn Stott - for bringing a backup amplifier that our speaker could use for his microphone.
- Paul Bileau - for bringing us free copies of the "Smithsonian Air and Space" magazine.

Thank You!!

The Editor



Awards Dinner, March 25th 2010

Kudos to brand-new grandpa Lew Levison for lining up yet another great speaker for the Annual Awards Dinner. This year he got former Blue Angel Fred Stankovich to come and share his adventures with us, and he surly didn't disappoint!

For those of us who think the landing gear of an aircraft should always be pointed towards the ground, and that in the best of situations, pilots endeavor to give one another a wide berth, what the Blue Angels do for a living seems nothing short of, what's the word? Oh, yes. Crazy. But one look at the awesome precision these guys bring to violating those two rules will hook you. Thirty-six inches of airspace between wings? No problem. Want that upside down? We can do it!

One thing became clear as soon as our guest speaker took to the front of the room - he was there to talk about his beloved squadron, not himself. Fortunately the presenter told us a little about him, so we did learn a few things. Fred Stankovich was born in Brooklyn and attended the United States Marine Corp School, graduating at the top of his class. He served for eleven years in the USMC, including his two-year stint with the Blue Angels in the 1970's. And what got him interested in trying to join the team? Some of you guys out there might recognize this motivation from your own encounters with the opposite sex. He was on a date, and he and the lady involved saw the Angels performing. "I can do that!" he told her, and we got the impression from Fred's telling of the story that she did not clap her hands and say, "I bet you can!"

A challenge, then, but one well met. The Blue Angels perform the longest-running and, unarguably, most prestigious air show in the world. (Yes, older than the Air Force's own Thunderbirds.) The preparation is grueling: separation from family, thirteen day training runs, and ceaseless self-and-peer evaluation of every single move made in the air, whether during a show or not. And that's in addition to the eight prior years jet flying experience required before consideration for the squadron. But the payoff speaks for itself. Even in the safety of a nice Italian restaurant, the maneuvers the Blue Angels perform make you catch your breath. One move in particular, a tight line of planes flying so close that it looks like the pilots could hand each other Cokes, brought a "whoa" from everybody who saw it. It's called the Echelon Parade, though there is at least one person who's of the opinion that it ought to be called the "Stankovich".

But there's a lot more to the Blue Angels than air shows. As Fred pointed out, the team (as it was called in its early years) was first put together to boost enlistment at a time when Americans were sick of war and all things military. The year was 1946, and, understandably, young men were eager to get back to civilian life and get on with other things. The Navy's response, in part, was to use these amazing precision pilots to lure the bright and the brave back into service. From the very beginning, Blue Angels like Fred Stankovich have served as liaisons between the general population and those who serve in the armed forces. As part of their jobs, they visit schools, hospitals, and other civilian venues to interact with ordinary citizens, not just by wow-ing them with tales of aerobatics on the field, but also by inspiring them with the ethic of self-control and hard work that these men embody.

There is much more that could be said about Fred and his beloved Blue Angels. His post-military career with People's Express hasn't even been touched upon here. But one thing is for sure. When he got up and ran through the images of what he and his buddies did in those A-4F Skyhawks, nobody in the room said the word "rockstar".

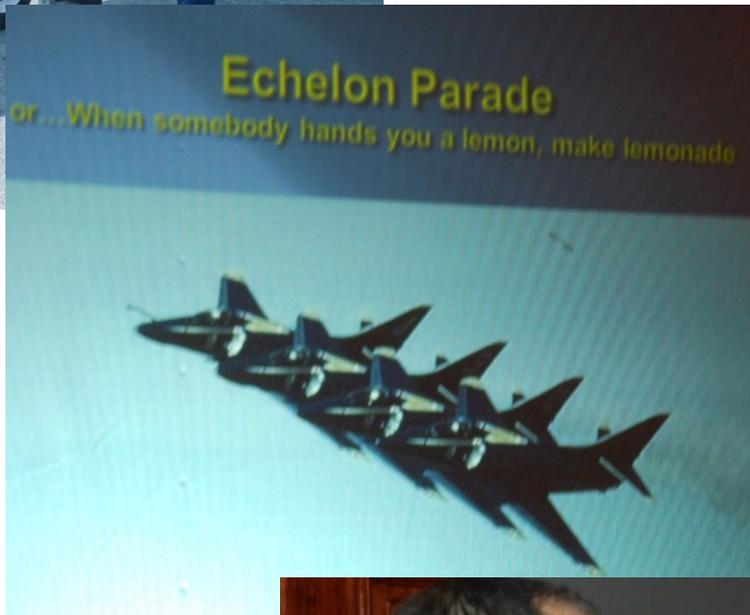
Nobody had to.

