



### Club Meetings

General Meeting:  
3/16/13 9:00AM  
N12 CAP Building

Board Of Trustees:  
4/4/13- 7:15 PM

General Meeting:  
4/20/13- 9:00AM  
N12 CAP Building

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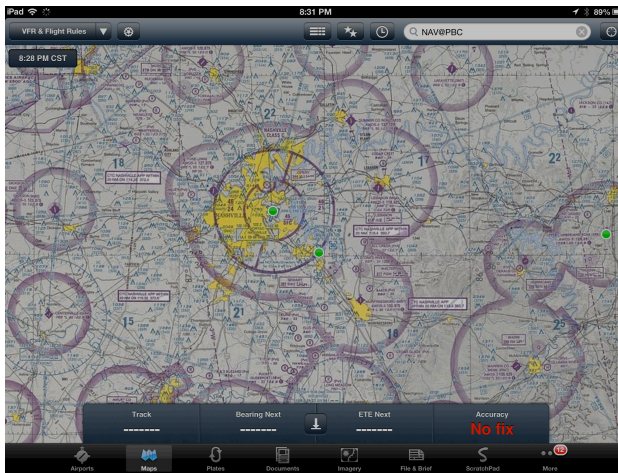
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### Advancements in Flight Planning By Adam Lang



March / April 2013

Co-Edited by Charles Burke and Adam Lang

The advent of computer tablets and mobile flight planning software has significantly improved situational awareness and flight planning at all levels of aviation. Programs such as ForeFlight give pilots the ability to electronically store charts, use a moving-map display, perform instantaneous flight planning calculations, and ascertain real-time weather information. The technology (in my opinion) has reached a point of functional practicality, at a "digestible" price-point. All you need is an iPad, a software program, and an optional GPS receiver.

There are several different programs for tablet/mobile phone use, some of which include: Jeppesen, Garmin, ForeFlight, and WingX Pro 7. However, the most commonly used in general aviation appear to be ForeFlight, followed by WingX Pro7. Full disclosure: Ultimately, I purchased ForeFlight based upon my research at the time of purchase, so perhaps I'm a little biased. The Garmin Pilot software is still gaining traction, but fell short in features; Jeppesen's Mobile Flite Deck was more expensive, also with less standard features at the time. I completed a trial period of WingX Pro 7; however, I came away feeling the interface was not particularly user-friendly and the data presentation was clunky and not easy to rapidly identify in the cockpit. What I did like about WingX Pro that was not featured in ForeFlight, was the real-time display of terrain information. WingX Pro also had an option for a synthetic vision system display (a 3D representation of terrain overlaid with instrument information) at an additional expense.

ForeFlight is available exclusively on the Apple iPad and iPhone, and is known for its excellent customer support. The program is constantly improving for the better with each update, and I have yet to encounter any "bugs." For \$75 per year, you receive updated IFR and VFR charts with a moving map display, instrument plates, weather text and graphics, AF/D, hotel info, flight plan filing, FBO info, and a slew of other features. For \$150 per year, geo-referenced approach plates and taxi diagrams are included. It's great to be able to glance down and see exactly where you're located, at an unfamiliar airport. As a little background, I use ForeFlight traveling in a C-172 across the country doing aerial survey work. My personal experience has been excellent and I can attest all 10+ pilots in the organization use ForeFlight. The interface is very intuitive, and easily navigable. Rarely have I spent more than a few seconds figuring out a feature, and I have often been surprised by new features. For instance, if you place your fingers on a starting point and an end point on the map, a ruler will

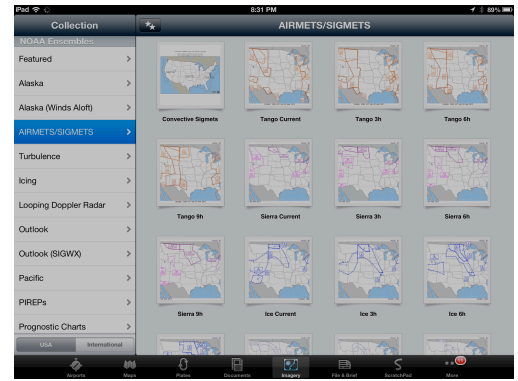
appear showing your ETA, fuel burn, and distance based on your current position and ground speed. Remember those diversion calculations you had to do during training? Done with two fingers instantly.

