

Club Meetings

Board Of Trustees:
7:00 PM 5/2/19
Club House

General Meeting:
9:00 AM 5/18/19
CAP Building



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

\$100 Hamburgers by Mike Bernicker and Charles Burke

Sometimes you just hit it right when everything falls into place and our \$100 hamburger trip to Cambridge (KCBG) in Maryland last July, was one of these times. We arrived at N12 to a clear sky, no wind and a thermometer reading in the mid 60's, a welcome combination for the day. This was a double duty run because part of the trip was to possibly pick up the Archer on the return leg. But before we even got the cover off of N4287Q, we checked to make sure that we had our Washington SFRA (Special Flight Rules Area) cards. Cambridge is situated inside of the DCA-VOR-DME 60 NM ring and just in case we were challenged, we had it in the ready.

Once airborne, and heading south, an interesting handoff occurred when we had a great chat with ATC at Atlantic City who apparently was not very busy. That was a refreshing situation, much different from the basic exchanges when flying in more active situations. But then things began to change rapidly. Clear skies gave way to clouds so we had to make a change to our altitude. However, once we reached the Delaware River, the sky cleared again and the river was a beautiful sight to behold. We immediately climbed to the prescribed altitude that would insure we could make it back to shore in the event of an engine failure.

As we crossed the Delaware, the beautiful lush landscape of Maryland began to fill our view from one end of the horizon to the other. Dense trees were punctuated with a multitude of farms that appeared to be inactive as they had little to do until the fall harvesting began.

A glance at the GPS indicated we were in sight range of Cambridge so we disengaged from flight following and soon entered the pattern. A quick scan of the runway confirmed that this airport is a prime example of what a professionally run operation should look like. A pristine runway flanked by a network of taxi ways made it easy to cruise our way right up to the restaurant.



Inside this issue:

Page 1

\$100 Burger

Page 2:

Test question

Life's Intermezzo

Page 3

*Foreign Ownership
Soft Field Landings*

Page 4

*Lakewood Airport
Development
737 Max
Maintenance Report*

Page 5

S.T.E.M

Page 6

*Cartoon
Takeoffs are Optional..*



As you enter the building, the restaurant is located you make a quick left but it was CLOSED. While we had thought we crossed all of the "T"s and dotted our "I"s one that slipped through the cracks was a call to make sure that it would be open. But our disappointment was short lived because a sign indicated that it would be opening in about 20 minutes. Armed with the unexpected free time we explored the other parts of the building.

Down one hallway there was a sign indicating a pilot's lounge so we walked in and found several staff relaxing with a TV set the center of attention. Several of the people inquired as to the nature of our journey and some pleasantries were exchanged.

By this time, the restaurant was open so we headed back to an almost empty room and decided to sit by the windows that looked out over the runways. The waitress took our orders and we soon were enjoying a pleasant and inexpensive delicious meal.

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One thing that added an interesting touch were humming birds! They had several humming bird feeders on the outside of the windows and there was a steady stream of these beautiful creatures taking advantage of the food.

After finishing lunch, a fellow pilot, who was sitting at an adjacent booth struck up a conversation, He was a senior who had an interesting story. He was actually based in New Jersey but would fly to Cambridge to refuel because it was so much cheaper down there!

Soon enough, we were on the ramp and a call to Dan Coles brought the news that the Archer was not ready yet. Armed with that news, we headed north following the coast line that was now free of clouds. As it turned out, we had a super trip and would suggest that when you have a chance, you consider making it a priority for your \$100 hamburger run.

Test: At what time of day must the aircraft's positioning lights be turned on? See page 6 for answer



Our "Life's Intermezzo" by Chris Gaver



I had just returned from a year off sailing the Bahamas with my wife and two daughters. We called it our "Life's Intermezzo" (www.ourintermezzo.com if you're a sailor in addition to being a pilot). I had a 20 year career at a Financial Services firm when it was time to part ways. When we came back, I had nothing planned and a fresh perspective on life - the kind of perspective that only moving along at 6 knots can provide.

At least for me, becoming an airline pilot was on the list of things to pursue and that is where I came across ATOP (Airline Training Orientation Program) - a 2 day course in the JetBlue Training Center in Orlando, which goes through the systems of an A-320 and then 1 hour in a full motion simulator for 1 takeoff, a circuit around the pattern, an ILS approach with a touch and go (yes a touch and go in an A320), and then one full stop. I thought this would be a great way to 'try before I buy' and tell my wife that our life style was about to change, but I'd be doing what I was meant to do.

