

Club Meetings

Board Of Trustees: -
7:00 PM 4/6/17
Club House

General Meeting:
9:00 AM 4/22/17
N12 CAP Building



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

Tips, Tips and more Tips! This issue of the newsletter will feature the beginning of a series devoted to tips emanating from a cross section of our membership. The range of authors includes those who are new to aviation through CFIs. So, follow along each month and collect the tips as they are presented. In the end, you will have a handy aviation reference guide.



Don't forget that we just changed from -5 to -4 hours when converting from UTC to local time!

Practical Test Tips by Oliver Lin (Part 1 of 4)

Note: Oliver just passed his flight test in February and will be sharing some tips that helped him achieve this goal.

There are a number of students in the club that are nearing their Private Pilot Practical Test, more commonly known as the checkride. I wanted to pass along some of the tips that I received from my instructor, other instructors, and fellow members. These are just a list of things that I found particularly useful while preparing for and during my checkride.

Leading up to the Practical

1. RELAX. Your instructor would not have signed you off if you weren't ready.



2. Your application is done via the Integrated Airman Certification and Rating Application (IACRA) system. Make sure that you have your username, password, and FAA Tracking Number (FTN.) Without these you won't be able to start the practical exam. More than one practical test was discontinued because the applicant couldn't remember his/her login.

3. Make sure you read over the current Airman Certification Standards (ACS) (https://www.faa.gov/training_testing/testing/acs/). My examiner literally went through each of the pages of the ACS to ask me questions. His first question was on the first page of the ACS: "What do you need to be current as a private pilot?"

4. Go over the logbooks of the aircraft you're going to use before the checkride to make sure it's all in order. You can use the acronym, "AV1ATES" to make sure all required inspections are complete. I used N4287Q and flagged each of the sections in the logbook with Post-It notes.

5. Talk to students that have taken a checkride with your examiner and instructors whose students have used that examiner. You'll gain valuable information about what the examiner likes to concentrate on.

Feel free to reach out to me at ollie.a.lin@gmail.com if you have any questions or are nearing your checkride and would like all four parts beforehand. Best of luck to those about to go on their checkride and any other future checkride!

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What's Next?: Night Flight by Neil Wilson CFI

It does not matter if you are a newly licensed pilot or a seasoned veteran with flight hours that are in the 4 or 5 digit range, there is always something new to learn. In this series, we will examine a number of options that you can pursue to expand your knowledge base and hone skills that you already have acquired in the process.



Many pilots limit their studies to obtaining their VFR daylight flight but what about flying at night? Did you know that if you take the club's check ride at night, it also covers you for daytime flights? It is like getting a bargain 2 for 1 deal!

If you are interested in obtaining approval for night flight, start by checking with your CFI to make sure that they will participate. If you get the thumbs up, they will also give you directions on what you need to do to prepare for the club check ride. Just follow the instructions and you are good to go.



When I have a student who wishes to obtain night flight clearance, I start by having them review the night flying section in the Airplane Flying Handbook or, if you had participated a ground school program or a commercial home course, review it. If you are an AOPA member, they offer a number of articles on this topic and one can be found at <https://www.aopa.org/news-and-media/all-news/2017/march/flight-training-magazine/after-sundown>.

Remember, you will need a red and white headband light for pre-flight and cockpit illumination. It is actually something everyone who flies at night should have should there be a power failure. FYI, if you want to save some money on the light, just go to your local Home Depot and look for red/white headlamps, they have them for a only a few dollars.

Spotlight on: Javier Perez Hernandez



Javier currently hold a Private Pilot with an Instrument Rating. and is now pursuing his dream of becoming a CFI to help others achieve the dream of Flight. He first got involved in aviation the very first day he took an Introductory flight at Ocean Aire in Toms River in 2014. When Javier was a kid, he always dreamed of flying an airplane but didn't have the money and courage to do it. After taking the introductory Flight he started taking classes at Ocean Aire with Steven Korotky as his flight Instructor. Javier soloed on January 28th 2015 and got his license in May 2015, with all the training in a C172SP. To date, Javier has logged about 120 hours of flight time in a Conquest II, Piper Seminole, C182RG, C172RG and the C172. Javier joined the club in the month of December of 2016.