In my research prior to purchasing my current setup, there was some confusion as to what the best option for a GPS receiver/tablet setup was. As of now, the tablet with the best support across multiple programs is the iPad. There are two options for a GPS receiver. An iPad with 3G capability will have an internal GPS receiver that does NOT need a 3G subscription or connection to function. The other option is an external GPS receiver that connects via Bluetooth or directly to a port on the iPad. I personally chose an external GPS receiver, the Dual GPS X150 (\$100), because of the ability to stick the receiver on the dash with an unobstructed satellite signal. This also allowed me to purchase the cheaper wifi only iPad. The other thing to consider is how

much storage you need. ForeFlight recommends 32GB; however, you can comfortably store enough chart data with a 16GB as long as you don't fill your iPad with other data. I believe the entire U.S. will use approximately 8GB of space.

Now depending on how often and the type of flying you do will dictate whether the investment into an electronic navigational is for you. There are even more expensive receivers integrated with ForeFlight that take advantage of ADS-B (Automatic Dependent Surveillance Broadcast) and XM satellite weather. I suggest the 30 day trial offered by WingX Pro and ForeFlight to do your own evaluation.

Now for the disclaimer- I am in no way advocating a student pilot fully substitute an E6B and charts; however, ForeFlight adds an added level of comfort for cross country flights. I personally did not own a GPS, so this was a nice alternative to some of the more expensive Garmin hand held models. Just be cautious of over-reliance on electronic navigational aids, and set a personal policy for being "head-up" in the cockpit during taxi, departure, and arrival phases of flight. Always maintain your situational awareness by knowing where you're at if you lose the electronic aid. There's no substitute for knowing how to use that plotter, E6B, some VORs, and of course, ATC.



Member Profile: Yaakov Forchheimer

I have always been fascinated by aviation and as a child my parents would often take me to Spring Valley Airport N24 (RIP). My brother-in-law Jacob Gottlieb, who now a member of MAFC, joined our family when I was 13 and has been a private pilot since he was 17. Originally, Jacob was a member at the McGuire Aero club

The real spark that initiated a desire to become a pilot took place on a flight with Jacob in the pilot seat who flew us from McGuire to Ocean City NJ (26N). It was at that time that I knew I would one day get my ticket. But life happened... Jacob stopped flying for about 10 years when the club at McGuire closed.

From that point on, little thought was given to this quest but I still would often take my daughter to N12 just to watch the planes depart and land. Then, one of my good friends came to visit me in a 172 with his newly minted certificate and during the summer of 2005 it was decided to go into the FBO and inquire... the rest was history!

Once it was decided to obtain the certificate, Tom Flieger became my primary instructor flying N48231 . Since that time about 200 hours have been logged and currency has been acquired for all of the aircraft in the club's fleet. Also, Jacob returned to flying and joined MAFC when I soloed and now we enjoy flying together.

I live within 5 minutes of N12. so when I get the itch.. I have gone up the Hudson corridor for fun at 2 am. Being a religious Jew, the \$100 hamburger had its additional restrictions. I created a Facebook Group for us Kosher pilots called "the Kosher \$100 Hamburger"! This led to meeting dozens of pilots in the same predicament when we had scheduled fly-ins at random airports. Even the family got involved when two days after a huge blizzard a few years ago, I flew down to Martin State Airport (KMTN) to pick-up a brides sister and bring her to the wedding. The snow banks were so high at the sides of the runway, I could not see anything that wasn't right in front of me!