Fortunately, or unfortunately, I could not schedule the course for 5 months... in that time, I ended up choosing not to pursue an airline career, but I was not going to miss this experience.

The course started with a former student who was recruiting for Republic Air where he provided a bunch of resources for those considering the career. We then went through each of the systems on the aircraft in the classroom; basically, the purpose of each switch and button in the cockpit, and how it interacted with the aircraft systems. We then went into an FTD simulator and went through startup procedures, and for those that signed up for the high altitude endorsement, an emergency decent. We finished the day chair flying, with our partner, the scenario we'd be flying in the full motion simulator the next day.

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The second day was mostly simulator time. Two teams went in the simulator for an hour, then a break to watch the high altitude training material, then back in for another hour in the sim. I know we have some members that are, or were, airline pilots; but for someone that has flown DA40s and 172s his whole flying career, the experience was truly amazing.

The class had 10 pilots. The group was mixed between younger folks building time either in their own planes or as CFIs and folks that were making midlife career changes.

After you complete the course, there is also an advanced course which is a gate to gate flight from KLAX to KSFO - two hours of sim time. I might add that to my future plans.

You can get more information at www.b737.com. Feel free to reach out directly to me if you have any questions. It was truly a once in a lifetime experience for an average 200 hour GA pilot like me.



Foreign Ownership of Aircraft by NickBillows



While scrolling through a series of news articles, one leaped off the page and I immediately began to read more about the topic. This was done by following a URL to <https://www.wfaa.com/article/news/do-not-publish/287-959247e4-3aba-4c0a-a83b-639145e81a64>.

According to the article, there more than 1,000 registered aircraft claiming an Onalaska, Texas address. In fact, all of the aircraft are registered to only two PO Box numbers in the town. As the author points out, that's equivalent to one plane for every three Onalaska residents, which is more per capita than anywhere else in the country. The article goes on to detail how a loophole in FAA regulations allows foreign ownership through, what amount to, blind trusts. This basically opens to do to less stringent security checks while US citizens who own aircraft face full examination.

Soft Field Landings by Tom Flieger

For those interested in doing a real "soft field" landing/takeoff, there are several location around the tristate area, including Solberg. But then the wind has to be coming from the right direction because the grass runway intersects with the paved one.

I try to take all of my students up there as I tell them, if you need a place to land and all there is is a grass or soft field, you can't call the paving company to come and hurry up because you need a runway quickly.

First of all, make sure the practice field has been used for "soft field" takeoffs and landings. You don't want to be the guy who is experimenting! Therefore, check the profiles which can be found on a number of service sites such as AOPA, Airnav, Sky Vector, etc. Best bet, call before you go! (See partial list at bottom.)

Secondly, if the situation will permit, do a low pass and take into account the possibility of ruts and holes that you don't want to get a wheel caught in, especially the nose wheel.

Once you have committed to land, do so as slowly and as lightly as possible. I usually recommend no more than twenty degrees or two notches of flaps and make sure you hold the yoke back as far as possible during the flare as close to the ground as you safely can. The landing will not be anywhere near as smooth as a rough landing on pavement, so don't panic.

When it comes to the takeoff, almost all POHs recommend one notch or ten degrees of flaps to begin with. Once the roll begins, hold the yoke back so as not to get caught in a hole or rut. Maintain this position until the elevators become useful. As the cowling comes up into your view - so that you know the nose wheel is off the ground - reduce the amount of back pressure on the yoke so you aren't causing induced drag on the wings at a high angle of attack.

Whatever you do, do not retract the flaps until you are safely in the air - like at least one hundred feet. Remember, you'll lose lift when you do that and will likely accelerate, and the last thing you want to do is execute a textbook takeoff and then fly yourself into the ground at a higher rate of speed.

Continued



This technique has worked well for me, and hopefully if any of my students are ever caught in a situation where they remember what they have experienced, everybody walks away and the plane can be used again.

Remember a good landing is one you can walk away from, and a great landing is one where you can use the plane over again!

