

MAFC

MONMOUTH AREA FLYING CLUB

Club Meetings

General Meeting:
4/18/15 9:00 AM
N12 CAP Building

Board Of Trustees:
5/7/15- 7:00 PM
Club House

General Meeting:
5/16/15 9:00 AM
N12 CAP Building



April/May 2015

Edited by Charles Burke & Dave Pathe

IMPORTANT!!!

The Monmouth Area Flying Club will hold the General Membership meeting April 18, 2015. We have rescheduled with Jon Spare. He will give a safety presentation on mid-air collision avoidance. All attending are encouraged to pre register on FAA.gov for wings credit.
Dan Coles President MAFC



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N66977: Update

N66977 is back at N12 and it is hard to believe that this is the same aircraft! You can see the beautiful job that was done to turn our Cessna 152 into a cutting edge aircraft Here a picture of what it looked like at the paint shop and back after it returned to N12.



Ocean County Airport



If you have had an opportunity to fly over or into Ocean County Airport (KMJX) you have probably noticed that a large swath of trees on the western side of the runway have been dramatically cut back. This is just one part of a massive facility upgrade now under way. In this case, the removal is for safety reasons by reducing obstructions for aircraft landing or taking off.

If you look at the much bigger picture, the Ocean County Government is seeking several large grants to cover the cost of T hangers, repairing and upgrades taxiways plus improving lighting. This is in stark contrast to what has been seen at other local airports where little beyond routine maintenance is the norm.

Member accomplishments

Pat Megill completed his first solo on Monday, March 16th 2015 , Tom Flieger is the instructor

Squawks (Part 2)

In the last issue of the newsletter, an overview of the squawk system was outlined, in this article we will look at the ground crew and their responsibilities. In the Rules and Regulations, the ground crew is considered so important that it is given its own section. On page 18, rule #13, you will find the following:

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13. Duties of the Maintenance Officer and Crew Chiefs

The crew chief is responsible for making sure that each airplane is kept in good condition. This includes:

1. Ensure that periodic maintenance has been performed as follows:
 - a. An annual inspection within the last 12 months;
 - b. An oil change within the last 50 hours or as determined by the Maintenance Officer; (Oil analysis should be performed on high-time engines.)
 - c. A static system check within the last 24 months;
 - d. A transponder/altimeter check within the last 24 months;
 - e. ELT battery replacement within the last 24 months;
2. If the Club receives notice of an Airworthiness Directive (AD), it shall be passed on to the Maintenance Officer who will ensure compliance.
3. Keeping track of the usage pattern and coordinate periodic maintenance with the Maintenance Officer so that it does not come as a surprise to the shop or to the Club.

This time should be blocked out in the MAFC Scheduling System to minimize the inconvenience of canceled reservations.

4. Inspect the aircraft at least once a week, checking especially for:
 - a. Bald or under inflated tires,
 - b. Under filled struts,
 - c. Worn brakes,
 - d. Loose/missing fasteners,
 - e. Burned-out lights,
 - f. Leaks, damage, etcetera.



Crew chiefs should also make sure that the engine and airplane logbooks are up to date, and that the required documents are in the plane, including:

- a. Airworthiness certificate,
- b. Registration,
- c. Operating limitations (placards, POH and/or AFM),
- d. Weight and balance information
5. Arrange for aircraft cleaning parties when necessary.
6. Ensure the Usage Books are in good condition and contain an adequate supply of blank pages. Master forms are kept in a file in the clubhouse and are on the MAFC website.
7. Frequently review the squawk board and remove those that are no longer relevant.
8. Keep the Aircraft Information Board up to date with the time when the crew chief last checked up on the aircraft, time or date of next required service and annual inspection, type of oil, etc.
9. Coordinate with the maintenance officer, especially for non-routine items.
10. Provide the Maintenance Officer with a monthly report of all significant maintenance activity.

The Maintenance Officer shall:

1. Supervise and assist the crew chiefs.
2. Ensure that a supply of Preventive Maintenance Report forms is available;
3. Ensure that the aircraft logbooks and maintenance files are kept in good order; and
4. Keep a photocopy of each aircraft logbook, and update this copy at least once annually.
5. Scrutinize repair bills before they are paid. This is to guard against erroneous shop charges.
6. Provide periodic maintenance of Club fire extinguishers.

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To aid the ground crew with the assessment of the aircraft, a special form was created that was available on our old scheduling web site, www.aircraftclubs.com. While it is no longer accessible from that source, copies can be found in the trailer. Armed with both the details of implementation as well as the stipulated report forms, the ground crew's job is clearly spelled out.

