

Club Meetings

Board Of Trustees:
7:00 PM 10/4/18
Club House

General Meeting:
9:00 AM 10/20/18
CAP Building



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

Rub & Scrub 9/16/18

No truer words were ever spoken than those of, "A picture is worth a thousand words", when it came to the September Rub & Scrub. Unlike the two failed attempts in the spring, the skies were crystal clear and the temperature was perfect for applying large amounts of elbow grease.

All of the aircraft received plenty of TLC from the to bottom to the wing tips. Because of a change in the actual cleaning chemicals, a two-step process was required, With one or two "sprayers" leading the pack, an ample amount of cleaner was applied to the surface followed by a group of polishers who quickly wiped away the dirt and grime. This was followed by another team who applied a coating of wax. The results of this produced a fleet of aircraft that the club has much to be proud of.

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Test #9**9. What is the current fuel grade and its color that we use in our fleet?****Square wheels!** by Mike Bernicker

Just when I thought that I had seen it all, something new pops up. On the morning of July 8, I started 268BG and proceeded to the taxiway heading for a departure on 6. All was well, or so it seemed, until it began to feel like the tires had been replaced by square wheels.

Once it was determined that it was not the pavement, the aircraft was immediately returned to the pad. An examination of the tires showed no visible issues but then Tom Flieger came along. The problem was shared with him and he pointed to the temperature. Here we were in July, after baking hot day after day, but the thermometer was only about 53 deg when I got up that morning. As Tom suggested, the cold had made the rubber a bit stiff so the flat area on the bottom was not popping out as fast as one might think, and he was correct. Tip- on really cold days, you may just have a a temporary issue but not square wheels.

Spotlight on Liam Flood

My interest in flying came at about 8 years old when I asked my Mom & Dad for a little remote control helicopter that I can fly around the house. After driving my parents crazy and a few crashes, I needed to take my interest outside. I then graduated to flying larger remote control planes and drones but needed a bigger space to fly them. I researched online, and found the Jersey Coast Sport Fliers Club at Dorbrook Park, Colts Neck. Here is where I honed my skills and enjoyed the art of remote control flying. But I wanted something more.....and that was to actually be up in the sky myself flying a plane.

My grandpa told me about the Civil Air Patrol, and at 12 years old I became a cadet member. It opened my eyes to a whole world of aerospace education and aviation opportunities. I have been very active in the Civil Air Patrol and have completed several programs, including Model Rocketry, Ground Team Academy, Ranger School, CyberPatriot Competition, and have had 5 orientation flights in a Cessna 172. By attending the weekly CAP meetings, I met Tom Flieger who told me about the Monmouth Area Flying Club. Here is where my life will take on a new chapter as I pursue my flight instruction. I just turned 16 years old and am a sophomore at Christian Brothers Academy in Lincroft.

In addition to my passion for flying, I am on the CBA Rugby Team, Wrestling Team and the New Jersey Junior High Power Rifle Team. I live in Colts Neck with my parents and older sister, who is currently in college at Embry-Riddle Aeronautical University. I like to go fishing with friends, and take family vacations. My aspirations are to graduate college and become an aviator. I am looking forward to being a part of MAFC, making new friends, and learning about all things aviation!

Airport Developments by Steve Reinman: Director of Economic Development, Lakewood Township and Airport Manager

Thank you, MAFC, for the opportunity to contribute to your newsletter and share some news that will enhance our airport and add value to the flying community.

As you all know, Lakewood Township has owned the airport for just over 20 years now, and has now tasked the Lakewood Industrial Commission with the oversight and management of the airport. Given the strategic location of the airport in the center of our industrial zone, this makes eminent sense.

Our industrial parks comprise over 2000 acres, 200+ buildings and nearly 500 companies which employ some 13,000+ people from the region. As such, Lakewood's industrial parks are a major economic engine for this area and the airport is a strategic asset we want to build on. Where the airport was once relevant as a commercial transport vehicle for FedEx and other such uses, today's uses are much more in the lane of helicopter taxis and private plane and helicopter owners who come here to conduct business with the many significant companies that call our park home.

We have also had a longstanding relationship with the private flying community and with clubs such as yours. This community has certain likes and wants from the airports they patronize and it is our objective to work towards providing as many of those elements as is viable and deepening our bond.

In the past few years, we have added new hangars, upgraded fuel options and recaptured portions of runway 24 we had lost to obstructions. We are on track to recapture a few hundred more feet of runway 6 as we address some of the obstructions on the southern end of our runway.

