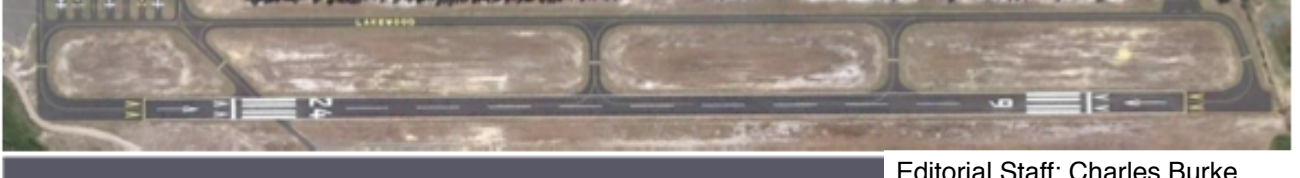


### Club Meetings

Board Of Trustees:  
7:00 PM 7/11/2019  
Club House

General Meeting:  
9:00 AM 7/20/2019  
CAP Building



Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

### Going, Going Almost Gone by Charles Burke

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##### Page 4

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##### Page 6

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*Cartoon*  
*Takeoffs are Optional*

In the announcement section of the June issue, it was noted that the N12 FBO building was shuttered because it was condemned for being unsafe. The fact that the ceiling was about to collapse, mold was found in a number of places, the automatic gate did not work, the AWOS has been inoperative for many months and you had to make sure that the hot water faucet in the men's room was off when you turned on the cold water side, paints a very bleak picture of the place. The laundry list of issues goes on and on. Sadly, it was a disgrace when compared to every other municipal operated facility I have ever visited.



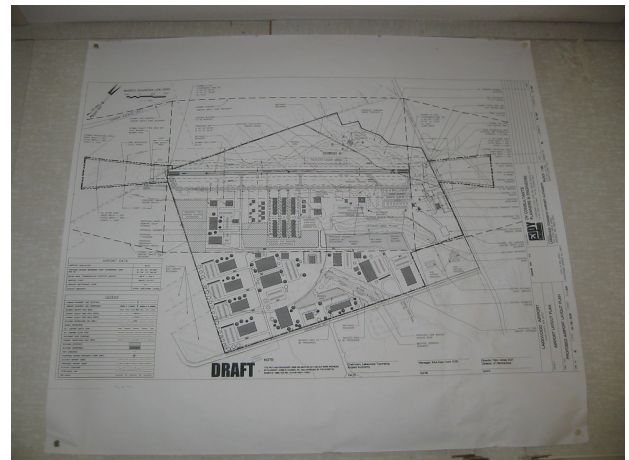
While the current situation is basically "water under the bridge", the future plans are solidifying rapidly. The changes will begin when the current structure is demolished. This will occur as soon as JCP&L turns off the power to the building. This step is being projected to occur sometime around the end of June. In the meantime, a temporary office trailer will be brought in to act as the FBO building. However, one important step was taken care of immediately, a Porta Potty was brought in and is located on the ramp side between the existing building and the service hanger.

The next major step is linked to the sale/lease of property owned by Lakewood Township along Airport Road. On May 22, open bidding took place but, as of this point in time, details of what transpired are unknown. The reason that this is important is that whoever buys/leases the land will be required to construct the new terminal. If you look in the window facing the ramp, you will find an architect's drawing, dated 2017, of the FBO that is proposed.



Plan for new FBO

Plan for the entire airport. This diagram is in the club trailer, meeting room.



Continued

Added to the mix is that a restaurant is proposed as part of the site. The purpose of which is to serve both the airfield as well as those who work in the adjacent industrial park. According to both Matt Applegate, the airport manager, and Steve Reiman, head of the Lakewood Office of Economic Development, there are several businesses who have indicated an interest in becoming involved. Beyond that, there is no telling when any concrete steps will be taken to initiate the construction of the new facility.