Trailer refurbishing



On Saturday March 9 the renovation of the MAFC club house began with a number of sweeping changes. At about 9 AM a group of members arrived at the trailer and by 1 PM the bulk of Phase 1, step A was completed. The leaking air condition was removed and the opening sealed on the exterior wall. On the inside, a panel was affixed to the interior wall and then a white board was hung on it. This white board will eventually become the new squawk board. The old rug and padding wall removed along with the couch. The ceiling light fixture was replaced with a large fluorescent fixture. The unneeded floor vents were also covered. Outside of the entrance door, an overhang was fabricated and installed to shield both the door and those trying to enter from rain. Another member stopped in to take measurements for a new counter that will eventually replace the table. And, we will be having a new commercial rug installed.

In the weeks and months ahead, the front section will see other changes then the team will move on to the kitchen area. After that the rear area will be addressed and finally the exterior of the unit as well as the grounds around the trailer. Thanks to the support from several members who donated supplies, the work was undertaken at zero cost to the club.

Congratulation!

Kudos go out to Tom Flieger who, on March 7, 2013 was awarded a thirty year membership ribbon from Civil Air Patrol.

A Word From....

MILESTONES, Personal and Club

Today, March 10<sup>th</sup>, 2013, I passed an aviation milestone. My friend Mike Bernicker and I flew 93KK down to Millville for breakfast. it was the first time either of us had flown since early January, so we knocked off some rust and enjoyed the nice flying weather which has eluded everyone during the last 5 or 6 weeks. And it seemed like everyone else with an airworthy plane was doing the same thing....busy traffic pattern, busy restaurant, busy flight following, and just "plane" busy everywhere, which is a GOOD thing. The above milestone had nothing to do with flying to MIV or with Mike or 93KK. This flight represents the last entry on the last page of my 40-page logbook. In case you are wondering, each page has 13 entry lines, so if you do the math, it adds up to more than 500 total flights or about 40 each year....or almost 4 times per month which astounds me, as the last few years have seen my PIC time greatly reduced.

When I began this aviation adventure in June 2000, I thought there was a good chance I'd never fill half the logbook, let alone finish it. But this milestone gave me a chance to look through the pages and see where the last 13 years and some \$50,000 (yikes!) have gone. After that first, fateful "Intro-Flight" at BLM, some of the notable events included:

- Joining MAFC in January 2001 (best decision of my aviation career, by the way!)
- IFR Ticket in January 2002 (thanks to mentor and fellow BOT member, Frank Fine)
- Logged 1 hr of flight time in a B767 flight simulator...best day of flying-on-the-ground EVER!
- Logged 0.5 hrs in a PA-18 Sea Plane, including 3 takeoffs and splash-downs, a fun day in Seattle
- Flew "Real" X-Country (Seattle, PAE-Chicago, PWK-BLM) in August 2012 in a Pilatus PC12 turboprop, courtesy of my brother

