

Club Meetings

Board Of Trustees:
7:00 PM 8/2/18
Club House

General Meeting:
9:00 AM 8/18/18
N12 CAP Building



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

\$100 Hamburger: KFOK's Apron Cafe:
by Charles Burke and Nick Billows

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The initial forecast called for a less than stellar weather, to the point we had decided to scratch our flying plans and reschedule for another day. But to our great surprise, the weather turned out to be quite the opposite from what had been expected! With a clear sky and almost no wind, it was decided to look for the perfect "\$100 hamburger" out on Long Island. A quick perusal of the larger airports turned up KFOK and the Apron Cafe. But the initial data search had us scratching our heads. On the sectional charts, KFOK shows up as Gabreski, finding in the the Chart Supplement (old Airport and Facilities Manual) lists it under the Francis S Gabreski Airport but then directs you to see Westhampton Beach. Ok, so much for simplicity...

After checking to see that the Apron Cafe was open (tel #) 631-684-9996, Nick took the stick in N4287Q and we headed north towards Sandy Hook. As we climbed, we contacted McGuire Approach requesting flight following and was approved for an altitude of 3,500 ft. Soon after, McGuire handed us off to New York Approach. NY confirmed our altitude, aircraft type, and destination, cleared us into Class Bravo airspace, and told us to fly direct to the JFK VOR. It was not long before Kennedy was right at our doorstep when we were redirected to turn eastward, following a course that had us running parallel to the L.I. shore line. A not long after, ATC turned us over to KFOK.

Flying east along the south shore of Long Island, we noted one airport after another off our left wing, some very large. It is easy to forget that Long Island was one the centers of aircraft manufacturing and design especially during WW 2. Many of these airports are a legacy of that time period.

In the end, it only took about an hour of Hobbs time to finally pull up to transient parking at the base of the tower on KFOK. The restaurant is right there so it was very easy to find. After passing through the security gate, we entered the building and a quick turn to the left had us in the Apron Cafe. It is a small, spotless, casual cafe with both a counter and tables. While the menu has a nice selection of both breakfast and lunch items, we chose to spring for the

specials. Our choices were the grilled chicken vegetarian wrap and a bowl of andouille sausage gumbo over rice. When the meal was served, it was obvious that we had picked winners. Nick and I cleaned out plates! Our waitress, Maxine, and the owner, Tess, could not have been more accommodating. Another nice touch--the landing fee (\$5) is waived if you eat at the Apron Cafe!

After lunch, we took time to survey the massive airport. This was once a major military base with huge cross runways (6/24: 9000' x 150', 1/19: 5000' x 150' and 15/23: 5000' x 150'). There were a number of corporate jets parked on the ramp to our left and several large military aircraft near a hanger to our south. Other than that, it had to be the flattest landscape that we had seen outside of southern NJ.

After starting 4287Q and taking care of the check list items, KFOK Tower cleared us to taxi, then for takeoff. It was a short hop when they handed us off to Kennedy Approach and we were on our way. Once again, New York approach cleared us into JFK Class Bravo airspace. The journey home was a carbon copy of the trip out and we looked forward again to passing through the beehive of activity New York Class B. The only difference was ascending to 4,500' to hopefully dampen some turbulence that we encountered on our way out. Needless to say, we were not disappointed in that regard, and had a very smooth ride. ATC guided us through the departing and incoming large commercial aircraft. It was fascinating to see the big commercial airliners arriving or departing JFK sliding over us, under us or, in one case, passing us, headed in the opposite direction, but 500' below us and well off our right wing. It was so close, we tried waving at the passengers as they sped by!



As we approached JFK, ATC turned us south towards Sandy Hook. When we passed outside NY's Class Bravo and were passed on to McGuire for our return to N12, we gave a quick "thank you for your great service" to the ATC controller, who then gave us a "thumbs up" for the acknowledgement. As we neared KBLM, we cancelled flight following, thanked the McGuire controller, squawked 1200, and landed "uneventfully", happy with another great "\$100 hamburger" flight under our belts. But most important to us was the professionalism and courtesy of every ATC controller who watched over us on our 200 mile round-trip flight. Hats off to each of them!