**Test:** What are the basic VFR weather minimums according to the FAR's?



### **Spotlight on Sandy Duma**



My introduction to aviation took place when I was taken up for my first flight by the friend of a friend. I liked it so much that I made up my mind to become a pilot! Training began soon after and in the summer of 1965, I soloed in a Piper J-3 cub at Daniel Field in Augusta, Ga. During training, I flew mostly Piper Cherokee 140 and 180 out of Lakewood airport and then RJ Miller Airport. My husband, John and I mainly based our Piper Cherokee Arrow at Preston (renamed Marlboro) airport from the early 1970s until it closed in 2002 and then moved to Old Bridge airport. At this point in time I have logged about 3000 hours.

Most of my hours are in the Piper Arrow that we bought new in 1970. We flew the Arrow mainly on the East Coast, from Maine to Florida with trips to Atlanta and Arkansas. Our longest trip in the Arrow was to Prescott, AZ. I also flew several hours in a Decathalon, T-28 and T-33 jet. John and I won the Garden State 300 twice. We also went up in one of the hundreds of hot air balloons of a mass ascension at an Albuquerque International Balloon Fiesta in the 1980s. John died in 2006 and I sold our Arrow in 2018. Aviation was a passion and I have a Private Glider, Commercial ASEL, and Instrument rating.

Regarding my personal history, I was born in Oklahoma, lived in Texas, New Mexico, North Carolina, Georgia, South Carolina and Brooklyn, NY before moving to New Jersey in 1966. I was an only child and my nearest blood relatives are in northwest Arkansas. Regarding my educational profile, I graduated from Georgia Tech with a BS in Applied Mathematics.

### **Spotlight on Steve Jacobs**

I'm born and bred in New Jersey and have been fascinated with aviation for as long as I can remember. I grew up building model planes and reading everything I could about military aviation, especially fighter planes. I had contemplated going to the Air Force Academy or Embry Riddle to study aeronautical engineering when I graduated High School but ended up studying Civil engineering at Rutgers and eventually getting a job with the New Jersey Department of Environmental Protection.



In 2001, a coworker who knew I loved planes gave me the opportunity to get involved with the DEP Coastal Monitoring program, which performs flights along the coast between May and September and I have been flying at least once a week during the season as an observer ever since, it became the best part of my job and never gets old. We fly mostly in a Cessna 206, but if that's not available we fly in a 185 or a Bell JetRanger. In 2017 I fell into an opportunity to get involved with small Unmanned Aircraft Systems, aka drones and recently went full time to develop a flight program for drones in the DEP. In order to fly drones for the DEP I had to get a Remote Pilot Certification, and after studying for that certificate I realized how much about airplanes and flying I had picked up from the pilots I flew with and decided to finally go all out. Joe Shimak is one of the pilots I fly with and I asked him about taking lessons and at his suggestion I applied to be a member of the Monmouth Area Flying Club, was accepted in October 2018, and am currently taking lessons from Joe in the club's 172s.

### **MAFC MEMBERS PARTICIPATED IN YOUNG EAGLES FLIGHT RALLY** by Frank Fine

Several members of the Monmouth Area Flying Club participated in a Young Eagles Flight Rally on Saturday, June 8, hosted by Experimental Aircraft Association (EAA) Chapter 315. Five pilots flew thirty nine boys and girls ages 8-17. Two of those pilots were MAFC members Al Miller and Art Templeton.

The EAA Young Eagles Program was created in 1992 to interest young people in aviation. Since then volunteer EAA pilots have flown in excess of 2 million young people who reside in more than 90 countries. Since 2004 Chapter 315 has flown more than 640 young people at local airports: Monmouth, Lakewood, and Old Bridge.

Members of the New Jersey Aviation Education Council, including MAFC President, Janis Blackburn, were on hand with educational displays. A World War II L-2 spotter airplane was also on display during the event. The young people learned what makes an airplane fly, what it takes to get a pilot's license, and what career possibilities exist in the world of aviation. Even if the young people never pursue a pilot's license, the EAA hopes to create friends of aviation.



Al Miller



Art Templeton



Janis Blackburn (Standing at right)

Following the flight, each young person received a logbook and a certificate making him or her an official Young Eagle. Their names will then be entered into the "World's Largest Logbook," which is on permanent display at the EAA Air Adventure Museum in Oshkosh, Wisconsin. The Logbook is also accessible on the Internet at [www.youngeagles.org](http://www.youngeagles.org).

