

### Club Meetings

Board Of Trustees:  
7:00 PM 7/5/18  
Club House

General Meeting:  
9:00 AM 7/21/18  
N12 CAP Building



Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

### Robert Thorson, FAAS Team by Karen Barbagelata:

At the June 16, General Membership meeting Club President Janis Blackburn welcomes Robert Thorson, Program Manager from FAAS Team Teterboro. He provided a brief history of his aviation career, starting as a 'flight engineer' for his Uncle out of Terterboro at age 10. Mr. Thorson likes to say, "I never worked a day in my life." A licensed pilot in 1963, he Joined the Navy and took their flight training, adding to his 1,000 hours of flight time. After Viet Nam (he flew a Vigilante off the USS America), he worked for TWA until he joined the FAA. Mr. Thorson has flown 400 airplanes, and flew for the film Memphis Belle.

The FAA has changed from a geographic organization to a more flexible one. You can have your check ride anywhere. It's a somewhat kinder FAA as to compliance for private pilot. Simple, unintentional mistakes are treated as such, usually knowledge-based mistakes, usually corrected with additional training.

Mr. Thorson noted that here have been many Bedminster TFR violations; Garmin and Foreflight will not always keep you safe. If you violate a TFR, you will see an F16 on your left side. Be sure you preflight plan and call LIEDOS before you launch; there is always a 30 mile circle around the president and he comes and goes when he wants to; that circle moves. If you violate a TFR, do what they say; land at the designated airport immediately to avoid any escalation. Go to [flightmatters.com](http://flightmatters.com) and it will help you.

As to electronic software, the End User Licensing Agreement states clearly that they don't guarantee the data is up to date. The pilot is ultimately responsible. Preflight is critical. Don't fly the i-Pad, fly the plane. Electronic Flight Bags are awesome, but fly first because the i-Pad is a 'heads-down' display, and your eyes need to be up. Three seconds on the i-Pad is enough. Don't lose your situational awareness. Use maps too.

Feel free to contact Mr. Thorson with aviation problems. He knows who we might speak with to cut through red tape. Phone: 201-368-6642 [robert.thorson@faa.gov](mailto:robert.thorson@faa.gov)

#### Inside this issue:

##### Page 1

FAAS Team

##### Page 2:

Frank Fine Honored  
Test #6  
Aviation Day Trips

##### Page 3

Spotlight On  
Maintenance Report

##### Page 4

Reject, Recycle....  
Quiz  
Crosswinds

##### Page 5

Airline Prep Series  
Crafts List

##### Page 6

Answers  
Ride Share  
Announcement  
Takeoffs are optional

Next, he spoke about system component failure being a key cause of accidents and incidents. Fuel issues are on you; you must fuel the plane. But oil analysis, using appropriate parts and maintaining the plane appropriately are truly important. Your airplane with talk to you; you have to use a good mechanic who follows procedures. The pilot in command is ultimately responsible for their aircraft.

This was followed by a panel discussion, lead by Kevin Clover, National FAAS Team Operations and a slide presentation was shown on how to cope with a forced landing after an engine failure. The top things a pilot can do with a forced landing are: Do not rush. Hurrying defeats the purpose and engine failure is a distraction. Drop the nose, keep the airplane flying, but don't rush. "Fly the biggest part of the plane back." Assess what you've got and start working with it. Then, during an engine failure, identify the issue. Is it fuel? Is the engine intact? How can you get the plane back to flying as normally as possible? Route consideration is always important. Get with someone familiar with the area who can explain the terrain. Always have a landing site in mind as you fly on a normal day. Practice forced landings. Consider precautionary landings if you note something isn't right. The safest way is always the quickest way if you have an engine issue. Dress appropriately, consider bugs, shoes and weather because usually what you have on you is what you will remove from the airplane with you. Preparations left in the plane are camping equipment; preparations on your body are survival gear. Always file a flight plan, tell someone you know where you are going.

Robert then noted that single engine planes do not have redundancy, try and create redundant systems whenever possible. I-pads have many wonderful apps available. If you have a flight program, practice using it before you need it. Other tips included:

**Continued**

1. Simulators can provide great practice. You can fine-tune skills and procedures on a simulator without worrying about air traffic. Read your manual. Stay up to date on training and flight checks!

