

MAFC

The Newsletter of the Monmouth Area Flying Club



Featuring

Page 2
Ops
"Transponder to ALT"

Page 3
Member News

Page 4
Events
Aviation Day

Page 5
Safety
"Hot and Humid"

Next General Meeting
June 20

Next BOT Meeting
July 2

A Message from Our President

A well earned thanks.

I would like to take this opportunity to thank Charlie Burke and Dave Pathe for all their efforts working on the newsletter. When Charlie joined the club it was his idea to get it started, and did he ever. From nothing, he performed a minor miracle chasing down stories and member profiles to fill each issue. As you know, no man is an island and Dave Pathe was Charlie's right hand man, helping him to put together every issue. Great job guys, thanks so much.

Now we have a new editor for the newsletter. John Hannon has stepped up to keep it going out each month. So look for him to press you for those member profiles. I wish him much success.

Dan Coles



One of two MAFC Cessna 152's in her new coat of paint

Editor's Note:

I have volunteered to take over the task of putting together the monthly club newsletter. I will do my best to follow the high standards set by my immediate predecessors, Charles Burke and Dave Pathe. Contributions of articles by club members are welcome and most appreciated.

---John Hannon

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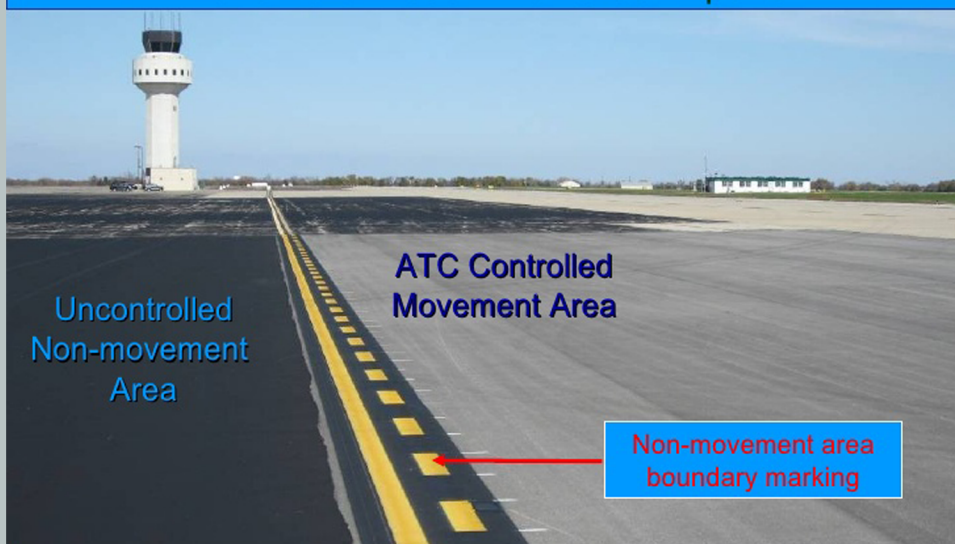


Transponder to ALT

By John Hannon

While the FAA has advised us for several years now to leave our transponders on ALT after landing until engine shutdown, FAA last month issued a new Safety Alert for Operators. Simply stated, we should have our transponders set to ALT (mode C) before entering an airport's movement area, and leave them in this mode until engine shutdown. Additionally, for aircraft equipped with ADS-B Out, this capability should be similarly enabled. Remember, a Movement Area is defined as: "the runways, taxiways, and other areas of an airport that are used for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas." Though pilots may operate almost exclusively at non-towered airports like N12, they should develop this habit for those days when they *do* operate in a towered airport environment.

Movement Areas – Towered Airports



The dashed line is on the movement area side of the marking, which is controlled by Air Traffic Control (ATC).

The Federal Aviation Administration (FAA) uses airport surface surveillance capabilities at some of the busiest airports in the U.S. to determine aircraft location when they are operating on an airport movement area. Runway safety systems use data from surface movement radar and aircraft transponders to obtain accurate aircraft and vehicle locations, thereby increasing airport surface safety and efficiency.

Please ensure that aircraft checklists reflect this recommended action as stated below.

Safety Alert for Operators (SAFO15006) DATE: 5/19/15

Subject: Transponder Use by Aircraft On Airport Movement Areas

Purpose: This SAFO advises all operators and pilots of the need to ensure that transponders are in the altitude reporting mode whenever their aircraft is on an airport movement area at all airports.

Recommended Actions: Operators should ensure that their procedures and manuals clearly state that flightcrews and general aviation (GA) pilots enable transponders to the altitude reporting mode (consult the aircraft's flight manual to determine the specific transponder position to enable altitude reporting) and enable ADS-B Out transmissions (if equipped) any time their aircraft is positioned on any portion of an airport movement area. This includes all defined taxiways and runways on all airports.

Starting Engine (Cessna) Warm-UP (Piper)

TRANSPONDER----APPROPRIATE CODE and ALT
ADS-B (if equipped)----ENABLED

After Landing (Cessna) Stopping Engine (Piper)

Delete checklist item to switch transponder to standby (STBY).