Test #7 When flying solo, are you allowed to carry passengers, if you are a student pilot? (See page 6 for answer)



KACY , Atlantic City Airport WANTS YOU! by Charles Burke



Several months ago, AOPA rated the FBO at Atlantic City Airport one of the worst in the country so it was decided to take a closer look at the situation and this led to an interesting dichotomy. If you have not read the article, it can be found at <https://www.aopa.org/news-and-media/all-news/2018/april/10/aopa-announces-airport-access-watch-list>

With this in mind, the first step was to reach out to the management, Signature Flight and this led to a series of events which made me conclude that you should think twice before you venture into their area at KACY.

But the other half of the equation is the ATC operation. From the first person I spoke to on, they were overly gracious and welcoming, but the best was yet to come. Speaking with several people in management, as well as directly to ATC personnel, a very large welcome mat was constantly being extended. Turns out that KACY is an ATC training facility so they welcome pilots to use the airport for practice landings and the more and diversified the better. That is correct, they want you to practice your touch & goes, precision radar, etc. techniques. They are so eager to work with pilots that they asked that this invitation be spread far and wide.

A few days after speaking with the ATC personnel, Mike Bernicker and I were flying a direct route to Millville (KMIV) for lunch and could see KACY to our left. Mike decided to test the waters and called KACY requesting a precision radar landing approach. They immediately reassigned us a unique frequency and within a few minutes, Mike was coasting a few feet above the runway. On the return trip, I decided to try a touch & go and was immediately vectored in.

To sum it up, if you are a student pilot, or a seasoned veteran, consider sharpening your landing skills at KACY. The ATC staff want you to use their services and will bend over backwards to accommodate you. In fact, there is a good possibility that a special program may be conducted at a MAFC meeting with representatives from the ATC tower this fall.

One final note, if you would like to preplan a landing exercise prior to venturing into the Class C airspace of KACY, you can call them directly at 609-677-9152 and they will be more than happy to help you reach your goals.

Landings Made Easy? by Parvez Dara, MD ATP, MCFI, AGI Gold Seal

Let us talk about landing an aircraft, shall we?

Apparently from what I seem to find when flying with another person and even with another pilot, nothing seems so satisfying as greasing the landing. The rest of the flight blurs and is captured into this singularity called landing. You might have dodged a thunderstorm, you might have experienced a wind shear, you might even have encountered a gusty crosswind, but if, and that is the biggest if, if you didn't chirp the landing, well then, you just displayed your incompetence.

In fact, several weeks ago, I was a passenger in seat 29A in a B737 on a very gusty day, landing at KEWR. The pilot up ahead behind the bolted doors must have been very good, he touched down smoothly without a lurch. Hmm... I thought, I had fallen into the same trap? Actually no. You see most of the flight on this large aluminum tube was on the triple redundant autopilot, but the landing was definitely the pilot's, so he gets the award.

On the other hand in our tinier aluminum or composite bodied transportation devices, we can and do use "George" at cruise and sometime through descent but once in the 5-mile vicinity of the airport, it is all on the left seat driver. To put it gently, "You're it!"



Consider approaching the 45-degree entry for the downwind. It is important to scan traffic and look at the departure end of the runway for traffic and potential landing zones if on a later flight the engine decides to pull a fast one. (VSO specified in this example as 60 kts – adjust Vso and tailor the advice to your specific aircraft accordingly). So on 45-degree approach to runway, Speed $V_{so} * 1.6$ (in most cases 95-100kts). Stabilized with the appropriate power settings. Left downwind stabilized at 1000 feet (midfield) above the runway threshold keep the speed to $V_{so} * 1.5$ (In most cases 90-92 kts). Turning Base reduce to $V_{so} * 1.4$ (in most cases between 82-85 kts). Turning final reduce power for $V_{so} * 1.3$ (in most cases 78 kts). The last 500 feet on final are a matter of experience and practice. In short field approaches reduce speed to $V_{so} * 1.2$ (in most cases 72 kts).