2. Initial climb out and take off is the most crucial part of flight for an engine failure; you have to maintain due diligence. Have a plan for any emergency at that time. You're more likely to have a problem at your home airport so know what's around it; where can you land?

Tom asked about trees at the end of the runway, which are quite tall. We've had a few incidents where the glide slope does not take into account tree height. The trees are not on airport property. Mr. Thorson noted he spends a great deal of time fighting with local airports about this issue. There's a form, a 5010, which the airport manager completes. Remediation is expensive but available.

**Frank Fine honored by Karen Barbagelata**

At the same meeting, brief video was shown on the Wright Brothers. The Wright Brothers "Master Pilot" Award is awarded to licensed pilots with 50 or more years of U.S. pilot experience and three letters of recommendation from peers. Frank Fine received the Wright Brothers Master Pilot Award with much applause from the crowd.



**Test #6**



Explain the endorsement required for solo flights, and where they are located. (See answers on page 6)

**Summer Aviation Day Trips by Charles Burke**

With the summer in full swing, and vacations abound, the idea of day trips come to mind. For those who would like to explore aviation related sites, there are a number and all are only a short drive, or flight, away. What makes most of them very appealing is that they are all kid friendly. A short list of sites includes:

*Aviation Hall of Fame and Museum of New Jersey*, 400 Fred Wehran Dr, Teterboro, NJ 07608, (KTEB) 201-288-6344

[www.njahof.org](http://www.njahof.org)

*Air Victory Museum*, 68 Stacy Haines Rd, Lumberton, NJ 08048 (KVAJ) [609-267-4488](tel:609-267-4488) [www.airvictorymuseum.com](http://www.airvictorymuseum.com)

*Naval Air Station Wildwood Aviation Museum* 500 Forrestal Road, Rio Grande, NJ 08242 (KWWD) [609\) 886-8787](tel:609-886-8787) <https://usnasw.org>

*Millville Army Air Field* 1 Leddon St, Millville, NJ 08332 (KMIV) [\(856\) 327-2347](tel:856-327-2347) [www.p47millville.org](http://www.p47millville.org)

*Navy Lakehurst Historical Society*. NLHS, INC, PO Box 328, Lakehurst, NJ 08733-0328 KNEL Phone: (732) 818-7520 | [navlake@prodigy.net](mailto:navlake@prodigy.net)

*Franklin Air Show*: This is one that you may not know about because there is no associated airport and it is just one part of a much greater experience at the Franklin Institute in Philadelphia. The Franklin Air Show, is a room located on the second floor in a wing all by itself. Here you, and especially the kids, can put your piloting skills to the test in this lively air show that introduces you to the history, majesty, science, and technology of powered flight! Hear the roar of planes overhead as you explore the basic principles of aeronautics and explore life stories and artifacts from the earliest aviation pioneers, including the Wright Brothers, Bessie Coleman, the Tuskegee Airmen, and Amelia Earhart. They also have two operational SIM units.

Learn about airflow and how to control it for flight. Stand in front of a giant fan while wearing foam "wings" on your arms and feel the lift force. Try flying a kite like the Wright Brothers did to see how challenging it can be to balance the forces. Make a paper whirligig and watch it rise on an updraft. You'll find the activities in this exhibit uplifting!

In addition, there are many other exhibits that key nicely with aviation. Sir Isaac's Loft, located on the 3rd floor allows you to explore a wide range of applied physics while Space Command, located on the 1st floor, has everything needed to gain a broad understanding of our next frontier.

If you decided to go, here are a few suggestions that can really help to make the day enjoyable.

1. Get there early and park in the underground garage. The museum opens most days at 9:30 AM but I usually am in the line of cars by 8:45 AM. FYI- parking here is a bit steep but it is worth every penny. To locate the garage, The GPS address is: [271 North 21st Street Philadelphia, PA 19103](https://www.google.com/maps/place/271+North+21st+Street+Philadelphia,+PA+19103) Additional parking information can be found on their web site.