Javier attended Brookdale Community College and earned an Associates Degree and then went off to Rider University in Lawrenceville NJ. Eventually he changed his mind on what he wanted to do in life and transferred over to Embry-Riddle Worldwide where

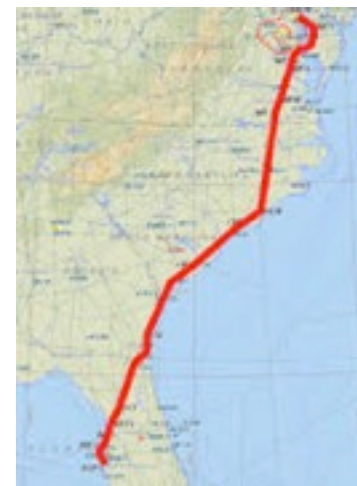
he currently is working towards a Bachelors in Aeronautics. Like the old saying goes, "Choose a job you love, and you will never have to work a day in your life" (Confucious)

Javier was born in Mexico but his whole family moved to the United States in 2005. He has two brothers and one sister who also taken to flying. He has two beautiful daughters to whom he hopes to instill the magic of flight in in the not so far future. Javier, oldest daughter is 20 months old and loves to play the Flight Simulator he has at home. He hopes to have the chance to meet all the fellow pilots and club members, and share flights to interesting places with them.

The Pre-flight Checkup (Part 1) by Dan Coles

When we go to the airport to fly, we can have different thoughts in mind. We might be going for flight training, to take a family member or friend for a flight for the first time, or maybe just to fly. But whatever the reason, there are important steps you, as PIC, must take before the ignition switch is activated.

Prior to heading to the aircraft, you need do preflight planning, as prescribed by the FAR's, such as checking runway lengths, fuel required, weather, etc. But sometimes it is easy to assume that we have all the data needed so we head out to start the pre-flight check of the aircraft. But why take a chance on assumptions, why not make up your own basic planning checklist? Even if you are only going to fly the pattern, having a pre-flight planning checklist is a good habit to get into.



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What should you include on your personal pre-flight check list? Here is my bare bones suggestions:

1. Gather and check WX reports such as TAFs, area forecasts, winds aloft, METARS, SIGMETS, etc.
 2. Check on TFR reports to see if you might find yourself in trouble even for flying locally.
 3. Pack maps, charts, airport and facilities manual, etc. so you have navigation aids.
 4. Familiarize yourself with the area immediately around the airport, just in case you need to make an emergency landing.
 5. Collect information on the airports that you will be using including the latest data on N12.
 6. Pack your basic gear (headsets for yourself and any guests) and, if you are required to wear glasses to correct your vision, you should have a spare pair. These glasses should be kept somewhere within reach while at the controls.
 7. Take steps to properly log in to Flight Circle to activate your flight.
 8. Put the the aircraft keys in your pocket.
 9. Be honest with yourself about your health prior to even thinking about flying. Feeling ill on the ground is bad enough but in the air present a host of problems that can detract from your concentration.
 10. Evaluate all of the information compiled in your preflight briefings and ask yourself is this weather, or forecasted weather, something you should be flying in.
 11. Can my flight be completed without exceeding my personal minimums.
- Etc, etc, etc.

Armed with this core information, you will be better prepared to have a safe and successful flight.

PILOT HELPER COURSE by Janis Blackburn



For many years, the AOPA has been teaching a course for non-flying, usually spouses of pilots. It is the Pinch Hitter Course. It was designed to teach a passenger enough about flying to be able to declare an emergency on the radio, follow directions from the Air Traffic Controller, and get the aircraft on the ground with the ability to walk away. It has proved successful in the past.

When teaching full time at Marlboro Airport, back in the 1970s, I taught a course several times. Fortunately, I don't believe anyone who ever took it has had to use it.

The MAFC rules allow immediate family of our members to be able to take a course such as this using the club aircraft.

I have a course which consists of approximately 4 hours of ground school and 3 hours of flight time set up. All of the flying by the "student" family member is done from the right seat. This is where they sit when flying with their pilot. The ground portion touches on aerodynamics, controls, instruments, and radio communications. The flight portion teaches just the basics of flying, straight and level, turns, climbs and descents, speed control, and landings.

The course does NOT go into the amount of detail that each pilot has gone through to get their license.

A flyer went out to the membership. Please contact me if you have questions or would like to sign a member of your immediate family up janiskb@verizon.net. The class will be limited in size.

Index of MAFC Newsletters

There are currently over 50 issues of the MAFC newsletter posted on the www.flymafc.com web site. Within these issues there is a treasure trove of information that covers a wide range of subjects ranging from MAFC history to technical aviation information. But while these articles are on file, there is no way to easily locate the information. To change this situation, a MAFC member, Chris Gaver has volunteered to comb through all of the back issues and create a searchable index that will provide the article title, the issue it appears in and a brief synopsis of the contents. The plan is to then make this list readily available to everyone in the club.