Jayne Bielak

Fred Stankovich as a Blue Angel in the 70s



Fred Stankovich today



Fred accepting a model of his airplane, made by John Ezzo.



FAA Investigates Children in Control Tower

by Primia Aprilis

Recently, Americans were shocked to learn that the young children of an air traffic controller were allowed into the tower while their father was on duty, and permitted to speak to pilots, call instructions over the radio, and perform other professional task ordinarily reserved for highly trained personnel. The controller and his supervisors were, of course, suspended immediately, but during the ensuing investigation, several other instances of lapsed or questionable judgment by those who monitor the movement of our nation's aircraft came to light.

In Boston, the ninety-three year old mother of one controller was allowed to guide a Boeing 747 onto a Logan Airport runways, despite being legally blind in both eyes. Her son's explanation, which is being reviewed by authorities for possible exculpatory merit, was that "It was an IFR approach all the way down."

Over at LaGuardia Airport, Mayor Bloomberg directed an Airbus A380 to a safe but white-knuckle touchdown on a too-short runway, insisting that a hastily passed law making the runway legally the right length was valid because the City Council had approved it.

At LAX, the Dog Whisperer was invited to bring a pair of hyperactive poodles into the tower to bark out instructions, claiming that the stress level of air traffic controllers was so high that the cockpit personnel receiving the commands didn't notice any change in tone. The dogs apparently did a fine job, but the pilot was annoyed to receive orders to lift his leg and pee on the instrument panel before being given clearance to land.

And lastly, at Santa Fe Municipal, a mariachi band tied up the regular employees and spent an entire day guiding aircraft to safety using only tambourines and maracas to communicate, while a bullfighter stationed on the runway waved a red cape and shouted "Ole" in front of every plane that touched down without crashing. After careful review, this incident brought the airport numerous commendations, since it was considered a fine example of increasing the presence of minorities in aviation.

Only the controller who brought his kids to work was fired.

Reprinted from:

NJ Aviation Reporter (04/01/2010)

GOLDEN AGE AIR MUSEUM 2009 CALENDAR OF EVENTS

May 22, Jun26, July 24, Oct 23

Evening flight Demonstration

An informal fly-by demonstration of a few of the museum aircraft
Every fourth Saturday at 6 p.m. (except during a special event).
October demonstration starts at 4 p.m.

Members free, Non-members: Adults \$5, Children age 6 to 12 \$3

June 12 (rain date June 13)

Golden Age Flying Circus Air Show

Take a step back in time to the days of the barnstormers and the flying
circuses. Experience an authentic 1920's air show

Members \$5. Non-members: Adults \$7, children age 6 to 12 \$4

Biplane rides. Field closed to fly-in traffic except PPR.

Limited number of reservations available, contact museum.

Gates open at 10 a.m. for biplane rides. Air show 2 p.m.

Transient aircraft must depart by dusk. No fuel available.

July 9,10,11

Wings & Wheels Extravaganza

Fly-In, Car Show, Big Band Dance.

Event kicks off Friday afternoon for members, participant pilots and car
owners. General public hours all day Saturday and Sunday.

Big Band dance featuring the Lebanon Big Swing Band Saturday at 7:30
p.m. Bring dancing shoes, lawn chair, and wear vintage attire.

Performance by the Hill-to-Hill Brass Quintet Saturday 11:00 a.m.

Breakfast, lunch, and refreshments available

Camping for members and show participants Friday and Saturday. \$10
camping donation asked for weekend to help defray cost of bands. Out-
door shower and indoor toilet available.

Evening dinners in pavilion for campers.

Aviation and automobile flea market spaces available - vintage parts &
memorabilia only.

Registration & admission fee \$5 for automobiles 1946 to 1977. Pre 1946
vehicles admitted free.

Members free. Non-members: Adults \$6. Children age 6 to 12 \$4

All flying ends at dusk. No fuel available. Overnight aircraft must be
tied down; bring you own tie-downs.