2. If you are primarily interested in the Franklin Air Show then head to it first before the crowd starts to grow.

3. If you want to see the entire museum, consider making it a two day venture but you can do it in a single day.

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4. The cafeteria serves reasonably priced good food, has a wide selection and plenty of places to sit.
5. There usually is a special exhibit that is an added cost if you elect to see it.
6. For additional information visit their web site at [www.fi.edu](http://www.fi.edu) or call 215.448.1200



Just a small sample of what you will find at the Franklin Air Show

### Spotlight on Capt. Andrew Gieger USAF



For as long as I can remember I have always had an interest in aviation. As an elementary school student I had the opportunity to take a flight with a local Young Eagles program out of KMSV near my home in Jeffersonville, NY. Further inspiration came in the form of a friendly neighbor who owned a retired crop duster with a hangar and grass strip in his backyard. After taking the opportunity to fly classic trainers and flying over my family's dairy farm, I knew that I wanted to get into aviation my

Several years later while living in Bethesda, MD and attending medical school I joined a flight club at Ft Mead (KFME) where I managed to get about 5hrs of training in a C-152 over a two year span (tough school schedule). As an active duty Air Force medical student I was able to join a small group of peers that was provided the opportunity to experience 3 sorties pulling 8+ Gs in the back seat of an F-16 at Luke, AFB in Phoenix, AZ in 2013. Those flights gave me an appreciation of the physical fitness necessary to endure the stresses of high performance flight and prompted me to consider becoming an Air Force Flight Surgeon. Medical school graduation brought a move to Dayton, OH for internship and again private flight lessons were hit and miss, this time at I19 in Piper Warriors and Archers for an additional 20hrs. Initial AF Flight Surgeon training involved an aviation familiarization course that included 10 hours of instruction in a Cirrus SR22 as well as an hour of aerobatics in a Decathlon.

My family and I arrived at McGuire AFB late summer 2017 for my first assignment. Knowing that I wanted to make my private pilot certificate a reality, I researched every club and school within driving distance. I had no doubt MAFC would be my first choice. While on the MAFC waiting list for almost 6mo I utilized Air Mods Flight Training at N87 to continue training in Warriors, completing night requirements and soloing to KTTN. When a spot finally opened up, I became a MAFC member on 17 MAR 2018 and jumped right into C-152 re-familiarization with the goal of completing my private by the end of summer 2018."

### Maintenance Corner by Dan Coles

N55804 and N4287Q are out for their annual inspections but should be back at N12 within a few weeks. We had a maintenance slot with Ocean Aire on June 25th for N55804 so that helped to move things along. We also have a maintenance slot with BP Air at the end of this month for N4287Q. The current annual inspections on these aircraft expires 12:01 AM July 1, 2018 after which they are both considered not airworthy in accordance with CFR Part 91.409.



N93KK C172 M had the #1 Narco navcom that was repaired by Three Crown avionics was back in the tray in the aircraft and had been working fine but is now out again. After returning from 50 hour service at BP Air it was discovered that the beacon is out. Lakewood maintenance has been contacted to repair the light.

A note regarding maintenance flights--The following is from our rules and regulations. Some of the language predates our switch to Flight Circle but the intent is still the same.

**22.** The Club provides credits to Club members who fly Club aircraft to/from maintenance facilities, for repositioning between airports, or for diagnosing problems. The schedule of credits is as follows:

- For flights up to and including 1.0 hours Hobbs time, the Club member receives a 0.5 hour credit. *For example: For a 0.8 hour flight, the Club member is charged 0.3 hours (0.8 – 0.5 = 0.3). A 0.5 hour flight is without charge to the Club member.* Each sales slip can have a maximum of one 0.5 credit applied.

**Continued**



For flights greater than 1.0 hours Hobbs time, the Hobbs time shall be split 50/50 between the Club and the Club member. For odd Hobbs values, the credit shall be rounded up to the next tenth of an hour. *For example: For a 1.7 hour flight, the Club member receives a credit of 0.9 hours ( $1.7 / 2 = 0.85$ , round up to 0.9 ) and is charged 0.8 hours.*

Any Hobbs time incurred by a maintenance facility is credited at 100%. This type of credit should be itemized separately on the sales slip and simply subtracted from the total time.

The scope of the hours included in the above calculations consists of the total flight time, including multiple flight segments, associated with a single sign-out (i.e., reservation followed by a sales slip) by the Club member.

