

MAFC

MONMOUTH AREA FLYING CLUB

Club Meetings

General Meeting:
2/21/15 9:00 AM
N12 CAP Building

Board Of Trustees:
3/5/15- 7:00 PM
Club House

General Meeting:
3/21/15 9:00 AM
N12 CAP Building



Feb / March 2015

Edited by Charles Burke & Dave Pathe

ELECTION Results!



At the January 16, 2015 General Membership meeting elections were held for the Board of Trustees, Vice President and President. Thanks to Ken Ward's supervision, the balloting process went off smoothly and the results were the re-election of the entire 2014 Board of Trustees and President with the only change being in the vice president slot. Here are the results:

President: Dan Coles	Vice President: Janis Blackburn		
Board of Trustees:			
Mike Bernicker	Frank Fine	Tom Flieger	John Pereira
Tom Russell	Tom Smock	Art Templeton	Bob Tozzi
Dave Trulli			

Congratulations!

Probationary Period Advisors

During the January General Membership meeting, those who have acted as advisors to the new members, were recognized for their hard work. They all have volunteered to support two or more new members and, as a group, represent about 10% of the overall membership. The basic goal of the advisors is to help integrate new members into the club.

Aside from the clerical work involved with being an advisor, these Senior Members also offer a human connection to the club. This has helped the new members to expand their contact circle and makes them feel welcomed. Because of the advisor's help, the club is moving forward at a pace that is unparalleled.

To test the impact of the program, new members were asked to complete a survey. The survey was designed to determine what they thought about the various requirements and activities they are requested to participate in. Results of the survey indicated that the new members gave the Probationary Period Program two thumbs-up and appears to have met the initial goal. It has also opened the club to the vast potential that the new members possess and many of them are now offering highly valued support.

If you are a senior member (those not in the probationary period) and would like to become an advisor, drop a note to Charles Burke (chas.burke@verizon.net) You will be provided with the basic tools and will have no trouble hitting the ground running. It really is a simple process and involves lending a hand to a fellow member and also keeping some very simple clerical records. You can have one or more people to help, it is all up to you.

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Member Accomplishments

Rafael Pimentel passed his instrument check ride on January 20, 2015, Augie Camarrata Instructor

All Cessna Flyers

Rudder locks have been installed on all of our Cessnas. They are easily removed. Make sure it is removed when you preflight the plane. If you are not sure of how to remove it, contact the crew chief or maintenance officer. Dan Coles

Spotlight On: Andrew Hulsman

While Andrew joined the MAFC this past December, he actually began flying lessons at the Gipson Flight School (Eagles View) in 1987 and continued on into 1988. But this journey was temporarily sidetracked by a career change. During the training period he flew a Cessna 172s and a Piper Warrior. Currently, Andrew holds a single engine land certificate and has expanded his flight experience to include a Cessna 150 and 152 logging about 150 hours. Andrew is currently training for instrument.



Andrew was born and raised in Monmouth County and currently reside in Wall Township. After graduating high school, and while attending Brookdale Community Collage he began to consider aviation as a career. While that changed over time he decided to finish his original course of action and go into law enforcement. What helped to reignite his goal of flying is that now he has a son who shows an interest in aviation.

He has been married for seventeen years and has with three boys age 8, 12 & 15 years old. He has a career history in construction and was a licensed electrical contractor but is now a police officer in the Borough of Belmar holding the rank of Captain with 22 years of service. During his tenure, he have received various life saving awards and resolutions from the Borough of Belmar and Monmouth county. When time allows, he switches hats to become an avid boater and fisherman.

N268BG Piper Archer ADS-B Traffic and Weather Quick Guide: Part 1 METAR's and Traffic by John Hannon

Are you overwhelmed by the ADS-B "In" traffic and weather features in the club's Archer? If so, here's some help.

A quick primer on how to take advantage of two of the features.

The information you seek is all on the Garmin GNS 430W (the GPS/Comm/Nav receiver). **METAR's**

I wonder what the current weather is at my destination?

When navigating to an airport using GPS (and the airport is your active waypoint in the 430W), simply twist the large right knob to the WPT (Waypoint) Page Group, so "WPT" shows on the bottom right of the unit. You'll see twelve, count 'em twelve, small rectangles next to "WPT". One will be solid white, the others hollow. Twist the small right knob until the 7th one from the left is the one that is filled with white. You are now on page seven of the Waypoint Page Group. This is the "TEXTUAL METAR" page. (This is also where some of you will say, "Oh crap! I can't remember how to read a coded METAR!")