CREW CHIEF'S MAINTENANCE CHECKLIST

AIRCRAFT N

DATE: _____

Please verify these "pre-flight conditions" & report forward to the Maintenance Officer/Assistant Maintenance Officer:

Exterior:

- NOSE GEAR-TIRE PRESSURE & STRUT (check pressure)..... _____
- L-MAIN GEAR-TIRE PRESSURE & STRUT (check pressure)..... _____
- R-MAIN GEAR-TIRE PRESSURE & STRUT (check pressure)..... _____
- BRAKE PADS..... _____
- PROPELLER & SPINNER..... _____
- ALTERNATOR BELT..... _____
- AIRFRAME CHECK GENERAL..... _____
- WINDOWS, SCRATCHES..... _____
- CANOPY COVER, PLUGS, FASTENERS..... _____
- DOOR(s), LOCK(s), KEY(s), SEAL(s)..... _____
- LIGHTS (Navigation, strobes, beacon, landing)..... _____
- PITOT TUBE HEATER (check by "feel" when ON)..... _____
- OTHER (Paint, Controls, etc.)..... _____
- _____

Interior:

- SEATS, BELTS, STRAPS..... _____
- AIRCRAFT CHECK LIST AVAILABLE..... _____
- GPS MANUAL..... _____
- LIGHTS..... _____
- VERIFICATION OF CO DETECTOR IF PRESENT..... _____
- UPDATE SUPPLY BOX IN AIRCRAFT..... _____
- OTHER (Rugs, Pads, Plastic Trim, etc.)..... _____
- _____

Required Documents:

- AIRWORTHINESS CERTIFICATE..... _____
- REGISTRATION..... _____
- OPERATING LIMITATIONS (Placards, Labels)..... _____
- WEIGHT & BALANCE INFORMATION..... _____
- POH/AFM, IN THE AIRCRAFT..... _____
- _____

Note:

- HOURS SINCE LAST OIL CHANGE (objective-50 HOURS)..... _____
- QTS OIL ADDED SINCE LAST OIL CHANGE..... _____
- LOOSE-LEAF BINDER PAGES & CREW LETTERS..... _____
- OTHER..... _____



From the time I was three years old, growing up in Lynn, Massachusetts, I knew I wanted to fly. I had seen a model airplane a neighborhood teenager was building--balsa and rice paper covering--and I was hooked. From that moment on, to this, at 72 years old--I look up every time an aircraft of any type flies overhead.

But it wasn't possible to follow up on the quest to fly until college at Northeastern University (Boston). It is at that point in time when the ROTC unit offered free flying lessons as a prelude to my Army service, I signed up. But lacking a car I was unable to get to the airport for flight training!

After graduation in 1965, I entered the Army as a brand-new Second Lieutenant. But my two year Army stint, including a year in Vietnam, pushed any thoughts of flying back to August 1967, when I again became a civilian. Upon my return to Lynn, I promptly went to Beverly, MA airport (KBVY) and began flying lessons moving rapidly from private to commercial, instrument, and multi-engine ratings.

To build time and experience, I worked for a small cargo operation based at KEWR and flew aircraft repair parts for Eastern Airlines between KEWR, KJFK and KLGA, flying Cessna 177s and T210s, between 2300 and 0700. Occasionally, I flew to outlying airports carrying parts to where an Eastern Airlines aircraft was out of service overnight, enabling it to be returned to service in the morning. I ended up with more night hours than day hours, and many hundreds of IFR hours. The ATC controllers at the three NYC airports all knew me, and during MVFR or IFR conditions, would give me "tower clearances" to fly between them, eliminating the need to file IFR flight plans to shuttle between them. I wonder if that could happen today!

From 1972 to 1976, I worked for a company that had a fully equipped Cessna 182, complete with a Century III 3-axis autopilot and flew many business trips as a sales manager for that company. But alas, all happy tales must come to an end, and as I was head of a growing family, I had to look for better-paying work in 1976. At the time my flying career ended, I had over 1,200 PIC hours, more than 500 IFR. I didn't know when I would fly again, but I know that, someday, I would. Meantime, I never took my eyes from the sky, continued to read all I could about flying and aviation, and waited for the day I could return to the skies.

I retired in March 2014, and finally could call all my time my own. I put flying at the top of my "to-do" list, researched flyings clubs, and through Charlie Burke, found MAFC. In August 2014, I got my Class 3 medical, and joined MAFC in September. I began flying again in October, as often as three times a week, with Augie Cammarata as my instructor. Wow, talk about a rusty pilot! But Augie chipped away, patiently, and it all started coming back. I began with the Arrow, as I had flown complex aircraft in the past, and wanted the challenge of learning to fly one again. After many training hours (I was in no hurry--hurry kills!), Augie signed me off in the Arrow, and later in the 172. We then began to work to update my IFR rating, but the winter weather set in, and it became impossible to string several reasonable weather days together to get reacquainted with IFR procedures and skills. I look forward to Spring to resume training, and work on VFR and IFR flying again.

In 2007, my son Gregory married Lori Burke, whose father is Charlie Burke. We spoke a few times about my past career in flying and my interest in starting again someday. We enjoyed our grandchildren, Adrienne and Nick, and loved watching our children's family grow. Meantime, the flying bug bit Charlie, and he joined MAFC, earning his private license in 2012. That was another reason for me to start flying again, so Charlie and I could go off together to enjoy the proverbial hundred-dollar hamburger. Charlie introduced Adrienne and Nick to the joys of flying last summer. Now, the grandchildren are awaiting fine Spring and Summer weather when the flying grandpas can take their two grandchildren for a hamburger!

