



Club Meetings

General Meeting:
5/17/14 9:00 AM
N12 CAP Building

Board Of Trustees:
6/5/14- 7:00 PM
First in Flight at
KBLM

General Meeting:
6/21/14 9:00 AM
N12 CAP Building

May/June 2014

Edited by Charles Burke & Dave Pathe

Brigadier General Robert Bolton: Guest Speaker at the May General Membership Meeting by Tom Griffin



We have a special speaker scheduled for our May 17th membership meeting. Brigadier General Robert Bolton, commander of the New Jersey Air National Guard, will be here to tell us about New Jersey's two flying units - the 177th Fighter Wing at Atlantic City Airport, flying F-16's; and the 108th Air Refueling Wing at McGuire Air Force Base (now part of Joint Base McGuire-Dix-Lakehurst), flying KC-135 tankers. General Bolton has been an Air Force and Air National Guard pilot for over 30 years, with experience in the F-15 and F-16 fighters and the OV-10 forward air control aircraft. He joined the NJ Air National Guard as an F-16 instructor pilot in 1990 and managed the 177th's conversions to the F-16ADF air defense fighter, to the F-16C model, and to the unit's ground attack mission. He has held positions of Air Defense Alert Detachment Commander, Operations Group Commander, and 177th Fighter Wing Commander. He participated in Operation Iraqi Freedom as unit Assistant Operations Officer and served as commander of U.S. Forces in Jordan during two Eager

Tiger multi-national joint force exercises. General Bolton will talk about his experiences flying combat air patrols after the 9/11 attacks and the role of the NJ Air Guard in state and federal missions. We're privileged to have General Bolton attend our meeting and encourage all members (and guest) to attend this special event.

Tire Pressure

Checking for under-inflation is such an important step that it cannot be overlooked. In fact, a tire that has been operated below 90% of it's rated pressure for any length of time should be considered for replacement. This is because there may be internal damage that is not apparent from a casual observation.

Tire inflation should be checked before each flight because the loss of pressure can be as much as 5% per day in normal operation in certain situations. Tires exceeding this normal rate should be checked for abnormal defects. In addition, changes in temperature will have a significant impact upon pressure during a single flight from a very warm to a very cold environment. The recommended rule is to fill the tire to optimal pressure based upon the coldest temperature that will be experienced. Another good rule of thumb is to initially fill the tire with air to 105% of the recommended pressure.

To insure compliance, the POH of the aircraft you are flying should provide you with the proper air pressure figures. Using this data, tires should be checked with a gauge prior to each flight. This is especially true for aircraft that are equipped with wheel covers since direct access to the stems are sometimes difficult to achieve.

For those who wish to learn more about proper tire inflation issues, the FAA has an excellent course # ALC-269, The Importance of Tire Maintenance on Aircraft Safety.

Inside this issue:

Page 1

Guest Speaker
Tire Pressure

Page 2:

Matt Gomes and Lear
Jets
Air & Space Magazine
Spotlight on:
Sam Busalacchi

Page 3

Self Service at N12
Tour of EWR
A true story....

Page 4

IFR Q&A
Old Bridge Airport
Open House

Page 5

Mayday- History
NJAviation Council
Meeting



Matt Gomes Flying Lear Jets

The next time you are around Matt Gomes and detect a hint of kerosine, there is a good reason for it. Matt left his instructor's cap when he replaced it with SIC (Second in Command) flying Lear Jets. He did his training in Wichita Kansas and now has a type LR-Jet rating. This type of rating allows him to fly any of the 20, 30 or 50 Lear Jet series. These are also known as the Legacy Series.

Matt is now working for a FAR Part 135 Charter Company out of Teterboro with a primary mission doing lifeguard flights transporting organ transplants into the New York City area hospitals. When not transporting organs, the company handles on-demand charter operations in a fleet of Lear 35s and 55s.

Matt was hired by a charter company based out of Teterboro. and was sent to FlightSafety in Wichita, KS. He actually just finished his training and did his SIC (second in command) type rating in a LR-JET. This type rating allows Matt to fly any 20, 30, or 50 Series Learjet. These are known as the Legacy Learjet Series, since they haven't been manufactured in a couple decades.

The company Matt works for is a FAR Part 135 Charter Company and primarily does Lifeguard flights transporting organ transplants into the NYC area hospitals. They also do the usual on-demand charter operations in a fleet of Lear 35s and 55s.

His schedule changes a little in the fact that he now is on-demand 24/7. In essence Matt will have some more free time, but the free time comes with the chance that he could be called to the airport and would have to be there within 90 minutes.

We all wish Matt good luck and success in his new job.