DATE	AIRCRAFT TYPE	AIRCRAFT IDENT	ROUTE OF FLIGHT		NR INST. APP.	REMARKS AND ENDORSEMENTS	NR T/O	NR LDG	AIRCRAFT C		
			FROM	TO					SINGLE-ENGINE	LAND	
4/12	P28R-200	N55804	3NG	NJX-N12	-	Ferry flight Arrow back to N12	2	2	0	7	
7/19	P28R-200	N55804	N12	MJX-N12	3	GPS 24 MJX, GPS 6 N12, 7.5 G MJX, hold at SMITE	1	1	0	9	
5/26	PA28-181	N26886	N12	2GN-N12	0	Solo breakfast		2	2	14	
6/3	"	"	MIV	N12	0	w/MB & T Snock		1	1	8	
6/23	PA28-181	N26886	N12	local	-	8 knots below 30, 1800 ft, 1000 ft, 5000 ft	1	1	1	0	
7/21	P28R-200	N55804	N12	MJX-N12	-	local		3	3	9	
9/2	PA28-181	N26886	N12	MIV	1	11.5 310, 1000 ft, reat. check		1	1	8	
9/19	PA28-181	N26886	NO7-3NG	-N12	2	GPS 24 3NG, low app, GPS 6 N12		1	1	8	
7/14	PA28-181	N26886	N12	-N12	3	GPS 24 MJX, GPS 6 N12, GPS 24 N12		1	1	0	
11/11	PA28-181	N26886	N12	WLD	0	w/Dunc Mike B, Sandy, Surrey		1	1	1	
11/13	"	"	N12	N12	0	Hudson River		1	1	2	
1/5/13	PA28-181	N26886	N12	N12	3	GPS 24 BLM, 24 GEMIX, 10460 N12 Hold, 108 Tracking		3	2	14	
3/7	C172M	N93KK	MIV	N12	-	w/M Bernicker		1	1	8	
I certify that the entries in this log are true,					12		TOTALS THIS PAGE		19	19	13
PILOT SIGNATURE: <i>Dave Pathe</i>					FWD 431		AMT. FORWARDED		1,048	633	2
					TOTAL 443		TOTALS TO DATE		1,067	646	3

Does it get any better than this? I'm fortunate to have an exemplary aviator in my family and flying friends in MAFC. But I'd like to talk about some other milestones in our club, some of which are your own personal milestones that are important. Each of your personal membership milestones is also very important to the safety of your flight and the well being of the club. This includes your BFR, Medical, and 6-month MAFC Club check-rides. Earlier this year we had a member fly without having a 6-month check ride. There was no damage, no proficiency issue (he had received a logbook endorsement during this period) and fortunately no incident or accident. No FAA regulations were violated, but if there were a claim, our insurer (AVEMCO) would have asked for copies of our By Laws and Rules & Regulations, which state that each member must have a check ride every 6 months. Any claim might have been denied and the member would have been responsible for the entire costs. It goes without saying, flying without an FAA Biennial or valid FAA Medical Certificate results in even more serious consequences with the club and the FAA. As Newark Tower controller and MAFC member Chris Quincannon says: "The FAA is NOT your friend!"

It's your responsibility as PIC to keep track of these important dates and to maintain currency. I have a sticker on my logbook with the dates I need to remember. These dates are also in the club's database and must be updated via the MAFC Pilot Update Form which is on the website. Your instructor or you can scan and email any change in pilot status including ratings, check rides, medical, etc. to Mike Bernicker and leave a paper copy in the clubhouse. Please check with any BOT member or instructor if you have any questions.

In other news, during the awful season of February, our club only flew a total of 35 flight (tach) hours. In addition to poor winter weather, we've had planes down for maintenance...fortunately these planes would not have been used much, if at all due to the weather. The BOT continues to look into ways of keeping our planes on-line and airworthy for the upcoming months of good weather.

We have also begun to repair and restore the clubhouse trailer. This activity will be ongoing and we can thank member Charles Burke for leading this effort and for contributions from many other members who have supplied materials or labor, as mentioned in this newsletter. Thanks guys! Fly safe!

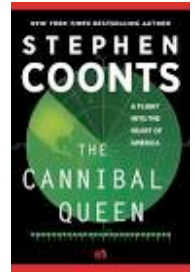
Dave Pathe, MAFC President

## A Good Read

The Cannibal Queen

By Stephen Coonts 1992

Review written by Ben Ellis



Former Navy A-6 Intruder pilot turned novelist Stephen Coonts writes about his great American adventure in a 1942 Stearman appropriately named the Cannibal Queen. The name fittingly describes the relationship between Coonts and the Stearman. The beauty and nostalgia of the aircraft is equally countered by the amount of skill it takes to successfully fly it. Stephen Coonts, already an accomplished aviator, catalogs his experience in learning to fly conventional geared (tailwheel) aircraft. He is honest in his less than graceful abilities in not only manipulating the controls of the airplane, but also navigating around the conterminous United States using only pilotage and dead reckoning.