The process for determining who will fly a maintenance flight is as follows: The Maintenance Officer, Crew Chief, or a delegate shall advertise the need for a pilot to fly a maintenance flight. If nobody is available to fly the flight, then a person can be assigned to the task. In the event of an assigned flight, the Club shall cover 100% of the cost of the flight.

**Crosswind Reconnect** by Tom Griffin

Have you ever scheduled an important flight but then learned that while you can safely reach your target airport, the weather at N12 for the return leg may have a significant crosswind issue? If this is the case, there is one potential solution that can be employed if you have a passenger going with you.

Have the other person drive to Ocean County Airport and leave their car there then you depart from N12 and pick them up and go on your way. Ocean County (KMJX) does not charge a landing fee and has ample parking spaces so it beats other facilities that also have a crosswind runway and are closer. But more importantly, they have a large main runway plus a large crosswind runway!

On your return leg, if there is a cross wind issue at N12, you will have a safe place to land and a car waiting for you. Once the weather conditions improve you can have someone drive you back to KMJX and then return the aircraft to N12. If there is no weather issues to contend with, just drop off the passenger at KMJX and return to N12.

One thing that you should always do if it is necessary to stay at Ocean County Airport ,or are delayed for any reason, is to go on Flight Circle and see who will be flying the aircraft next and inform them of the situation. There is nothing worse then heading to N12 and seeing an empty space where your reserved aircraft should be positioned.

**Reject, Recycle, Reuse, Repair--Reduce Waste!** by Tom Russell

We're just back from vacation trip to Costa Rica that had an interesting aviation surprise for us. The "ticos" as they call themselves are very big on saving the environment as their rain forests and jungle habitats are essential for their tourist industry. They have 5 "Rs" - more than the usual 3... All their drinking straws are made from bamboo. All the hotels have reminders for guests, etc. etc.

The Costa Verde resort, located on a mountain overlooking the Manuel Antonio Natl' Park has, well, see the attached pictures... I happened to talk to a man from Boeing who was also there on a trip, "It's a 727." (The red plane which has been converted to a guest suite.) They have a second aircraft, now cut in half, which will be used (re-used!) as lodging. And a stack of wings and other parts, future use?



**Trivia from Tom** by Tom Flieger: (See answers on page 6)

1. What is the largest country in the world to not have an airport?
2. Name five European "countries" that don't have a single airport?

**Airline Prep Series: The Wave (Pilot Shortage and Trends)** by Matt D'Angelo

Hey aviators and future aviators!

For the past decade, you've probably heard rumors and forecasts of the pilot shortage, as well as heard debates as to whether it is real or not. The past few years and the current hiring needs of the airlines are proving the pilot shortage is definitely real...and it's here!

More than most industries, aviation rides waves...ups and downs, times to get in and times to possibly wait it out. What are the swells, the systems which drive these waves?

For airlines, it's a very long-tailed network involving the world and local economies, political stability or instability which can drive oil (and fuel) costs up and down, a mandatory retirement age for airline pilots and most recently, a pilot shortage caused in part by a significant change in regulations.



Let's touch briefly on that last point. In response to the 2010 investigation of the 2009 Colgan Air Flight 3407 crash, the "1,500 hour rule" for Airline Transport Pilot (ATP) certification was implemented in July of 2013. This is the primary reason so many pilots are out there "building time". This was an important change, because it came at a time when demand for airline travel was accelerating, larger and more efficient aircraft were coming on line, and fuel costs were low, making air travel much less expensive. More planes, routes and affordable seats led to a steady rise in demand for pilots we're still seeing today. Because these pilots need a much higher level of experience (and the associated time and expense) before they can be hired by the airlines, the industry isn't keeping up with the demand for pilots.

According to the International Air Transport Association (IATA), there were 3.8 billion air travelers in 2016 and this is projected to nearly double to 7.2 billion passengers by 2035. The primary reasons for this growth are development of nations in the Asia-Pacific region and more of their population transitioning from lower income to middle- or upper-middle income. This gives more of the population expendable income to travel, or replace other means of transportation with airline travel. This is especially true in China and India.

On average, 87 new pilots will need to be hired and trained every single day (one every fifteen minutes) for the next twenty years to meet this increasing demand for air travel. There hasn't been a better "pilot's market" for the airlines since the 1950s! If you're considering becoming an airline pilot, now is the time! Keep moving forward and stay positive, but also remember the dynamic nature of waves and swells...