Other MAFC members participating in the event were Toms Flieger, Ground Crew, and Frank Fine, Young Eagles Coordinator for EAA Chapter 315. Anyone who is interested in participating in a future Young Eagles event can contact Frank Fine. Additional information about EAA and the EAA Young Eagles program is available on the Internet. Access to EAA's Home Page is available at [www.eaa.org](http://www.eaa.org). The Young Eagles web page is [www.youngeagles.org](http://www.youngeagles.org). Follow the local chapter page at <https://www.facebook.com/EAAChapter315> for information on future events.

**Airport Signs (Part #2) : Tom Flieger**

EXAMPLE	TYPE OF MARKING	PURPOSE	LOCATION/CONVENTION
	Holding Position.	Denotes entrance to runway from a taxiway.	Located across centerline within 10 feet of hold sign on taxiways and on certain runways.
	ILS Critical Area/POFZ Boundary.	Denotes entrance to area to be protected for an ILS signal or approach airspace.	Located on twys where the twys enter the NAVAID critical area or where aircraft on taxiway would violate ILS apch airspace (including POFZ).
	Taxiway/Taxiway Holding Position.	Denotes location on taxiway or apron where aircraft hold short of another taxiway.	Used at ATCT airports where needed to hold traffic at a twy/twy intersection. Installed provides wing clearance.
	Non-Movement Area Boundary.	Delineates movement area under control of ATCT, from non-movement area.	Located on boundary between movement and non-movement area. Located to ensure wing clearance for taxiing aircraft.
	Taxiway Edge.	Defines edge of usable, full strength taxiway.	Located along twy edge where contiguous shoulder or other paved surface NOT intended for use by aircraft.
	Dashed Taxiway Edge.	Defines taxiway edge where adjoining pavement is usable.	Located along twy edge where contiguous paved surface or apron is intended for use by aircraft.
	Surface Painted Holding Position.	Denotes entrance to runway from a taxiway.	Supplements elevated holding position signs. Required where hold line exceeds 200'. Also useful at complex intersections.
	<b>Enhanced Taxiway Centerline.</b>	Provides visual cue to help identify location of hold position.	Taxiway centerlines are enhanced 150' prior to a runway holding position marking.
	Surface Painted Taxiway Direction.	Defines designation/direction of intersecting taxiway(s).	Located L side for turns to left. R side for turns to right. Installed prior to intersection.
	Surface Painted Taxiway Location.	Identifies taxiway on which the aircraft is located.	Located R side. Can be installed on L side if combined with surface painted hold sign.

**Here are 50 Facts about fly-boys and fly-girls that you probably didn't know.:** Submitted by Nick Billows

**Population of the United States in 1903:** 80.6 million **Total number of pilots in 1903:** 1 **Percentage of population:** 0.0000001 Now go to this web site to see about 100 more interesting aviation statistics:

[www.planeandpilotmag.com/article/plane-facts-pilots/#.XQgMnHt7ksk](http://www.planeandpilotmag.com/article/plane-facts-pilots/#.XQgMnHt7ksk)



**\$100 Hamburger** by Dave Pathe and Charles Burke

If you're interested in a short and enjoyable \$100 hamburger flight, give 26N, Ocean City NJ some consideration. Nestled just south of Atlantic City, running parallel to the beach on the bay-side, this short hop destination proved to be a good choice for our tight mid-week schedule. And don't confuse this with Ocean City Maryland (K0XB), which is further south.

*Continued*



Entrance from ramp



Dave requesting a doggie bag



Speaks for itself!



Golf course

The flight down had a slight deviation as Dave opted to do a touch and go at Atlantic City airport. The ATC were very accommodating, allowing us to get in ahead of a commercial flight that was directed to hold short. Once we were back up and in the air, it was onto Ocean City Muni, just a few minutes to the southeast.