Air & Space Magazine



Air and Space is a magazine that is published by the National Air and Space Museum, part of the Smithsonian Institution. The magazine publishes articles on the history of aviation, modern and military aviation, and space exploration.

Air and Space is known well for its articles on the history of aviation. One recent entry tells the story of Wiley Post's historic 1933 solo flight around the world. Another looks at a rare World War Two bomber that was raised out of the English Channel after more than seventy years.

Each issue contains articles on modern and military aviation. One recently published issue covers the Solar Impulse, a solar powered plane capable of flying day or night that made the trip across America. Another writer studies what he calls the Alaska crash epidemic and looks at the ways in which technology and one FAA regional office ended it. Those interested in military aviation can read about the Stealth Bomber Elite, a plane so rare and technologically advanced that fewer than a hundred pilots will climb into its cockpit.

Readers of Air and Space are treated to articles on space exploration. One article focuses on the efforts of NASA to send astronauts into deep space to obtain a small asteroid for observation, something that has never been done before. Another article debates the chances of life existing on one of the nearby red dwarf system planets that scientists say are habitable and exist in the billions. For a subscription contact: www.airspacemag.com

Spotlight on Sam Busalacchi

One of our newest MAFC members is sixteen year old Sam Busalacchi who was born and raised in Southamptn, N.J.. Ever since he could remember, Sam wanted to be a pilot and now that dream is about to come true. One event that really helped to fuel his passion occurred when on he was on vacation in Florida and a helicopter landed in a nearby parking lot. His dad, a retired State Police Officer, asked the pilot if he would take Sam and his sister for a ride. The experienced turned out to be "AWESOME"!

Speed must be in his blood because his favorite activity is dirt bike racing. Last year, while competing in the Northeast Off-Road Championship series in south Jersey, he took 5th place in his class. He is also looking forward to his 18th birthday so that he can try skydiving.



Sam was home schooled by his mother and is now attending Burlington County Institute of Technology majoring in welding. His education also extends into the Martial Arts where he is a 2nd Degree Black Belt in Tang Soo Do. Further enriching his education, Sam has traveled extensively with his family. His favorite vacations were taken during the past two summers when he went to Greece, Italy, France, Australia, Fiji, and New Zealand with the People to People organization.



Matt Applegate announced that N12 will soon have an operational *Self Service* fuel facility. The first will be for the regular aviation fuel that we now use in our fleet but a second station will offer jet fuel. The regular aviation system should be open for use by Memorial Day. The Board of Trustees will be working with Matt regarding billing since we buy our fuel in large quantities and pay a special bulk rate price.

This new facility will eliminate problems that are caused when our aircraft land and require refueling after the FBO is closed. This will be welcome news for those who have discovered that the tanks are empty during the initial pre-flight check at the start of the day.

Tour of Newark Airport Maintenance Facility by Ken Ward

Arrangements have been made for members of the MAFC to take a private tour of the maintenance facility at Newark Airport. The tour dates are both on Saturdays, June 7, 2014 and July 12, 2014.

Tours will start at 10:00 AM and should wrap up around between 2- 3pm. The finish time will depend on a number of factors such as how many there are in each group, Q & A's, and what is going on in the shop at the time. It is suggested that you wear comfortable shoes because the entire tour you will be in very large hangers with concrete floors.



Because of security requirements, you must submit your name and address to me (Ken Ward), as it appears on a US Gov't issued ID, with a photo, at least two (2) weeks before going. Ideally, I would like to have this information long before that date. The FAA will conduct a background check of those going and will determine who can gain access to the facility. Once you get to the facility, you are required to show this same ID to security and it must match what you initially submitted. Guests are welcome and if kids are accompanying you, I'll need names as well as their ages. I don't think they will need the photo ID, but I'm waiting for confirmation on that.

The tour will start in a hanger where they repair engines. From there it goes into another hanger where the planes are worked on. Depending on the available time and planes, the group might be allowed access to the interior of some aircraft. (In the past I have sat in the cockpits of the planes but, that was a group of only 4 folks).

One thing that must be addressed is parking. I've always gone in one car and parking was not a problem. I'm still waiting for additional information on this subject and it will be passed along to those who are registered to attend the event. Regardless of what they say, it is highly recommended that you consider car pooling. Also, keep in mind that food is not available on the tour so eat a good breakfast

It's a great tour and everyone should go!

True Story! Submitted by Mario Marzili

A woman was flying from Seattle to San Francisco. Unexpectedly, the plane was diverted to Sacramento along the way.

The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes..

Everybody got off the plane except one lady who was blind.

A man had noticed her as he walked by and could tell the lady was blind because her guide dog lay quietly underneath the seats in front of her throughout the entire flight.