Next time, we'll talk about how to determine which airline is a good fit...

Fly safe, have fun & keep learning!

**Craigslist.Com: Aviation** by Charles Burke

The recent clean out of my attic and crawl space produce a few gems that were no longer needed so it was decided to try my luck on Craigs List. Having used this service before to sell bikes, a camping stove and a host of other items, it was easy to know how to post a listing and also what to do when you got a potential buyer.

While scanning the categories of items for sale, I was surprised to see one for aviation. Out of curiosity, I clicked on the listing and then sat there for a good 30 minutes in total fascination examining the wide range of items for sale. The things being offered ran from manual to aircraft and just about everything in between. For those interested in RC aircraft, there was a wide range of models and prices.

One thing that you will see is that New Jersey is divided into four regions, North, Central, South and Shore. In many cases, the items listed are only found in one region but in others, they pop up in multiple places. So it pays to search them all if you are looking to buy aviation related materials. This also should be considered should you opt to sell something.

But among the items list are a number that are real head-scratchers. How or why they are listed under the heading, aviation is a real puzzler. Here is a short list of strange items: a crib, a DVD player, a hearing aid, a ferret cage and a Frozen back pack. This last item is the Frozen from the kids movie. There was no question that the North Jersey region had the largest number of items in this category, but it also had the most oddball. South Jersey came in second, when it came to quantity but was more on target, Central NJ and the Shore were a mixed bag.

So, if it is a rainy day and you have some spare time, just go to [www.craigslist.com](http://www.craigslist.com) and poke around to see what is out there. If you opt to sell something, you need to open a free account and you are urged to follow all of their precautionary suggestions.

**Answers to the test:**

The solo endorsement is applied to a section on the back of the medical certificate and requests the date, plane, instructor's signature, along with his certificate number and expiration date.

**Answers to Trivia from Tom:**

1. Andorra (Europe)
2. Andorra, Liechtenstein, Monaco, San Marino and Vatican City.



**Aircraft Ride Share-List Updating**

Several years ago, you were offered a simple means to locate other MAFC members who were interested in aircraft ride-sharing but the list is overdue for an updating. For those who are not familiar with the ride sharing list, you can add your name to one or more of them then be able to link up with like-minded members. Currently, there are 3 lists: 1. New pilots 2. VFR Pilots 3. IFR pilots Keep in mind that even if you have lots of flight time, are a VFR or an IFR pilot, that does not mean you can't join the New Pilots or any other list.

If you wish to be on one or more list, send your name, and list(s) choices to Charles Burke [chas.burke@outlook.com](mailto:chas.burke@outlook.com). Also note if you are available only on weekdays, weekends or both.

**Note that if you have been on previous lists you must register again because the older lists are being deleted. Also, there are no obligations implied and you can drop out at any time.**

**Of Special Note!**



Capt Andrew Gieger, USAF soloed in a 152. Janis Blackburn instructor



Israel Thaler, FIRST SOLO!!! 20 June 2018 Matt D'Angelo instructor



On May 24th, Javier Hernandez passed his commercial check ride. Instructors were Ryan Betts and Joe Shimak



At the June meeting, Tom Flieger introduced the "Arnold Air Society of Air Cadets" award which is open to Air Force ROTC Cadets. It is a leadership organization, designed to create effective Air Force Officers and space age citizens. Cadet and club member Patrick Megill was awarded a \$500 scholarship from the club.



Bill Geier: FAA WINGS Basic - Phase 3! 16 June 2018 Matt D'Angelo instructor

**Takeoffs are optional but landings are mandatory**



**ART MARTONE** will be inducted into the New Jersey Aviation Hall of Fame this year pending the official notification! Every year, the Hall of Fame receives about 20 applications, and a committee then selects about eight for the final round. Next, the board of trustees for the museum votes and comes up with four who will be inducted. If you wish to reach out to Art, call him at 732-449-8462, he does not use or read e-mails.

An induction dinner will be held sometime this fall to honor his achievements. Information on the event will be shared when it is obtained.

A super special note of thanks goes out to Tom Griffin who spearheaded the application process.