Coonts retells the way he coordinated a deal with his publisher to purchase a Stearman for the purpose of writing a story about it. In his adventure, Coonts meets great Americans from all walks of life. Not limited to only airport FBOs, Coonts travels out and about within the cities and towns he visits. Many of the places he stops at, I've been to myself. It is great to hear about them in his words. Although he makes many mentions that he is no Ernest Gann or Richard Bach, I found that the author's own life experiences, political views, and vocabulary he chooses to describe and explain situations added much to the entertainment value of this book.

I believe that all pilots possess a certain amount of love for the act of flying- that is the moment the aerospace vehicle leaves the ground. It is something that I personally love to share with people, by way of stories, pictures or rides. Stephen Coonts also shares this same quality. Many times in the book, he grants free rides to both friends and strangers who just happened to be at the airport. That type of sharing resonates within me. While there are many limitations to flying within our national airspace system, I believe that the amount of work it takes to be a pilot is worth it. I love and respect all of the airmen and women that came before me, but it is no secret that aviation is only going to be as strong as the next generation makes it. Too many of our young people are finding flying too ambitious of an undertaking for a variety of reasons. However, flying has a natural way of finding its subjects and it is up to us to introduce this experience to those that seek it.

## Gimli Glider- A True Story!

We are all very familiar with the heroic work done by Captain Sully Sullenberger in safely landing US Airways flight 1549 on the Hudson River back on January 15, 2009. But most people are unaware that another remarkable landing was performed in Canada on July 23, 1983. Air Canada Flight 143, a Boeing 767-233 jet, ran out of fuel at an altitude of 41,000 feet about halfway through its flight from Montreal to Edmonton via Ottawa. The crew was able to glide the aircraft safely to an emergency landing at Gimli Industrial Park Airport, a former Royal Canadian Air Force base in Gimli, Manitoba.

The full impact of this event has been captured in a video that can be seen on You Tube and is a "Must see" example of what a well trained pilot can do when placed in an extra ordinary situation. This video will be riveting to those who are cognoscente of what can go wrong and why there is no substitute for a broad based training background starting from the smallest planes on up. Go to You Tube to see the movie!. [www.youtube.com/watch?feature=player\\_detailpage&v=8w5LqITwbhs](http://www.youtube.com/watch?feature=player_detailpage&v=8w5LqITwbhs)