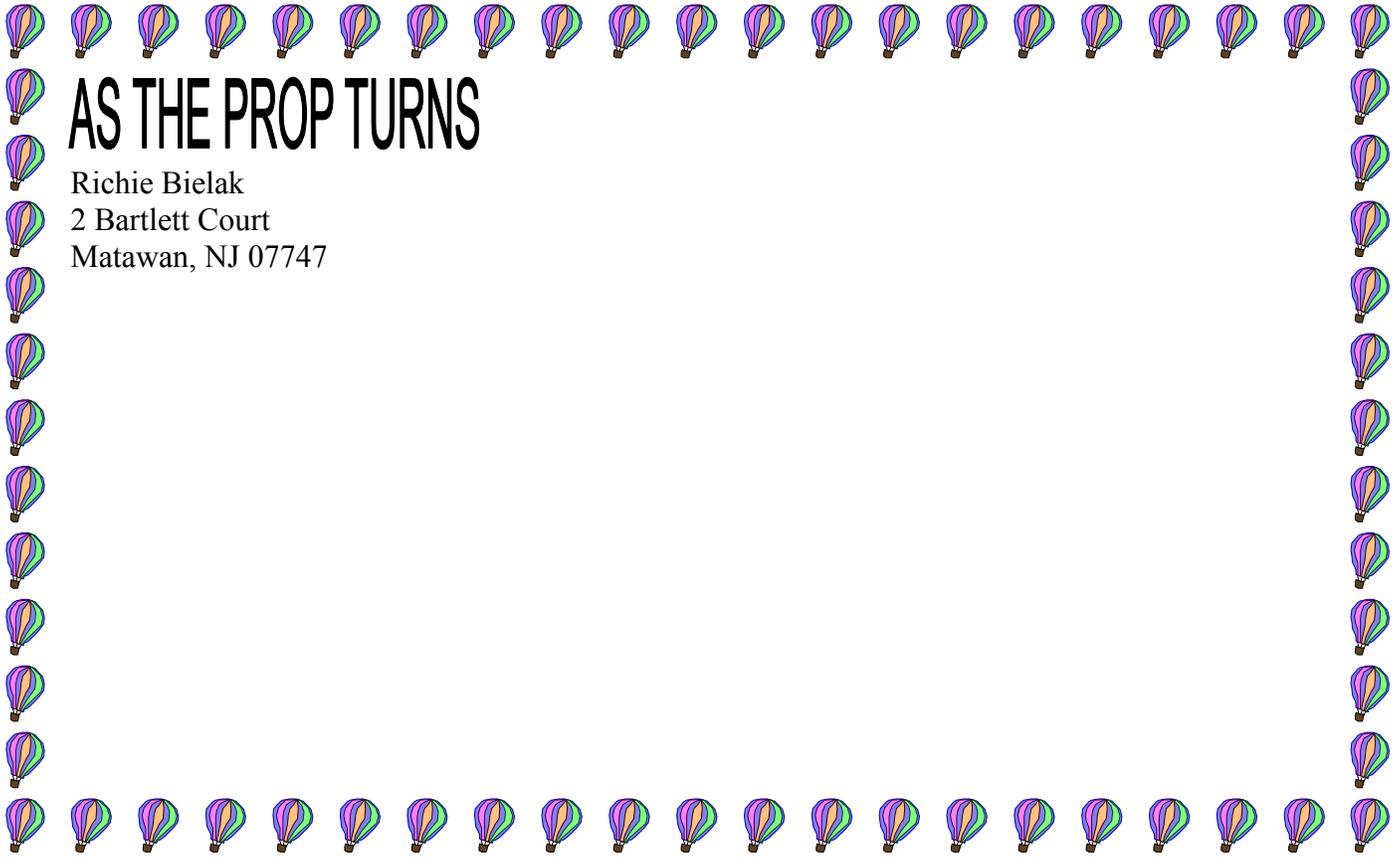
All pilots & display vehicle drivers please register upon arrival.

August 21(rain date August 22)

Golden Age Flying Circus Air Show

See June 13 for description.

See website: <http://www.goldenageair.org/> for more details



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

**Next Meeting: Monday, April 5th, 7:30PM
Old Bridge Airport, Airport Office**