Partial tristate listing: **CT:** 11N **PA:** 9N1, 8N4, P91, 8N1, 14N, O03, **NJ:** 2N6, 29N, C01, N51, 13N, KSMQ, 28N **MD:** MD1

Lakewood Airport Redevelopment

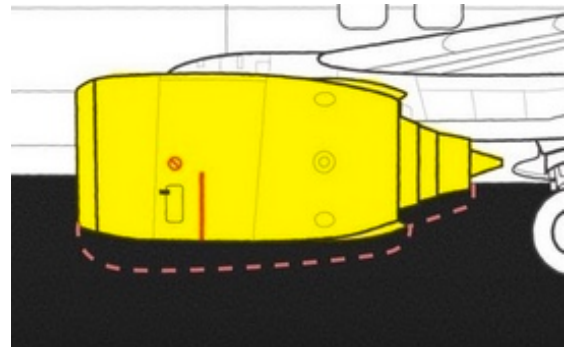
Steve Reinman, Executive Director of the Office of Economic Development in Lakewood, recently announced that the Industrial Commission is working to sell 70 acres in the Industrial Park, among other things, that would be used to build a new terminal at N12. The actual plans call for a series of building to be constructed on the southern boarder across from exit 89 on the Parkway. . Plans for the new facility can be found on the wall in the club's meeting room, just above the window as you enter the room. The sale will be held on May 22 , 2019 with an opening bod of \$25,000,000.00

The real reason the Boing 373 Max has been deem unsafe:

Submitted by Ed Schwartzbach

In this video, a plausible explanation for both the two crashes as well as other control issues may be the cause.

See: <https://www.chonday.com/35060/boencrsh7/>



Maintenance Report by Dan Coles

N66977-C152 This aircraft had the oil changed and 50 hour service at Lakewood. The aircraft was then taken to Doylestown airport to have a new interior priced.

N67818 C152 The battery was found to be dead last week end was charged by the maintenance shop at N12. It went dead again and we requested that they replace it. This is the last aircraft that will need an ADS B transponder. This will have the already purchased GTX 335 transponder and GAE12 encoder installed at Three Crown Avionics.

N4287Q-C172-L The #1 nav com has been reported to shut down soon after startup. Since this was at Garmin in September it should still be under warranty. Don Ginsburg said that Garmin will make the necessary repairs. The #1 nav com will have to be removed by Ocean Aire and sent to Garmin. The #2 nav/com that has been reported is unable to change frequencies may be in error. Charlie Burke said he didn't have any issues changing frequencies. He said that only a tiny amount of pressure is needed to make is change. Since there are no parts available to repair this, we will have to replace the radio if it becomes necessary. We have looked into a TKM slide in replacement for it.

N93KK C172 M We have the open squawk about the glide slope was not working on the number one radio. The upper right cabin vent dislodges during flight.

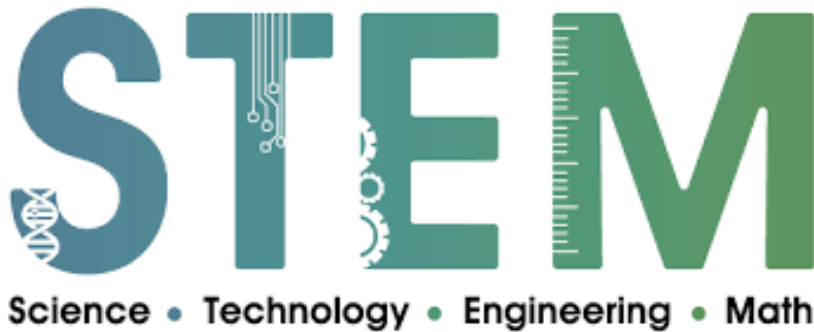
N268BG-PA28-181 This aircraft has returned from Ocean Aire where it was taken for the annual inspection. The D.G. was removed and sent out to be overhauled. A few of the major items that were addressed are the steel brackets attaching the wing were corroded and need to be removed to determine the extent of the corrosion. All of the steel parts were removed cleaned of all corrosion painted and installed back in the aircraft. The aluminum where they attach was treated for corrosion and painted with zinc chromate primer. The propeller was tracked and found to be bent by a half inch. It was sent to a propeller shop to be straightened. When the propeller was returned from the New England Propeller one of the tips was damaged in shipping. The damage has left the propeller useless to us. We now have a new propeller on the aircraft. The crank shaft seal was leaking and has been replaced. The copilot's seatbelt was sent out and has been overhauled. It was not returning properly.

