

### Club Meetings

Board Of Trustees:  
7:00 PM 8/1/2019  
Club House

General Meeting:  
9:00 AM 8/17/2019  
CAP Building



Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

### To ERR is Human by Parvez Dara, MD, ATP, MCFI

Did you make a mistake today? If you said no, I would beg to differ. We make tiny errors in our daily lives that go unnoticed because they are isolated mostly and of little consequence. The adage is “To err is human. To err is universal. To err is inevitable.” But here is the question, “Is to err a bad thing?”

To answer that question, we may have to ride the train backwards in time. During WWII planes were falling from the sky. More lives were lost from mistakes than from enemy aircraft shoot-downs.

We obviously learned from those mistakes because the fatal aircraft accident rate in the United States gradually declined dramatically from 1959 when the fatal accident rate was 1 in 100,000. A remarkable feat from just 7 years before. As 2016 became history the fatal commercial aircraft accident rate declined to an astonishingly low rate of 1 per 10 million flights. Imagine the logged reduction in loss of life! A proof worth hanging your hat on. Education about Loss of Control, Fuel Management, Decision Making and Judgement were the mainstay to bring the number down. Yet if we were to look at airline safety data from 2009 (without jinxing anything) there has been a zero-accident rate in the seven-year period here in the USA. That is incredible.

The General Aviation Accident Rate per year however is a different story. It is presented below and is based on the NTSB data available to date. The higher rate of fatal accidents in the general Aviation Community is partly because of lack of professionalism, single pilot operations and the “bold pilot” mode of thinking.

YEARS	GA Accident Rate/ 100,000	GA Fatal Accidents	GA Fatalities
FY10	1.1	272	471
FY11	1.12	278	469
FY12	1.09	267	442
FY13	1.11	259	449
FY14	1.09	252	435
FY15	0.99	238	384
FY16	0.91	219	413

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So, let me get back to the issue of is “To Err” a bad thing?

The answer is a qualified NO. However, with a caveat, to repeat an error made by others, which has been used as learning event, is definitely a bad thing. It is important to know that the NTSB data was created out of bent metal and loss of life. Errors made by expanding the envelope of flight teach us what not to do. The FAA rules are created based on the NTSB information for pilot’s personal and his or her passenger’s safety and based mostly on the erroneous adventures of others.

*Continued*

The FAA has in place a NASA form just for this purpose. If you make a mistake or believe you might have, it is important to fill out the form and send it along for record keeping. The form is evaluated based on ATC tracking data and if no accidental errors were made, the pilot receives a response in kind. If however, there was an error committed, the pilot has protection by self-reporting of the error. A pilot is forgiven for any errors committed over a three-year period. A continuous flow of errors however points to the pilot's competency and decision making that might require a rehabilitation and remediation strategy.

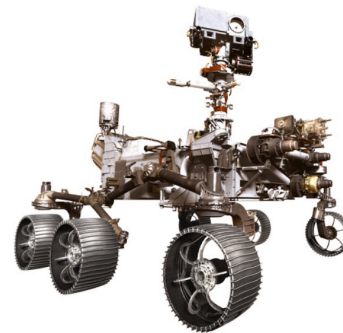
ASRS Form available below <https://asrs.arc.nasa.gov/docs/general.pdf>

Assuming you are in a hurry and wish to fly for a \$100 hamburger with impatient passengers tapping their toes. Allowing them to influence your preflight decisions to not drain the fuel or check the oil content, hazards will loom in that flight. These risks may remain only as risks and not bite you or your passengers, but the "kick the tire and light the fire" does have adverse consequences if repeated. And one day, when all the gremlins go for their "Labor Day vacation" watchout!