Ok, ok, I realize the above rhetoric looks kind of pedantic, but now here is the key to the puzzle. Let's say you are in a Cessna 172 or Archer aircraft where the power settings are by means of the RPM only. The trick is to set the power setting to the most appropriate setting (Maybe 1600-1700 RPM) and then use the flap settings to realize the speed reductions. This is easily done at altitude on level flights. Go out there in the wild blue and practice this to figure out at LEVEL ALTITUDE say around 1000-2000 feet and see what the aircraft delivers. Start with 2000 RPM and reduce your way to 1500 RPM with increasing flap settings to realize the speeds the aircraft delivers, to figure out what works for the aircraft you are commanding. Once the appropriate speed is determined, write the power settings and configurations down and voila you have a winning strategy. In the Arrow or other Manifold (MP) yielding complex aircraft the idea is similar but slightly different. Establish the power setting with a 17 MP and a 2400 RPM (should get you to gear speed) Put the gear down and trim for level flight and then use the gear for future speed reductions. Further reduction in power starts at 500 feet on final. Hmm... QED.

Nuance: In gusty winds add HALF the gust (say 320 10G20) or 5 kts to your speed by adjusting upwards the MP or RPM as the case maybe.

Another nuance: The Dreaded, sweaty and bile eating last 500 feet. How do we address that? Simple Watson!

The power is in your hand. Get your aircraft visually aligned with the runway. Put the nose of the aircraft right on the approach end of the runway and KEEP it there (as if you are in a shallow dive), now adjust the power (MP or RPM) to maintain the $V_{so} * 1.3$ till you know you have the runway made (which means in case of complete loss of power at that altitude, you can glide to a safe landing on to the runway). But please make sure if this format is different than your instructor's advice, practice what your instructor says and if any of the above is helpful to your thought process, incorporate while he or she is stuck in the right seat. -----As always... Safety is no accident, so FLY SAFE!

Air Mail by Charles Burke

In the June issue, a short article was included dealing with the issuance of an updated version of the 1918, 24 cent airmail stamp featuring the Curtis JN-4H (Jenny) biplane. However, there is so much more to the story that many books could be written about it yet only scratch the surface. Since that is the case, it was decided to focus in only on several history making pilots who distinguished themselves at the dawn of this service.



Max Miller was the first pilot hired to assume control over the newly created airmail service.

Jack Knight (pictured on the left with his flight cover partially opened revealing his required dress uniform) was part of a relay team that flew 2,629 miles across country. In February 1921, his relay team crossed territory that had never been flown before.



William Hopson set records sometimes receiving reprimands for his reckless antics.

E. Hamilton Lee's aircraft engine caught fire but, upholding the motto "The mail must get through" side slipped the plane so that the flames would not reach him in his open cockpit. This allowed the wind to eventually extinguish the flames allowing him to continue his nonstop to his destination.

Maintenance Corner by Dan Coles

N66977-C152 was at Ocean Aire to have the radio checked because it wasn't transmitting but the Cessna ARC radio was found to be working fine. The display in this radio had several lights going bad and the shop replaced them. Several switches and some of the wiring were changed to correct the problem. Two other radios, ARC radio and a TKM radio were checked while the aircraft was being worked on. The ARC radio com worked fine but the navigation didn't. It was found that the TKM has a very weak signal and can't be repaired by TKM because of its age. Also the 24 month pitot static, altimeter and transponder certification was performed. This aircraft is at BP Air for the annual inspection.