Continued

PA28-200 R The aircraft was taken to Dean's upholstery shop at Doylestown airport. He had been contracted to recover the two front seats and replace the carpet on the floor. It is finished and back on line. I received a message that the stall warning was not working. The system tests ok during preflight, but the tab on left wing gets stuck during flight. It has been repaired.

N61WT This aircraft went to Ocean Aire for an oil change and 50 hour service. This is the next aircraft in our fleet to go to the maintenance shop for an annual inspection. The current annual inspection expires at the end of June.

S.T.E.M Programs by Charles Burke



S.T.E.M. (Science, Technology, Mathematics, Engineering) — — In an effort to encourage an interest in the exploration of S.T.E.M. subjects within schools, Boy & Girl Scouts, as well as adults, I have created several Powerpoint based educational programs. These packaged in Powerpoint Presentations that have, with one noted exception, been used multiple times with the aforementioned groups. Several of the programs have also been paired with the equipment that is keyed to the topics. In one sense, they are basically turn-key S.T.E.M packages.

To maximize the potential that is inherent with them, they were developed so that anyone can utilize these packages with the only required piece of equipment being a computer, laptop or table to view them on. But what if you are not a teacher? That should not be any problem. All of the materials involve basics and cover subjects that you, as a pilot, will have experience with. By simply stepping up and offering to present these programs to groups, Scouts, family members or friends, you will not only do a great job but also help to inspire others to study these important topics.

Currently, about 1/4 of the MAFC members already have requested copies of the initial program and a number have reported success in using them. One reason why so many members found them useful is that they can easily be modified for presentation to children of any age as well as adults.

The free programs now available include:

1. Aerospace: This is designed to illustrate how Newton's Third law of Motion allows things fly.
2. Electronics: It begins with how electricity is generated, how it is moved from place to place and some very fundamental information on understanding DC circuits. There is a great deal of electronic support equipment that can be utilized with this program including meters, scopes, components and even a Van der Graaff Generator!
3. The Weather and Aviation: This is keyed to asking what the white numbers with a red background on a runway mean. Then the group is shown the relationship between weather measurements and aviation how all are then brought together.
4. Selecting a Camping Site and Jedi Pilot Training!: This program explains why both campers as well as Jedi pilots need to know how weather conditions are measured then how to use them in planning a camping trip or flying an X Wing Fighter. This program was created for a special event that will be held at Quail Hill Scout Reservation on May 18.

If you wish to obtain copies of the programs listed below, all that you need to do is drop me a note and they are yours! You are also welcome to borrow any and all of the support materials.



The lights should be on from sun set to sun rise.

Aviation Trivia: submitted by Tom Flieger:

What are the longest commercial flights?

1. **Singapore Airlines: Singapore – Newark** Distance: 9,534 miles. Flight time: 18 hours, 30 minutes
2. **Qatar Airways: Auckland – Doha:** Distance: 9,032 miles. Flight time: 17 hours, 50 minutes
3. **Qantas: Perth – London :** Distance: 9,009 miles. Flight time: 17 hours, 25 minutes
4. **Emirates: Dubai – Auckland:** Distance: 8,824. Flight time: 17 hours, 10 minutes
5. **Singapore Airlines: Singapore – Los Angeles:** Distance: 8,770 miles Flight time: 17 hours, 50 minutes
6. **United: Houston – Sydney:** Distance: 8,596 miles Flight time: 17 hours, 30 minutes
7. **Qantas: Dallas Ft. Worth – Sydney:** Distance: 8,578 miles. Flight time: 17 hours, 10 minutes
8. **Philippine Airlines: Manila – New York JFK:** Distance: 8,520 miles. Flight time: 16 hours, 35 minutes
9. **United and Singapore Airlines: San Francisco – Singapore:** Distance: 8,447 miles. Flight time: 17 hours, 20 minutes (United), 17 hours, 35 minutes (Singapore Airlines)
10. **Delta: Johannesburg – Atlanta:** Distance: 8,439 miles. Flight time: 16 hours, 50 minutes

The Aircraft Graveyard :submitted by Art Templeton

In this video, produced by 60 Minutes Australia, you will get a glimpse of a commercial aircraft's end of life story. The poignant journey begins in Australia when a Qantas 767, that has reached the end of it's service life, is flown to the "bone yard" in Victorville, California.

<https://www.youtube.com/watch?v=AKzM9R21LZc>



Takeoffs are optional but landings are mandatory