From this page a pilot can also get a METAR from an airport other than the one they are going to. To do this you'll need to change the identifier of the airport shown at the top of the page. Push the small right knob to get the cursor active. Use the small right and large right knobs to enter the identifier of the airport by first twisting the small knob and then the large knob until the identifier for the airport you want the METAR for is shown, and then push the ENT button. Push the small right knob again to kill the cursor.

Traffic

Traffic Information System-Broadcast (TIS-B).

Press and hold the CLR button on the right side of the unit. This takes you to the default NAV page. Now, small right knob — twist twice clockwise. You are now on page three of the Navigation Page Group. Presto! Dedicated traffic page!



Want more (or less)? Use the RNG up and down buttons to zoom in and out (range rings in NM around your plane appear).

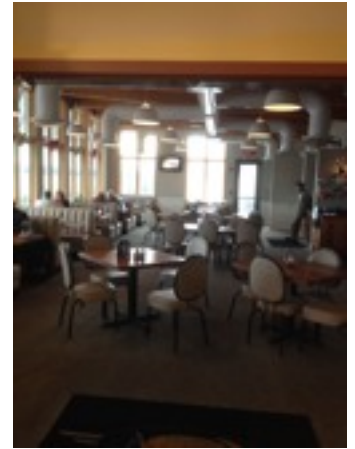
Important: The system does not see all traffic. It does however see all aircraft with ADS-B "Out" and all Mode C and Mode S transponder-equipped aircraft within 3,500' of your altitude and a 15 NM range.

Pilots should take advantage of this awesome technology. If you have any questions, please let me know.

\$100 Hamburger: Arena's at KGED Sussex Airport, Georgetown, DE by Bob Tozzi & Charles Burke



Arena's is located at the Sussex County Airport in Delaware and offers a double treat in that the restaurant is a great place to eat plus is at the end of a really exciting trip. The flight to KGED from N12 takes you out and over the Delaware River just west of Cape May. The view is awesome because, to conform to the MAFC Rules and regulations, you must reach an altitude that will allow you to glide to shore should an emergency occur. Our journey down took us on a fairly direct route to KGED and as you leave the NJ peninsula, the

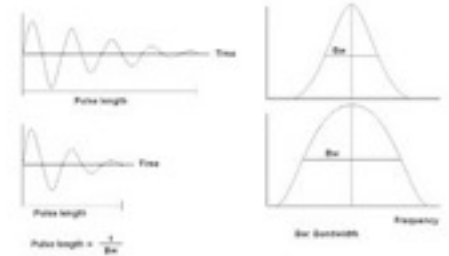


Delaware Bay opens before you. Below we could see a school of dolphins as well as an assortment of vessels plowing the waters far below. Then the water gives way to the rural countryside of north eastern Delaware and , within only a blink of an eye, the airport comes into view.

After landing we made our way to Arena's which is located in the main terminal building. We were quickly seated and soon found ourselves looking over a menu with an ample selection to choose from. The service was quick and we soon were enjoying delicious sandwiches. It was a great meal and we highly recommend taking the time to fly down to this really nice airport and enjoy a great meal!

The Tragedy of Analogue By Jason Miller

Band filtering is the process of applying low and high pass filters to the bandwidth used for analogue communication. Basically, band filtering eliminates the highs and lows of transmitted audio. This is why FM radio sounds better than AM, and why digital radio services like Sirius XM sound much better than FM. Sirius is digital, so even though the bandwidth is compressed, a 1 is still a 1, and a 0 is still a 0, when the receiver translates the digital signal.



Why is band filtering important to pilots? Well, by now, many of us are aware of the Cessna 152 that crashed off of New Smyrna Beach in Florida on January 14th 2015. In case you are not, here are a few details. The pilot, Mihoko Tabata, a commercial pilot from Japan, who held her instrument rating and a 737-300 high altitude endorsement, became disoriented during a night flight over water in bad weather.

Many pilots and non-pilots alike have speculated as to what lead to this crash, what the pilot should have done differently or whether she was or wasn't truly qualified to have been flying that night. I neither care to, nor am I qualified to speak on these issues. What I can discuss is the clear issues she had communicating with ATC and ATCs inability to recognize these issues.