Based on the FAA... [https://www.faa.gov/news/fact\\_sheets/news\\_story.cfm?newsId=21274](https://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=21274)

**The Top 10 Leading Causes of Fatal General Aviation Accidents 2001-2013:**

1. Loss of Control Inflight
2. Controlled Flight into Terrain
3. System Component Failure – Powerplant
4. Fuel Related – contamination, starvation or exhaustion
5. Unknown or Undetermined
6. System Component Failure – Non-Powerplant
7. Unintended Flight in IMC
8. Midair Collisions Low
9. Altitude Operations
10. Other



**Hitch a Ride On the Next Mars Rover!** by Charles Burke

In July of 2020, a land rover will be launched into space for a flight to Mars. It is estimated that the craft will then touch down in July of 2021. Mounted on the rover will be a plaque which can have your name etched on it. The Mars 2020 rover mission is part of NASA's Mars Exploration Program, a long-term effort of robotic exploration of the Red Planet and you can obtain a free ticket to be on board! Just go to [go.nasa.gov/Mars2020Pass](https://www.nasa.gov/Mars2020Pass) and fill in the very short form. You can then download your official Boarding Pass with the next stop being Mars.

**Chiropractic And Pilots** by Dr. Lisa A Forzani, DC

Pilots endure a great deal of physical and mental stress on their bodies. Hauling, pushing, reaching, being cramped in a cockpit in a static position can all lead to spinal issues as well as wear and tear on the body. Many studies have been conducted concluding that this profession has a high rate of disabling illnesses and injuries. Having early intervention with chiropractic physical medicine can assist with the acute and chronic spinal problems.

The leading injuries for pilots are neuromuscular sprains and strains of the spine. Changes in atmospheric pressure, heavy acceleration (G Forces), static sitting pressures and long flight times are also contributing factors.

Sinus issues, neck pain, headaches, lower back complicated by sciatica are a few of the problems pilots experience that can be successfully treated by a Board Certified Chiropractic Physician.

Traditional medicine often relies on medications that perhaps only mask the symptoms or even treat with surgery. In light of the Opioid Epidemic, pilots must stay free of these and other mind altering drugs. Chiropractic care offers safe, effective, and drug-free options.



Dr. Lisa A Forzani, DC

In conclusion, pilot's are in a constant and persistent environment of raising their shoulders and neck forward causing physical problems. Lower back issues are also a common issue. Spinal manipulation, exercise and other modalities can treat these issues effectively allowing pilots to recover from and prevent injuries.

For more information on Dr. Forzani's program for pilots, she can be reached at 732-974-9100

**Test:** When should the pilot have the seatbelt fastened? Shoulder harness? (see page 6 for answer)



The genesis for the flight booklet, that was recently featured on AOPA Live, initially came about when I took the grandkids for a plane ride. This was their first experience in a small aircraft so it definitely had to be special. On a beautiful warm summer day, we headed to N12. After prepping N4287Q they hopped in the back seat and their father joined me up front. Once we were in the air, we headed west and quickly arrived at 6 Flags Great Adventure. After circling the park a few times, we headed east to circles over their home and neighborhood. Wow, they loved it!



Realizing that this was something they would never forget, it was decided to put together a first flight album. I then gathered up all of the documents that were generated prior to the flight along with the pictures that were taken. Armed with these materials, I then went to work creating a book of memories. It did not take long before the album was created and luckily, I had a punch machine that made holes along the edge allowing for a plastic binder to be attached. Presto, they now had their own custom album. Happily, their reaction to the booklets were even greater than what had been anticipated.

Jumping ahead a few months, an opportunity to take up a friend for their first ride arose. The experience with the grandkids was recalled so another booklet was generated. Again, the reaction was over the top positive. With these two experiences in place, it was decided to do an article on it and that was sent to AOPA Media. A week later, the publisher responded with a thumbs up to the idea but suggested that it be done as a video which would be included in the AOPA Live show.

Recalling that Ethan Nobel, another MAFC member, taught TV productions, a call was placed to him and the idea was discussed. He immediately agreed to helping so we were on our way! That led to several meetings and a plan was put into play. All we needed now was a person willing to take a first ride experience and Ethan knew the perfect person, one of his former students who was now in college. He reached out to her and she jumped at the opportunity.

A few months later, the three of us met at N12 and with the expert guidance of Ethan, the segments for the video were taped. It was then that Ethan worked his magic in the editing room and created the final version of the short video. This was then sent to AOPA and, after a few last minute alterations it was, show time. The video was included in the May 9, 2019 AOPA Live show.