We landed at 26N on runway 6 where the final approach is a bit roomier than on 24 which brings you in over several houses that have TV antennas. Their position requires careful approach planning lest you tangle with them. Once down, we taxied to the combo FBO / restaurant. Surprisingly, the ramp was almost deserted allowing us to literally pull up to the door. With 268BG secured, we walked in and were greeted by a friendly staff member who inquired as to the length of our stay. After we filled her in, she wished us a great lunch and we proceeded to the door that leads to the restaurant.

As deserted as the ramp was, the restaurant, which faces out to the street, was packed but we found a table still available. No sooner had we settled in, a waitress appeared with the menus. They were still in breakfast mode so Dave settled on an egg sandwich while Charles went for scrambled eggs, home fries and toast. Once the food arrived, it was quickly dispatched! Note that prior experience is this place is especially crowded during summer weekends, so plan accordingly!

After the dishes were taken away and the bill paid, we wandered out the front door and immediately saw a woman with a set of golf clubs getting ready to play! For those pilot-duffers in the club, this airport also has a short par 3, 13 hole course next to the restaurant. It did not look like much but will bet it had a few sand traps since it was literally built on a beach :-)

The ride home, unlike the trip down, was a mini-roller coaster without wheels. Wow, what a change with all the thermals kicking in. But considering all else, it was worth the last minute bouncing about. That said, give Ocean City a try but would suggest, especially during the warmer weather, plan for an early flight time.

As a safety note, make sure you are talking to ATC and check on R5002 activity, which was active during the start of our trip down, then "cold" before arriving at ACY, and then scheduled to be active again shortly after we departed from 26N to N12. ATC will normally give you updates on the status of this area if you have flight following.



### Maintenance Report by Dan Coles

**N66977-C152** We are waiting for a new interior price from Dan Dean.

**N67818 C152** This aircraft has had an oil change and 50 hour at Lakewood. 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** This aircraft has been taken to Ocean Aire to have the #1 nav/com removed for repair. The number #1 nav/com has returned from Garmin and installed back in the aircraft. The number 2 nav/com has been replaced with a serviceable unit. The pitot static, altimeter and transponder certification has done. The upper left cabin vent that dislodged during flight has been repaired.

**N93KK C172 M** This aircraft had the oil changed and a 50 hour service at Lakewood. The upper right cabin vent dislodges during flight. The push to talk switch on the pilots side that was reported not work properly has been found to work properly.

**N268BG-PA28-181** This aircraft have was reported to have an unusual sound during flight. It was determined, by the mechanics at Lakewood, that it was coming from the starter. The maintenance shop at Lakewood has replaced the starter with a new light weight starter.

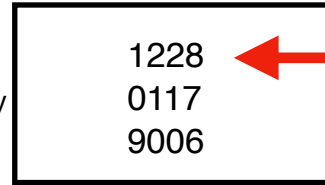
**N55804-PA28-28** I received a message that the stall warning is not working. The system was tested and worked during preflight, but the tab on left wing was getting stuck during flight. This aircraft was at Ocean Aire for a 50 hour service. Pitot static, altimeter and transponder certification were also taken care of while the aircraft was there along with a new white navigation light. After returning to Lakewood it was discovered that the manifold pressure gauge wasn't working. The maintenance shop at Lakewood removed, sent out for repair and installed the gauge back in the aircraft after it was overhauled.

**N61WT** This aircraft was taken to Ocean Aire for an annual inspection. All of the maintenance reminders that pop up when dispatching the aircraft were addressed while it was there. We have not received the full report from the annual inspection yet. The only big item that was taken care of was the replacement of the control cables. A kit was purchased with new stainless steel cables and new style pulleys.

The Rub and Scrub was not conducted and will be rescheduled in July. Look for an email notice from the BOT shortly.

**Gate Combination**

If you attempt to access the gate next to the old FBO with the combination 1228 it will not work..sort of. You need to align the four numbers so that they are only in the top row NOT THE CENTER!



**PUT NUMBER HERE**

**Forecast Added to Flight Circle Reservation Notices**



Hi Charles,

This is a reminder about your reservation at Monmouth Area Flying Club.  
When: Fri, Jun 21 @ 11:30 to Fri, Jun 21 @ 15:30  
Aircraft: N268BG Archer (N268BG)  
Account: Charles Burke

Weather forecast near N12...