N67818- C152 had the alternator mounting bolt and nut come loose. The only thing keeping it from coming all the way out was the cowling. Thanks to a thorough preflight inspection by one of our members, this was found before it became a real problem. The mechanic at Lakewood removed the bolt cleaned it and reinstalled it with a new locking nut. This aircraft was at BP Air for a 50 hour service. While the the ignition harness was inspected to determine if it was the cause of the radio interference. They found that there was a bad connection where the ignition leads went into the magnetos. The connections were cleaned and checked for radio noise.

N4287Q-C172-L was at BP Air for the annual inspection. Also, the panel lights were repaired along with the map light. The shimmy damper has been replaced with a new one from Lord. The left upper door hinge pin was replaced. The right brake line had a pin hole in it and was replaced with a new line while the left brake caliper was leaking and has been resealed. New brake pads were installed. The battery failed the load test and had to be replaced.

N93KK C172 M at the time of writing will be due for a 50 hour service within 5 hours along with the seat rail AD inspection. We have scheduled it to go to BP Air for the service. While there we are planning to have the beacon replaced and the left wing strobe repaired. The #1 Narco nav. com that was repaired by Three Crown avionics is back in the aircraft. The #2 nav com radio's display is difficult to read. To fix this, the radio will have to be removed to check the serial number, and if it can be repaired, we will ship it to TKM for the repair.

N268BG-PA28-181 has returned from Ocean Aire where it went in for a 50 Hour service. While there we asked them to address several items such as the cigarette lighter receptacle is coming loose from the panel. They were asked to replace the missing red lens in the dome light, and inspect the gyro compass heading indicator for consistent precession about 5-10 degrees every 5 minute. Repair the magnetic compass light that is not working. Inspect the magnetic compass that is oscillated continuously +/- 5 deg. The #3 cylinder EGT displayed 1100 degrees after leaning; other cylinders were high 1300's to 1450. When initially selected #3 EGT flickered 1400 or so, then went to 1100. The pilot said the engine ran fine and that it looks like it could be a faulty reading. The repairs for the items are as follows. They tightened the cigarette lighter in the panel. They replaced the missing red lens in the dome light. They are pricing an overhauled DG. The internal gears in the compass are worn causing the fluctuation in the heading. The compass will have to be replaced and because the compass light is part of the compass the light will be replaced when the new compass is installed. They are now in the process of pricing the new compass. The thermocouple probe for the #3 cylinder has been changed to determine if it was the cause of the low cylinder EGT on the #3 cylinder. On the return flight from MJX to N12 nothing was seen to be abnormal.

N55804-PA28-200 R was at Ocean Aire for the annual inspection. First, what they had to do to be Airworthy examination consisting of: 1) Removed the oil cooler winterization plate. 2) Serviced the right and nose strut with fluid and nitrogen and set the height. Both were low, but neither was leaking fluid. 3) Complied with AD's 75-24-02 rear seat latching, 76-07-12 Ignition Switch checks, 2015-19-07 Fuel Injector Lines, and 2018-07-03 Fuel Selector placards, with no problems noted with any of them. 4) Complied with the mandatory Knots-2-U wing tips removal, inspection, and re-installation and the SVS 5 system checks and valve inspection I/A/W their respective FAA Approved ICA's, and found no defects. 5) Re-glued the loose cabin door seal channel on the door frame. 6) Re-insulated a chaffed P-lead wire with heat shrink and replaced the torn insulator boot on the other P-lead. 7) Re-glued one of the oil sump heater pads on the sump from where it had fallen off. 8) Dressed and painted the prop blades to get rid of some nicks. 9) Found a nut and re-secured the loose right rear mic jack. 10) Serviced and charged the aircraft's battery. 11) Replaced all of the aileron, rudder, stabilator, and stabilator trim cable pulleys under the rear cabin floor with new (10 total) due to many of them being worn out, with deep wear marks in them, and while all of the cables are still undamaged from riding on them. 12) The landing gear power pack is making too low a pressure, and unfortunately they have to put an Overhauled Exchange power pack in. 13) The electric trim is slipping, and the manual stabilator trim is binding, due to the electric trim servo capstan being worn out. They removed and replaced the capstan and clutch plate and re-rigged the stabilator trim, which should fix both issues.