MAFC Rules and Regulations Part 5

5. Aircraft Operations---General

1. No person may operate MAFC aircraft except for
 - a. Active MAFC members in good standing,
 - b. FAA Flight Examiners or Inspectors, in the furtherance of MAFC activities,
 - c. authorized maintenance shop personnel, as necessary for maintenance purposes.
2. You may not perform or advertise operations that would require certification under FAR Parts 135 or 121.
3. You may not operate a Club aircraft unless it has been signed out. When you have signed out an aircraft, you are responsible for that aircraft until it is returned, properly tied down, and signed in. When signing in, list all airports where you landed. This is so we can figure out who is responsible for landing-fee bills we receive.



4. During cold weather, when aircraft engine components are at 25 degrees F (-4 degrees C), proper cold weather techniques, to include external preheat, are mandatory. If you are not sure of the proper technique, ask an instructor. When the ambient temperature is at or below +10 degrees F (-13 degrees C), the airplane SHALL NOT be started until such time as the ambient temperature rises above the temperature previously noted. At the pilot's expense, movement of the airplane to a heated facility to expedite the warming process is acceptable.
5. Except for MAFC-approved instructors and maintenance officers, no person is permitted to enter or exit an MAFC aircraft while the engine is operating.
6. No person may hand-prop an MAFC aircraft without having completed a checkout in hand-propping procedures to the satisfaction of a MAFC-approved instructor. The aircraft must be securely tied down, and have a qualified operator at the controls.
7. All pilot requirements appropriate to the flight must be met by the MAFC member(s) at the controls, except this does not prohibit using an appropriate non-member as a safety pilot observer during simulated instrument work. You may NOT operate under real Instrument Flight Rules on the basis of a non-member copilot's IFR rating. You may permit a non-member to manipulate the controls under your supervision, in which case you remain totally responsible.
8. No operations are permitted that would not be covered by our insurance policy. See Section 6.
9. International operations must comply with the requirements of the country having jurisdiction. Additionally, to the extent possible, all operations should comply with the U.S. regulations. You probably need a radio operator's license from the FCC. Also, some jurisdictions may want to see evidence that you are authorized to operate the aircraft, in which case you should get the Treasurer or Operations Officer to prepare an appropriate letter for you.
10. When an MAFC aircraft is in operation, all occupants shall wear seat belts (and shoulder harnesses, if available) except when there is a good reason not to. Shoulder harnesses reduce your chance of dying in an accident by a factor of 2 or more.
11. No person may operate an MAFC aircraft solo or as pilot in command except from the left seat. Waivers of this provision are commonly granted to pilots who are working toward their instructor's certificate, and who have demonstrated right seat competence to the satisfaction of a MAFC-approved instructor.

"Am I Complacent Today?" by Parvez Dara, MD, MBA, ATP, MCFII, AGI, Gold Seal.

There is an art form to every good enterprise. And art is essentially a fervent desire to achieve closer proximity to perfection as desire will have it. Yet in that desire humans fall prey to the predatory influence of over-confidence and laziness; both components of complacency.

Complacency burrows into our psyche slowly and surreptitiously. It might arrive one day when we are regaling ourselves with self-pride and another day when we have too much or too little on our minds.

Let us take the Self-pride version first. Imagine a newly minted Instrument certified pilot who climbs aboard with a non-pilot friend and launches into a 500-foot ceiling, armed with the hubris of the certificate but lacking in the experience to handle the onrushing blur of grey. Imagine the disorientation at entry on climb out. The frozen feet as the P-forces and the slip-stream conspire to turn bank the aircraft left at an ever-increasing rate and the pilot distracted by the sound overcome by the task freezes into inaction. There is a tale here that remains to be told.



Now venture into the state of distraction or as we called it a moment ago, "too much on the mind". When a duality of important tasks confront us, the combinatorial pathways vying for attention of the frontal cortex of the brain lose steam and only one makes its way for a judicious response. In other words, the brain filters down multiple tasks and assigns preference based on Bayesian logic to what it determines the most important task to be committed to first. In so doing the other task is relegated to "wait a moment." Imagine a pilot on a short final to a non-towered airport runway in cross wind condition confronted with a runway incursion. There are multiple thoughts that might course their way through the brain pathways: a) land in front of the offender and ground loop, b) Go around, c) Panic, d) Lose control of the aircraft on pushing the throttle, not cleaning up the aircraft and with frozen feet (rudder, flaps and gear), e) show anger by buzzing the transgressing offender. All except (b) are ensnared in trouble. Here good communication and anticipation are the key to safety.