82° 100% 6 kts	81° 60% 11 kts	78° 1% 10 kts
Thursday, Jun 20	Friday, Jun 21	Saturday, Jun 22

To cancel or change this reservation, please contact Monmouth Area Flying Club at [mafc@optonline.net](mailto:mafc@optonline.net).

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Thank you  
The Flight Circle Team  
<https://www.flightcircle.com/>

**Rules & Regulations-(Update Part #1)**

The BOT recognizes that, from time to time, it is necessary to update the Rules and Regulations. Here are a few of the changes that have taken place:

**2. General**

FROM:

10. The MAFC President selects the date and time of general membership meetings. The details of the next meeting are announced in the monthly mailing and on the MAFC website. Typically, general membership meetings are held on the third Saturday of each month at 9:00 AM.

TO:

10. The MAFC President selects the date and time of general membership meetings. The details of the next meeting are announced on the MAFC website or by email. Typically, general membership meetings are held on the third Saturday of each month at 9:00 AM. Occasionally, these meetings may be held on a Sunday.

**3. Required Payments**

FROM:

1. Each member is required to either pay monthly dues. Dues must be received prior to the first of the month or the member will be considered delinquent and subject to a fine as outlined in Section 8.

TO:

1. DUES: Each member is required to pay monthly dues. Dues must be received on or before the first of the month or the member will be considered delinquent and subject to a fine as outlined in Section 8.

**SECTION 4. Paperwork, Scheduling, etc**

DELETE THIS PARAGRAPH IN IT'S ENTIRETY AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY:

5. For each plane there is a Usage Book, in which you should enter the date, pilots' and passengers' names, the ending/starting/ delta tach and Hobbs readings, the number of landings, ending fuel level, and any appropriate comments. This information is very important to the crew chiefs and treasurer. Please also indicate the approximate level of fuel remaining on board. If you are not able to fill the gas tanks due to the pumps being closed, write "Pumps Closed" in the comments area. This information is a big help to the next pilot. The Usage Books are to remain in the clubhouse.

When signing out a plane, if the present Hobbs and tachometer numbers do not agree with the previous sign-in numbers, you should skip a line in the usage book, using it to call attention to the discrepancy. Perhaps the airplane was repositioned to its home field from maintenance at another airport. Perhaps the previous pilot made an error. The Club keeps close track of these things.

The Usage Book also contains Crew Letters, as discussed in section 9.



For VFR in class G airspace at or below 1200 feet, it is 1 mile and clear of clouds . From 1200 to 10,000 it is 1 mile visibility, 500 ft. below, 1000 ft above and 2000 ft laterally. Flying in class E or at night it is 3 miles visibility, 500 ft. below, 1000 ft above and 2000 ft laterally.

**Top 10 most dangerous airports in the world 2019:** Submitted by Joe Bonacci

Each year, a number of international airports rise to the level of being, "the worst" to navigate and 2019 has several that always seem to make the list. Thankfully, none of them are in our area. One that appears to rank near the top in every survey is Lukia located in the Himalayan Mounts of Nepal. One reason is that if you land short, you will crash into rock and fall 2000 feet. If you land long, you simply crash into a shear rock wall...

<https://www.youtube.com/watch?v=OykXhUK2S04>



**Who Needs An Airport To Crash!**



When this video was initially viewed, it was assumed to be fabricated by a bit of digital wizardry but upon further investigation, it turned out to be real! Will add a spoiler, the pilot and passenger survived.

<https://paleofuture.gizmodo.com/flying-car-crashes-into-building-pilot-and-passenger-s-1822973368>

**FLIGHT ADVISORY – TFR ALERT  
Morristown and Bedminster, NJ  
There may be multiple NOTAMS  
05-07 July 2019**

**Remember to always keep the gate locked!**



It is my pleasure to announce that Israel Thaler has become the Club's newest Private Pilot. He did an excellent job and demonstrated great airmanship skills. Javier Perez-Hernandez CFI

**Takeoffs are optional but landings are mandatory!**



"Frank, wake up! Wake up! Something has gone wrong with the autopilot system, BIG TIME!!"