He could also tell she had flown this very flight before because the pilot approached her, and

Calling her by name, said, "*Kathy, we are in Sacramento for almost an hour. Would you like to get off and stretch your legs?*"

The blind lady said, "*No thanks, but maybe Buddy would like to stretch his legs.*"



All the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a guide dog for the blind! Even worse, the pilot was wearing sunglasses!

People scattered. They not only tried to change planes, but they were trying to change airlines!

IFR Q & A Submitted by Tony Ciaravino

Question: How long do I have to regain IFR currency by completing the required instrument approaches before I must perform an instrument proficiency check (IPC)?

Answer: The FAA recently issued a clarification to the instrument currency requirements that has created some confusion on this topic. However, the rule remains the same in that a pilot still has one year to regain currency prior to completing an IPC.

FAR 61.57(c) allows a six-month currency period and then six additional months in which a pilot can complete the currency requirements without having to take an IPC.

Here's an example: A pilot fulfilled the IFR currency requirements on July 31, 2012. He is current for IFR flight until Jan. 31, 2013. After Jan. 31, 2013, the pilot would have until July 31, 2013, to, again, complete the currency requirements. If currency requirements were not met before July 31, 2013, an IPC would be required.

This excerpt from the Federal Register further clarifies the rule:

In the 2009 final rule, the FAA modified the language in § 61.57(d) to remove confusing language ("within the prescribed time, or within 6 calendar months after the prescribed time") and replaced it with language that a pilot must perform the instrument recent flight experience within a period of 12 months to avoid having to accomplish an IPC. The FAA acknowledges that the language as modified allows for interpretations inconsistent with the intent of the rule and contrary to the manner the rule has been historically applied.

Got a question for our aviation services staff? The AOPA Pilot Information Center is a service available to all members as part of the annual dues. Call 800/USA-AOPA (800/872-2672), or email to pilotassist@aopa.org.

OLD BRIDGE AIRPORT OPEN HOUSE
JUNE 7
 10:00 a.m. to 4:00 p.m.
(Rain Date: Saturday June 16)

OLD BRIDGE RACEWAY PARK
 PENSION ROAD
 ENGLISHTOWN, NJ

3N6

AIRPLANE RIDES
 • FREE for children ages 8-17
(Parents must pre-register to give permission)
 • Flight Simulators

AIRCRAFT DISPLAYS
 • Helicopter, Ultra-light,
 Tail-draggers, Biplanes,
 Remote Control Aircraft

LECTURES
 • How Airplanes Fly
 • How to Obtain a Private Pilot's License
 • Tips for Nervous Flyers
 • Careers in Aviation

AIRPORT TOURS AND INFORMATION
 • Aircraft Owners and Pilots Association
 • Black Pilots of America
 • Civil Air Patrol
 • Experimental Aircraft Association
 • Helicopter Flight Services
 • New Jersey Army National Guard
 • New Jersey Department of Aviation
 • New Jersey Education Council
 • Old Bridge High School JROTC
 • Women in Aviation
 • Garden State Angels Chapter



Takeoffs are optional but lands are required



Mayday: A historical perspective

Mayday is an emergency code word used internationally as a distress signal in voice procedure radio communications, derived from the French m'aider. It is used to signal a life-threatening emergency by many groups, such as police forces, pilots, the fire brigade, and transportation organizations. The call is always given three times in a row ("Mayday Mayday Mayday") to prevent mistaking it for some similar-sounding phrase under noisy conditions, and to distinguish an actual mayday call from a message about a mayday call.

M'aider is the infinitive form of the reflexive verb "help me" within French syntax; however, it is not used as a stand-alone imperative command in standard French, but it is so used in some French patois. This has led some etymologists to claim that what the convention really meant was an abbreviation of the phrase, "Venez m'aider" ("Come help me"). "M'aidez" (which is not grammatically correct either in standard French) is considered an acceptable alternative. In both cases, however, mayday must be considered as a rather crude English phonetic representation. It should be also noted that while in English the phrase is only used in distress situation, in French it carries no more sense of urgency than its English translation. What French people in distress actually shout is, "À l'aide!" or "Au secours!".

Source: http://en.wikipedia.org/wiki/Mayday_%28distress_signal%29 29

THE NJ AVIATION EDUCATION COUNCIL

The NJ Aviation Education Council will be holding the next meeting on May 21, 2014 at 10 AM in the Civil Air Patrol Building at Trenton Mercer Airport (TTN). The afternoon session will be a workshop on how to present and aerospace workshop. If you would like to attend, or obtain additional information, contact Jerry Iacona, Executive Director at jiacona237@verizon.net or **(609) 575-4137 cell**