The last bit is, "Too little on our mind." Too little about flying (perhaps from the number of hours in our log books) and too much about impressing others, when we have done something many times and just like driving a car from point A to point B we sometime can't remember the drive itself. Imagine flying out on a sunny weekend day with your favorite non-pilot in tow. You want to show your professionalism and abilities, so you go about the preflight quickly. Everything looks good. You turn the key and the starter engages and the propeller turns and stops. You look quizzically at the propeller and find the cowl plugs with their red flags all caught up in a jumble around the prop. Embarrassing, as that may be, there is a cautionary tale in it.



At the may 18th General Membership meeting Parvez Dara, MD presented a WINGS, Pilot Proficiency Program titled, Fatigue and the pilot. Many members attended this seminar in addition to several guests. If you were not able to attend, but would like to still participate, this program is being offered again on Tuesday April 4 at 7:00 PM in the Toms River Library-Mancini Hall. If you wish to register on-line, it is course #EA1774411.

Important Dates In Aviation for April

- April 1, 1974: British Overseas Airways Corporation and British European Airways ceased to exist this day. The two carriers then to create the giant British Airways.
- April 3, 1982: The Airbus A310 makes its first flight.
- April 6, 1926: Walter T. Varney launches his airmail service. His company will later grow into the massive United Airlines.
- April 8, 1963: Douglas Aircraft announces its plans to build the short-range DC-9.
- April 9, 2001: American Airlines completes its takeover of bankrupt Trans World Airlines, ending 75 years of TWA operations.
- April 13, 1966: Pan American World Airways places an order for 25 Boeing 747's.
- April 17, 1971: Federal Express is founded in Memphis, Tennessee by Fred Smith.
- April 22, 1998: Trans World Airlines orders 24 Boeing MD-83's and saves the production line for another year.
- April 26, 1972: The Lockheed L-1011 TriStar enters service with Eastern Airlines on the Miami to New York route.
- April 27, 1958: The prototype de Havilland Comet 4 makes its first flight.
- April 29, 1988: The Boeing 747-400, the worlds largest jetliner, makes its first flight.

Offutt Air Force Base submitted by Tom Russell

Here's what a pilot sees when flying into OFFUTT AIR FORCE BASE (Bellevue, NE, just south of Omaha.) See the lettering in the field?

A farmer does this with his tractor. He uses GPS to get the letters readable. He has done this every fall for several years now. This is what our servicemen see when landing at Offutt AFB. Hat tip to the Bellevue farmer who made it happen!



What is in My Flight Bag by Dan

As noted in the Pre-Flight Check List, item #6 on page #1, it is suggested that if you wear glasses you should consider taking an extra pair when flying. Many things can happen during a flight to cause you to drop or lose your glasses. In some cases, the situation can become very dangerous. I know of a case where a pilot experienced a bird strike. The animal's body shattered the windshield and struck him in the face causing his glasses to fly off and vanish behind him. Because he needed the glasses to see the instruments, he was now literally flying blind. In this situation, having a spare pair of glasses within reach would have been a tremendous benefit.



KEWR Tour Cancelled

Mother Nature put the kibosh on our planned trip to tour Newark Liberty Airport! The hope for a pleasant day was dashed when it was learned that 2+ inches of the white stuff were slated to fall. This would have forced the cancellation of a demonstration and other key activities. So the event has been scheduled to June 30. Those member who were on the original list will be given preference when the June tour is being arranged.



Share Your Magazines

What do you do with your old aviation magazines? After you have finished looking at the latest issues, why not consider sharing them with other club members? Some members have been doing this for many years by simply leaving them on the table next to the refrigerator in the club house. These used issues will still make it to a recycling center but by sharing them, they generate a larger readership footprint.



Of Special Note!

Congratulations go out to Casey Gelnow, son of Greg Gelnow, on achieving the goal of becoming a jet pilot on March 15 th. His family has a history of pilots but none ever achieved jet status. He is a FO at United Express Jet.



Chris Armstrong passed his PPL check ride on March 30. Janis Blackburn instructor.

The Arrow was involved with an accident involving a prop strike. The aircraft will therefore be off line for several months



Takeoffs are Optional, Landings are Mandatory