The next major project we are tackling is the replacement of the terminal building. As some of you know, we have been working with engineers and architects to design a new facility that will be a modern, clean and pleasant place for bringing your families and friends to visit our town. There will be ample office space as well as small conference rooms that can be combined into a large meeting space to accommodate your monthly meetings, when appropriate. We are also exploring restaurant/café options that will further enhance and add value to the airport.

Finally, we are working on a large development project to the east of the airport that may provide more value in terms of additional retail and other attractions, and perhaps even some direct tie-ins to the flying experience at Lakewood N12.



\$100 Hamburger by Mike Bernicker & Charles Burke

The decision to fly to Lincoln Park (N07) for a \$100 hamburger run was not because it would be a new experience, we both had been there before. Rather, we had decided that it offered a great opportunity to test our abilities to navigate through a number of areas that were all under the control of ATC in addition to practicing VOR skills. However, what we did not anticipate was one of the most unique conversation ever heard on the radio in our combined forty-three years of flying.

As usual, we departed N12 and immediately requested flight following from McGuire, (KWRI). Once that was taken care of we were quickly on our way. We then we ran into a moderately low ceiling as we followed our course directly to Solberg VOR but a quick adjustment to our altitude took care of that. Once we reached this location, we aimed directly at Lincoln Park and were on the final leg to this destination. This part of the journey took us through Morristown's Class D so we established contact with them and sailed right through and on to the airport.

One nice thing about Lincoln Park is the restaurant has transient parking almost at their front door. So after locking down 93KK, and taking only a few steps, we were in the patio area where they had umbrella shaded tables all set so we quickly found our seats. We were only there a minute when the waitress brought the menus which came in two parts, the standard dishes as well as the daily specials. One interesting thing was that all of the offerings were unique even the assortment of hamburgers. So if you are looking for a twist on you favorite fare, this might be a good reason to fly up there.

Our order was quickly taken and served within about ten minutes. The special burger was enormous and accompanied with a mound of fries. The tuna sandwich on a crescent came with a bowl of delicious chicken soup and was perfect. Adding to the great meal was a conversation with another pilot at a nearby table. He had stopped for lunch then was going to continue on his journey northward up into New York State. But all too soon we were done and found ourselves back in the aircraft.

Because of the wind direction, we had to use runway 19 which takes you directly into the Class D of Essex County Airport KCDW. We had preset the radio so as soon as we had cleared the tress, the frequency was switched and we established contact with ATC who waved us through. But since we were taking a direct course to N12, we then had to switch over to Morristown (KMMU) ATC and establish contact with them. This also required some quick changes to the frequencies because the Class D of Essex and that of Morristown overlap! With that taken care of, we requested flight following and were on our way.

We then were handed off to Newark , KEWR and were immediately vectored southwest because the incoming commercial traffic would be passing directly over us. But within a minute of two , the otherwise normal radio chatter took a unique turn when a conversation between KEWR's ATC and an incoming commercial flight began. While it is impossible to recall the exact words and names, it ran something like this:

ATC-Hey, is that you Jerry?

Pilot-Yea,

ATC-I recognized your voice, what brings you up this way?

Pilot-Have a VIP client that needs to be in New York City ASAP.

ATC-What are you flying?

Pilot- Am in an Embraer — — How is your wife and family?

ATC-All are good but in two more years I will be retired and out of here. —

How about you, have you added any since we last talked?

Pilot-No, still have just the two kids.

ATC-How long will you be here?

Pilot-Only a couple of hours then it is off to Chicago.

ATC-Too bad, we could have had lunch at Earl's, they still have a good menu.

Pilot-That would have been great but the turn-around time is too tight.

ATC-Well, it was great talking to you. Say hello to Helen and the kids

Pilot-Take care.



There was actually more but this conversation but this captures the essence of what took place.

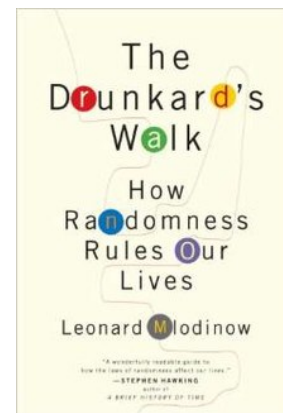
Finally, we were out of their way and heading straight to N12. With the Manasquan River Reservoir in sight, we were switched to McGuire and immediately told to vector southwest because of a "heavy" that was heading our way. Finally, with 6 Flags under our wings we were put back on course to N12 arriving almost to the minute of our scheduled reservation time. This ended a very interesting \$100 hamburger run, one that will not be forgotten for years to come

Art will be inducted into the NJ Aviation Hall of Fame at a dinner honoring him and three other inductees on the evening of Monday, November 12, at The Fiesta Banquet Hall, 215 Rt. 17, Wood-Ridge NJ (near Teterboro Airport). A cocktail hour will begin at 6 p.m., dinner at 7. Art's son and daughter and other family members will attend. We're hoping for a large MAFC turnout for this event and ask that you contact Tom Griffin at tgriff5@yahoo.com or call 732-300-5062. (As of now it looks like the cost will be \$110 per person.)