New Jersey Aviation Education Council

On Wednesday March 25, The New Jersey Aviation Education Council held its monthly meeting in our club house with a number of our members in attendance. This non-profit statewide organization works to provide a network for educators , the aviation /aerospace industry, and government agencies to share knowledge and resources and to promote the opportunities available in the world of aviation and space. All MAFC members are urged to take a look at this group and consider adding their name's to its membership list. It will be a win-win for everyone involved.

You can learn more about their activities and goals by viewing their Face Book Page or contact Jerry Iacona the Executive Director at jiacona237@verizon.net (609) 575-4137 cell. You can also talk to MAFC members that include our vice president Janis Blackburn, Tom Flieger, Bob Tozzi, Bob Watkins and Charles Burke.

Probationary Period- Girish Kumar

Beginning in April, Girish Kumar will be the new supervisor of the Probationary Period Project. Currently, there are twenty four members in this category and eleven senior members acting as advisors. If you would like to become an advisor, contact Girish and you will be not only helping a new member but the club as a whole.



\$100 Hamburger at Blairstown Airport by Bob Tozzi and Charles Burke

Even if Donna's Runway Airport was not at this airport, it is worth taking the short flight up there to see such a well managed and professional facility. There are few other airports that we have visited that seem to roll out a welcome matt.

When it comes to that \$100 hamburger, Donna's Runway Café provides a great menu of casual food by offering quality even though its size can be measured in Lilliputian terms. This is one stop that we plan on making again this season and suggest that you consider putting on on your list of "to-do" in 2015. If you would like to get more information about Donna's Runway Cafe, please call (908) 362-1600.

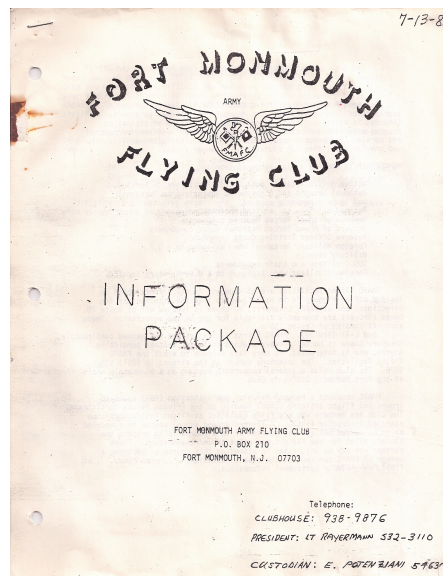


MAFC History by Charles Burke

Several weeks ago, a call went out for any materials of historical significance and among the items submitted was a folder from Al Miller. One item which deserves special attention dates back to July of 1983 when our organization was called the, Fort Monmouth Flying Club. Basically, the package is similar to the materials now being sent out to new members and contains essential facts to help acclimate them into the club.

In this 1987 version there is one page that will make you pine for the good old days, the aircraft rates. The Cessna 150 was going for \$21.00 per hour and the 172 for \$29. The other fee worth highlighting is the initiation fee which ran a whopping \$68.00!

This document, along with all of the other items that have been collected are now stored on a shelf in the trailer for you to explore. If you happen to have items of historical interest, please consider adding it to the collection. If you have a penchant for history, and would be interested in becoming the club's historian, this is an opportunity for you to pick up the ball and run with it.



7-13-83

FLIGHT TRAINING COST SUMMARY	
MEMBERSHIP COSTS	
Initiation Fee	\$40.00
Monthly Dues	14.00
<small>(The initiation fee is not refundable, but when you transfer membership to another military club, the fee is identified in a letter of good standing which normally precludes another fee)</small> Submit \$68.00 with Application	
FLYING COSTS	
Aircraft Costs	
● Cessna 150 Trainer	\$21.00 per hour (with gas) (1) Two place Aircraft
● Cessna 172E (T-41)	\$29.00 per hour (with gas) Four place Aircraft
● Navion	\$27.00 per hour (with gas) Four place Aircraft
● PA-28-180	\$36.00 per hour (with gas) Four place Aircraft
● Airport charge (students only)	1.60 per hour
● Instructors Fee	8.50 per hour
<small>Note: (1) \$18.00 per hour for C150 based at Lakehurst, NJ</small>	
DOCUMENTATION	
3rd class medical certificate (minimum)	
Restricted Radiotelephone Operators Permit	
ESTIMATED COSTS FOR PRIVATE PILOTS CERTIFICATE	
Ground School (Incl Instruction, Books and Materials)	\$180.00
Flight Instruction (35 Hours minimum; 20 dual, 15 solo Average is 45 to 55 hours)	1800 - 5150.00
3rd Class Medical	\$20 - \$40.00
Restricted Radiotelephone Operators Permit	\$0.00
FAA Flight Test (Flight examine w/ stamp)	\$50.00
Discount Program available.	
<small>Approx. Max. Total \$ 1021.00 Approx. Min. Total \$ 1050.00</small>	

Outside my window: Shots taken by Pilots