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MAFC Instructor Janis Blackburn and Tom Fortunato

Member Tom Fortunato, 17, of Fort Lee, after a mere 57 hours, earned his Private Pilot Certificate. Tom trained with Janis Blackburn who said, "I am not toooooo proud!" Congratulations to both Tom and Janis. As Tom attained his Private on Mother's Day, it was only fitting that his first passenger be his mom, Lisa.

Last month, member Joe Bonacci was appointed as a new FAA Safety Team (FAASTeam) Representative. Each of the eight FAA Flight Standards regions has a Regional FAASTeam Office. Based on the makeup of the aviation community in each region, the FAASTeam manager (RFM) of that region appoints a FAASTeam Program Manager (FPM). Joe's role in our region (Philadelphia) is to help promote safety in the aviation community by doing community outreaches, seminars, and to assist pilots with the FAA Pilot Proficiency Wings Program. Joe reports to the FPM and in the very near future will be doing seminars for the club, where members can earn Wings credits. Joe says that, "seminars are typically predicated on the particular safety issues that the FAA wants communicated based upon accident reports."



Congratulations Joe! It's great to have our own FAASTeam Representative on the club's membership roles.

FAASTeam Mission Statement:

Improve the Nation's aviation accident rate by conveying safety principals and practices through training, outreach, and education, while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation community.

Sell/Buy/Trade/Free to Good Home

If you have any aviation-related items you'd like listed in an upcoming newsletter, email information to John Hannon, pilotjohn60@gmail.com

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On May 2, four MAFC members participated in Aviation Day at the Ocean County Airport (KMJX), as part of an effort to promote aviation in New Jersey. The event was developed by the NJ Aviation Education Council (NJAEAC) and attracted 34 participants. The sixth, seventh, and eighth graders (30 girls and four boys) were given classes in theory of flight, navigation, and maintenance (including seeing the MONOC helicopter).

Four desktop simulators were available and each of the young people was given the opportunity to fly one. Cadet and senior members of the Civil Air Patrol worked throughout the day to help insure a safe and efficient flow from class to class and to the hangar and flight line, where the two club Skyhawks stood ready for the introductory



Bob Tozzi Provides Navigation Instruction

flights that were provided. Club members who took part in the highly successful day were Bob Watkins, Aviation Day Chairman, Bob Tozzi, Janis Blackburn, and John Hannon. The weather was outstanding, and the flights were smooth and enjoyable for all, several of whom experienced their very first flight in any type of aircraft that day.

Did you know?

16R – 34L

There are six different types of signs at airports. Can you name all six?
The one above is a Mandatory Instruction sign. They have white inscriptions on a red background.

Q. You're at a party. How can you tell who the pilot is?
A. Don't worry, they'll tell you.

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Things to Think About When Going Flying on a Hot, Humid Day

By Frank Fine – MAFC Chief Flight Instructor

The season will shortly be here that brings hazy, hot, and humid conditions. That should make us think about density altitude. Warm air holds more moisture than cold air and is thus less dense than cold air. Anyone who has flown in winter and summer has noticed how the plane jumps off the ground in winter and climbs much better due to the cold, dense air. In summer on a hot humid day, you notice the take off run is longer and the plane does not climb as well. The engine produces less power and the plane has to reach a greater ground speed to produce the required take off airspeed. (Wind speed considered to be calm.)

Another thing to think about is that on landing at your normal approach airspeed, the aircraft will have a higher ground speed and will require a longer roll out. There may be situations where you have to wait until the air cools towards evening if you have a short runway or obstacles to clear before you attempt a takeoff.

If it is that close to the maximum performance of the aircraft, be sure to get out the performance charts and do the required calculations. Keep in mind that the charts are for a new plane flown by a test pilot and figure in a fudge factor. How do we find out the density altitude? Dial AWOS, or, use your E6B computer (you don't have to plug it in).



1. Set the altimeter in the plane to standard pressure 29.92" and read the altimeter
2. Read the outside air temperature on the plane's thermometer

With these two values on your E6B, set air temperature over the pressure altitude and read the density altitude at the arrow. Then go to the performance tables in the Pilot Operation Handbook and follow the directions to see how much runway you will need. You will also need to figure the weight and while you are at it, calculate the center of gravity or balance.

Also, keep in mind that as the air cools to within a few degrees of the dew point, the moisture will condense and become visible such as fog, dew, frost, clouds, rain or snow. As warm air rises, it reaches its dew point and forms cumulus clouds. If the air is unstable you will see vertical development (towering cumulus). If these clouds continue to develop they could turn into thunderstorms (cumulonimbus).

On a 90° F. day and a density altitude of about 2,000 feet, from the Piper Arrow charts you can expect a ground run of about 1,300 feet with no flaps. From the chart with the density altitude of about 2,000 feet, you might expect an initial rate of climb of about 800 feet per minute. In one minute you will cover 1.6 miles at 96 miles per hour (best angle speed) and no wind. (How far away and how high are those wires?) And don't forget this is based on a new airplane flown by a test pilot.

Remember the old saying, "I'd rather be down here wishing I were up there, than up there wishing I were down here."