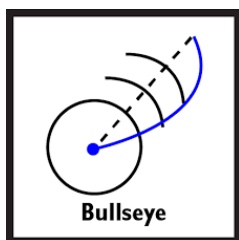
A Good Read: The Drunkards Walk: How randomness rules our lives by Leonard Miodinow

While at a first glance, this book about how randomness impacts just about everything around us, may not seem to fit in with aviation. But you soon realize that it is deeply entwined impacting a wide range of situations that a pilot faces from the moment the plane is scheduled until you complete the logout and go home. One of the very first examples given illustrates this concept while some others deal with games of chance. But you soon realize that this easy to read text will have you thinking about the everyday decision you make including those while flying. It quickly becomes obvious that our decision making process, coupled with randomness, can easily lead us astray.

Even if you read the book for no other reason than out of curiosity, I will bet that down the road you will read it a few more times because of its far reaching implications to our every day life.



Spot Landing & Picnic by Janis Blackburn



On Saturday September 22, the Jersey Aero Club hosted a joint club picnic and also invited the Monmouth Area Flying Club to participate in a spot landing contest. The picnic was a smashing success with plenty of great food all being served under a beautiful sunny sky. A number of MAFC members and their families were there to enjoy the festivities.

But while the skies were shining on the gathering, gusty winds rolled in at almost 90° to the runway putting a damper on the spot landing contest. However, several of the Jersey Aero Club members braved the elements and tried their best. I even ran across an old friend who I had not seen since the 80's! It was great fun in getting the two clubs together.

Maintenance Report by Dan Coles

N66977: A new TKM nav. / com purchased from TKM by Tom Smock was installed and found to be defective. This was confirmed by the avionics shop at Ocean Aire. The radio will have to be returned to TKM for repair or replacement. The spare ARC radio will be used until the new one is returned.



N67818: This aircraft was taken to Ocean Aire to have the 24 month pitot static and transponder certification performed by the avionics shop. The maintenance shop replaced one of the window latches that had fallen off.

N4287Q: The #1 nav/com has a lot of static on it during transmit. At the time I am writing this, it has been taken to Ocean Aire avionics shop for repair.

N93KK : This aircraft was at BP Air for a 50 hour service along with the seat rail AD inspection. The seat rails failed the inspection and were replaced. While there we had the beacon replaced and the left wing strobe repaired. The #2 TKM MX300 radio was removed to check the serial number. That s/n is 3358. I have been in contact with TKM and they said they no longer support radios with that low of a serial number.

N268BG: The Archer was found to have a broken bolt on the left main landing gear. The landing gear has been thoroughly inspected and all new bolts have been installed on that landing gear. We are still in need of an overhauled D.G. The aircraft will have to be grounded for about a week while the D.G. is removed from the aircraft and sent to the overhaul facility. The attitude indicator has been reported not showing wings level in flight.

N55804: The Arrow has had no squawks reported since the aircraft returned from annual inspection.

N61WT: This aircraft was at Ocean Aire for a 50 hour service while there the static wick on the rudder was replaced. It has been scheduled to be flown to Lancaster to have the propeller balanced. So far the weather has not been cooperating. We are looking into a report that the windshield has a small leak on the copilot's side in flight but not on the ground.

Please keep in mind that reporting squawks does not end when you make a notation on the white board in the trailer. You must contact the crew chief or assistant crew chief and if you are not successful any maintenance person in the club. We try very hard to keep all of the clubs aircraft it top shape and cannot do so without proper notification.

Fly safe, Dan

Wings Over the Rockies: submitted by Art Templeton

I believe this video reflects what so many of us think about aviation and flight. Set in the Rockies, Harris Ford takes you on a journey that captures the spirit of aviation. This is only a 10 minute video, and that's not long enough! Harrison understands the joy and the passion of flying.

<https://vimeo.com/41425441>



Answer to the test:

Our current aircraft use 100 octane no-lead aviation fuel and the color is blue. However, if the correct fuel is not available, the next higher grade can be substituted.



Capt Andy Gieger passed his Private Pilot test on September 21! Janis Blackburn instructor.

New Member: Lam Flood was accepted into the club at the September BOT meeting (see his profile on page 2 in the Spotlight On)

Of Special Note!



Takeoffs are optional but landings are mandatory