Despite having ICAO Department of Aviation English Proficiency Test Level 4, it was clear to me, while listening to her final conversation with Daytona approach control, she had problems understanding them. At one point Daytona approach told her to turn left heading three six zero, She repeated three zero zero. Eventually Daytona did repeat three six zero, but they did not immediate correct her. Further more, they told her she didn't need to repeat instructions back to them.

Why did she have such a problem understanding ATC when her English proficiency was so high? While there were other factors involved such as stress and fear, one of the answers is band filtering. I will use a personal example to illustrate my point. My wife is from China, she speaks almost perfect English, if you were to have conversation, you would detect an accent but you wouldn't be able to place it. It is so slight, and it's been influenced by American accents form the west coast, Oklahoma, and even the "How U Doin" Jersey accent. Despite being able to have problem free conversations in English, for a long time my wife would do just about anything to avoid English conversations over the telephone. This is because she could never understand what was being said, and she was embarrassed to ask for things to be repeated. The reason she and many other ESL (English as a Second Language) speakers have problems using telephones in English is band filtering.

This is why this issue is important to us as pilots. While telephones have band filters, the radios in our planes have band filtering to a much greater degree. This is why voices over the radio often sound tinny.

This issue doesn't only affect ESL pilots; it affects any native English speaker when they fly to a non-English speaking country. I was recently in China, and while at the Guangzhou airport I was able to over hear ATC via a ground radio. I consider myself to be pretty good at understanding ESL speakers, but I had to struggle to understand the conversations between Guangzhou ATC and the aircraft.

(Continued on page 4)

At this moment in time there are two facts all pilots have to live with; the international language of aviation is English, and aviation radios are analogue and have band filtering. Just because we have to live with it, doesn't mean there aren't steps we can take to mitigate it. I know the club has a few ESL pilots, to you and any pilot who plans to fly to non-English speaking countries I recommend buying a set of ultra cheap walkie-talkies and practicing with each other. If you can master the band filtering of the walkie-talkie, the radio in your plane should be a breeze. For ESL pilots I would also recommend buying a cheap AM transistor radio, and listening to hours of AM talk radio. If you can master these two things, aviation radios and cell phone conversations will come as easy to you as face-to-face communication.

One other thing we can all do is lobby for the conversion of aviation radios from analogue to digital. Once the digital conversion is completed radio communications will become easier and much more clear for everyone.

MAFC History: by Frank Fine

For many years, the club has had patches that were sewn onto jackets and there have been several different designs. The original patch was light blue background representing the sky, the red state of New Jersey outline was in the center of the blue. The gold wings represented aviation. General Schulke wanted the Signal Corps emblem of the crossed signal flags in the center approximately where Monmouth County is located in the state.



This design was the result of a contest held back in the 80's shortly after the club was formed. The committee used elements from several of the submitted designs. The words "Monmouth Area Flying Club" are positioned around the outside with a gold border. The reason for the inclusion of the semaphore flags represented our connection with Fort Monmouth as the club was originally the Fort Monmouth Army Flying Club.

GAJSC Safety Topic

Each month the General Aviation Joint Safety Committee (GAJSC) Loss of Control (LOC) Work Group selects a safety topic. During the month of January is was "Fly the Aircraft First". The FAA Team is on the committee and fully supports every safety initiative. We need your help in spreading this message:

NTSB accident data suggest that pilots, while distracted by less essential tasking, have lost control of their aircraft and crashed. In light of this pilots are reminded to maintain aircraft control at all times. This may mean delay in responding to ATC communications and passenger requests or not responding at all unless positive aircraft control can be maintained throughout. In other words, "Fly the Aircraft First!"

Fly the Aircraft First

- As a matter of priorities first **Aviate** (maintain aircraft control at all times), second **Navigate** (manage navigation systems and tasks including fuel reserves) and third **Communicate** (with passengers and ATC)
- Know the aircraft performance numbers including best power off glide speed for the environment you'll be flying in.
- Plan and brief each takeoff, approach, and landing to include climb and descent expectations, go no-go points, escape routes and alternates.
- Practice emergency procedures, short and soft field takeoffs and landings, and power off approach and landings.
- Reduce distractions and insist on passengers following sterile cockpit rules during critical phases of flight, except for conversation directly related to the safety of flight.

Outside my window: Shots taken by Pilots