### Are those legs??

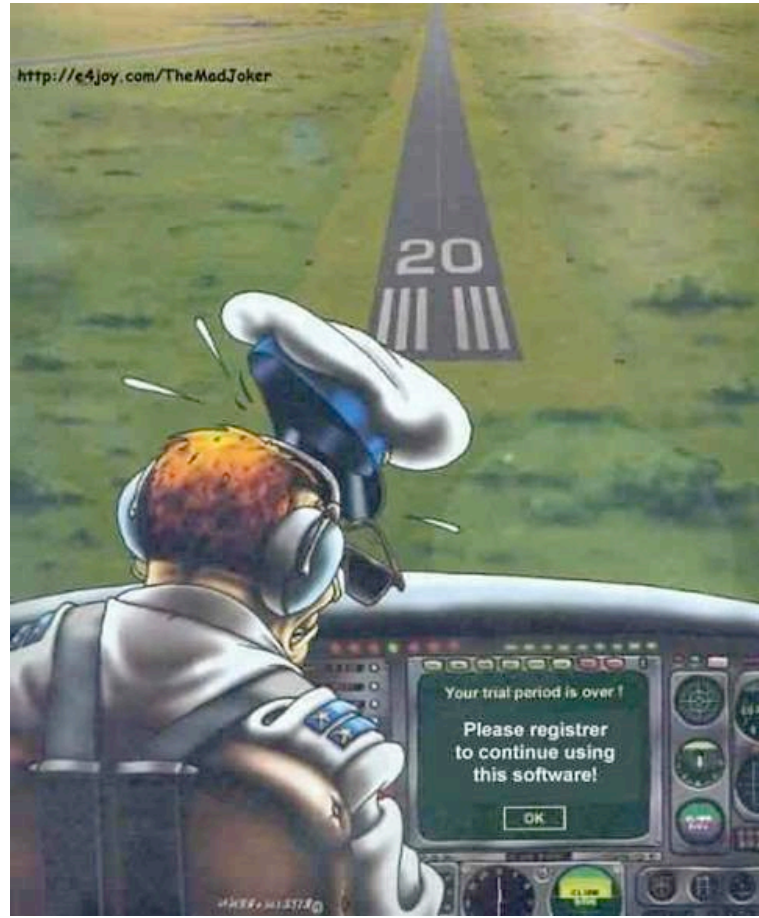
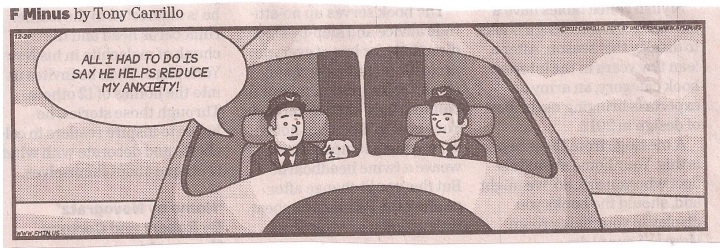
Ruppert Composite has created an amazing aircraft that can literally be launched by leg power. Check out the fascinating video that is part of their promotional package at <http://player.vimeo.com/video/39325401>

## The MAFC CFI List

Gary Brooks, Adam Lang, Brian Lucas, Tom Flieger, Neil Wilson, Matt Gomes, Joe Stephens and Frank Fine, (Chief Instructor,



Can you identify this airport?

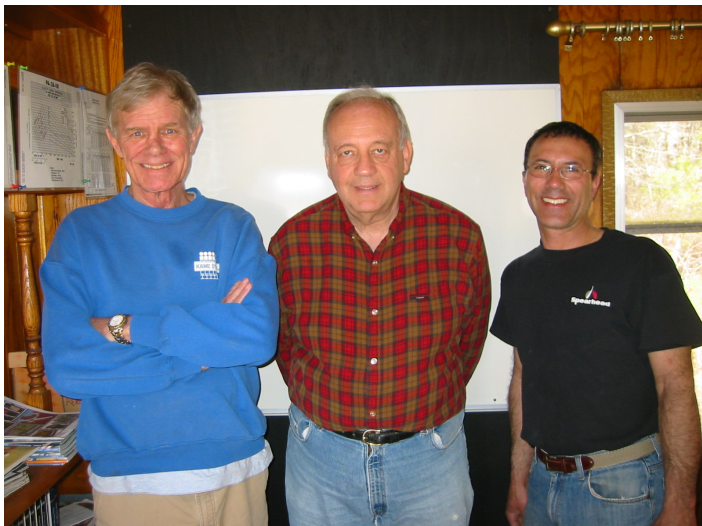


## Aviation Terms

**GPU:** Ground Power Unit

**EFIS:** Electronic Flight Instrument System, in which multi-function CRT displays replace traditional instruments for providing flight, navigation and aircraft systems information, forming a so-called "glass cockpit".

**RNAV:** Area Navigation. A system of radio navigation which permits direct point-to-point off-airways navigation by means of an on-board computer creating phantom VOR/DME transmitters termed waypoints.



## Trailer Work Crew

Dan O'Neil, Bob Tozzi and John Pereira  
(Charles Burke behind camera)

The volunteers who worked on the trailer  
See page 2 for details on what they  
accomplished so far.