The other things that were written up for us to consider having repaired were; 1) The Graphic Engine Monitor that had a bunch of digits out on the display, they sent it out to the manufacturer (JPI) and had it repaired. 2) The overhead speaker is intermittent, it cuts in and out. I doubt anyone flies it without headsets anymore; it could be replaced if we wanted a reliable one. 3) The digital clock is inoperative. We had them send it out to the Manufacturer and had it repaired. 4) There is a large hunk of plastic trim missing from around the right center window frame, and a lot of the other interior plastic is getting pretty cracked and

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chipped up. We asked them to replace the plastic pieces that had pieces missing. 5) The baggage door strap is ripped 95% of the way through. We asked to have a new one was installed before the old one broke. 6) Both of the wing tip light lenses are weathered opaque. They can be replaced, or polished with that headlight compound that they sell in auto stores. We will give it a try at the next wash and wax. 7) All of the cabin air vent deflectors are missing. We were asked if we want new ones. Because they only last a few months and we have replaced them several times in the past we decided not to have new ones installed.

N61WT had a flat tire while taxiing to the run up area. It was taken back to the tie down and the tire and tube were replaced. Please check the tire pressure on your preflight inspection. Because we can't seem to hold onto tire pressure gauges, it's a good idea to have your own. This is cheap insurance to keep your flight from being canceled because of a tire going flat from under inflation.

Spotlight on: Tom Wiczerak

I have been flying since 1997 after joining the Civil Air Patrol "Solo School" at NAES Lakehurst, now a part of Joint Base MDL. This first step was inspired by family members who are pilots but I also had a love for NASA and the space program in general; watching the "Right Stuff" as a kid was a favorite of mine.



Initiation into aviation began with the Civil Air Patrol and I ultimately finished through the Mercer County Community College program with my Private Pilot's license. Initially, I flew the reliable Cessna 172 out of Trenton-Mercer. Since that time, other aircraft including the C152, Archer, Cherokee Six, Duchess and Piper Cub were added to the roster. At this point in time, I have logged over 650 hours poking holes in the sky armed with my certificate and an IFR rating.

I joined the club in 2003 and am currently the Fire Chief of Aircraft Rescue Fire Fighting for the Port Authority of NY & NJ which covers EWR, JFK, LGA and TEB and have held the position since 2014. I went to school at the University of Maryland and recently graduated from Rutgers University School of Public Administration as a Certified Public Manager. I live in Red Bank (life long) with my wife Diana and my son Thomas Peter. I am also a recipient of a Bronze Congressional Award and in 2012 I was recognized as the United States Air Force Firefighter of the Year (worldwide).

Airline Prep Series: Which Airline is a Good Fit? by Matt D'Angelo

Hey aviators and future aviators! After hearing about how amazing the airline industry is for pilots at this point in time, you may be considering a new career! Excellent! We'll start getting into the details of setting yourself for success with your airline career in upcoming articles, but first, it's time to start thinking about which airlines you would most like to work for. Being specific with your goal (choosing which airline you would like to be a pilot for vs. simply wanting to become an airline pilot) will help get you on the right path, even if you're just beginning to learn to fly.

Quality of life and compensation-wise, seniority is key with the airlines. So, the longer you stay with one company, the better, if you have chosen wisely in the first place! You may never live the airline life you've imagined if the company you work for isn't a good fit.

What's a good fit? Like in the non-flying world, airlines are companies made of people, culture, leaders and a certain feel which will affect your day-to-day life. If your values and lifestyle aren't in line with your employer, you won't enjoy it nearly as much as you could and you won't reach your full potential success or happiness.

So, how do you know which airline to go with? Start with the end in mind. If you want to fly for the majors, think about which few majors are your top choices. Research a lot of them, not just the ones you think you want to fly for right now. Consider the following points during your research:

Location: The first thing I would look into is where each airline's crew bases are located vs. where you would like to live. While this can change on your end and theirs, try and set yourself up so you live relatively close (within an hour is ideal) to your crew base, so you're not commuting via airline to get to work. From the many experienced airline pilots I've spoken with, living close to base is one of the biggest keys to happiness. Many of the majors have numerous hubs, so you will have options. Keep in mind, some of the bases are more desirable than others, so you'll need some seniority in many cases to end up exactly where you want to live.

Culture: Are your values lined up with the company's? Do the folks working for them seem like people you would want to work with, hang out with, have coffee with? While every team member, flight crew and otherwise, should be professional, there are many different ways to approach it. Think about the third and fourth-largest airlines in the United States (based on passengers flown), Southwest and United. If you've flown both of these airlines, or have researched them, you'll know how different they are culture-wise. As you start learning about Southwest founder Herb Kelleher (I highly recommend the book, "[Nuts!](#)", by Jackie and Kevin Freiberg), you'll quickly realize how different the airline he created is from United and most of the others! The best ways to figure out a good fit culture-wise are to speak with pilots who fly for airlines you are interested in and to research those airlines.

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Growth and Stability: Things change, but often a long track record, a content team, great leaders and reasonable, responsible growth are decent indicators of a company's health. You can fairly easily research how much growth is expected by looking at planned aircraft acquisition, pilot hiring and base expansion. To determine relative stability, have a look at the airline's history, track record, stock trend over time and leadership changes.

Compensation: Most of the majors have excellent compensation, in the form of salary and benefits. For United States carriers, a few of the best out there in terms of compensation currently are cargo carriers FedEx and UPS. They both have outstanding compensation, but are also some of the most competitive airline jobs to get. Go for it if they seem like a good fit, but keep in mind the path to them will take longer as you will need much more experience to be interviewed with them than some of the others. United, American, Delta and Southwest also top the compensation list at the moment.

Routes: Do you eventually want to fly "across the pond" internationally and do just a few long trips per month, do you imagine yourself doing shorter flights within the United States, or a combination of these? Look at the route maps for different airlines and find a good fit for you. Remember, to end up with the routes you want most will take time and seniority, but that will happen more quickly than you think!

Aircraft: Some pilots just want to fly and aren't as concerned with which exact aircraft they are assigned. Others are "Boeing" or "Airbus" people and want to fly only that metal, sometimes only specific types. This usually isn't a big deciding factor, but it's something to consider.

The most important tips when deciding which airline is a good fit for you are: - speak with other pilots - do your research- keep an open mind and several options- start with the end in mind

This will take time and you may end up changing your mind in the future. That's okay - be flexible! Speaking with pilots is key. If you are interested in an airline, speak with several pilots with various experience levels who fly for them or have in the past.

Once you determine which airlines seem like a good fit, start looking at which regional airlines have relationships with them. Many regionals move pilots into partner major airlines. Some do this without even requiring an additional interview. This is called a "flow" arrangement and is the easiest and lowest friction, but you may spend an extra year or two with the regionals. Ideally, plan on working for a regional airline which has the best chance of success to get you to the major airline of your choosing, even if the regional isn't a perfect fit. I recommend making this sacrifice for a few years early in your career so you end up in your most ideal position down the road.

You're probably asking yourself now...how in the world do I find these pilots to speak with and what sites do I use to research these airlines?! I will share these resources in upcoming articles, but feel free to reach out to me if you're looking to take action soon!

Next time, we'll talk about your next step once you've decided to become an airline pilot...Fly safe, have fun & keep learning!

Answers to the test: No!



Tom Basenfelder soloed in 268BG. Ryan Ruffoni Instructor



Michael Berger First Solo, Janis Blackburn instructor

Of Special Note!



Takeoffs are optional but landings are mandatory