Since it was posted several members have asked for help in putting their own flight booklets together. If you would like help in creating one, please don't hesitate to let me know. See Video [https://drive.google.com/open?id=1m5L4jnW1-Q2lbUtcjPxW1oTwE\\_eyHOch](https://drive.google.com/open?id=1m5L4jnW1-Q2lbUtcjPxW1oTwE_eyHOch)

**Spotlight On: Herb Kaiser**



Upon graduating from Auburn University in December 1968, I decided to join the Air Force as an officer and not wait for the Army to draft me. The Air Force said that they were only taking pilots so I said that I wanted to be a pilot. I attended Officer Training School, Pilot Training (T-41/C-172, T-37, T-38), and then was stationed at McGuire AFB as a C-141 pilot flying worldwide airlift missions for four years including Vietnam the first two years. I quickly upgraded to pilot, instructor pilot and then flight examiner while logging about 2500 hours. I joined the McGuire Flying Club flying C-172s. After my five-year commitment after Pilot Training, I transferred to a Reserve unit flying C-130s while applying for airline jobs. Unfortunately, I got very sick and a 10% disability medical discharge and then had to go to work for a living. I flew Piper airplanes up to 1980, got married and on to other activities, and then gathering rust. I have commercial, MEL, SEL, instrument ratings.

I joined the Civil Air Patrol in January and the MAFC in June to get back into, and once again enjoy, flying. I look forward to flying with other members locally and on trips to interesting places. I worked in the information technology industry for 25 years, senior housing for 5 years, worked on several ventures for the last few years, and basically retired. I was born in Foley, Alabama and grew up on a farm on the Gulf Coast of Alabama. My father had a Stearman crop duster and sprayer in our back yard for a few years so maybe that set the path. And I lived near Pensacola Naval Air Station so had Navy trainers flying all around every day. I live in Rumson now, spend too much time taking care of a house, but enjoy sailing in the summer out of Atlantic Highlands, in the Chesapeake Bay, on Long Island Sound, and up to Maine. I have flown recently in a friend's Cherokee Six in the right seat for about 7 hours in the last 6 months and helped this friend fly a C-172 from Alabama to NJ logging about 8.6 hours in March.

**What is this??**



Bolted to the outside wall, just to the right of the trailer door, is a gray box with a lock on it...ever wonder what it is for? Should you try to unlock the door to the club's trailer and find the batteries are dead, just dial in the regular padlock number in and remove the gray panel. Inside you will find a key that allows you to override the lock. But aside from putting it back once you gain entry, why not take a quick ride up to the local WaWa, buy a pack of AAA batteries and replace them in the lock. On the inside of the door lock, just slide the top plate up and you will see the old batteries.

**N66977-C152**

Seat rail A.D., Valve adjustment and oil change were performed at Lakewood maintenance shop. We have the price for a new interior price from Dan Dean. He said it will cost \$3500, not including floor carpet. I believe we are waiting for a quote for the floor that was not included in the original quote.



**N67818 C152**

This aircraft has had an oil change and 50 hour service at Lakewood maintenance shop. This is the last aircraft that will need an ADS B transponder. This will have it installed at Three Crown Avionics.

**N4287Q-C172-L**

This aircraft was at Ocean Aire to have the #1nav/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 issue with the #1 nav/com has been solved. The annual inspection is now being taken care of at BP Air.

**N93KK C172 M**

We have an open squawk that the glide slope was not working and now the com is not working on the number one radio. The pilot's seat frame is broken at left forward edge of the seat but is functional. The upper right cabin vent dislodges during flight. The push to talk switch on the pilots side that was reported not work properly but has has been found to fully functional.

**N268BG-PA28-181**

We have received no squawks for this aircraft.

**N55804-PA28-28**

This aircraft is at Ocean Aire for an annual inspection. Any open squawks will be addressed at this time.

**N61WT**

We have received no squawks for this aircraft since returning from Ocean Aire where the annual inspection was done.

**Wind Shear**

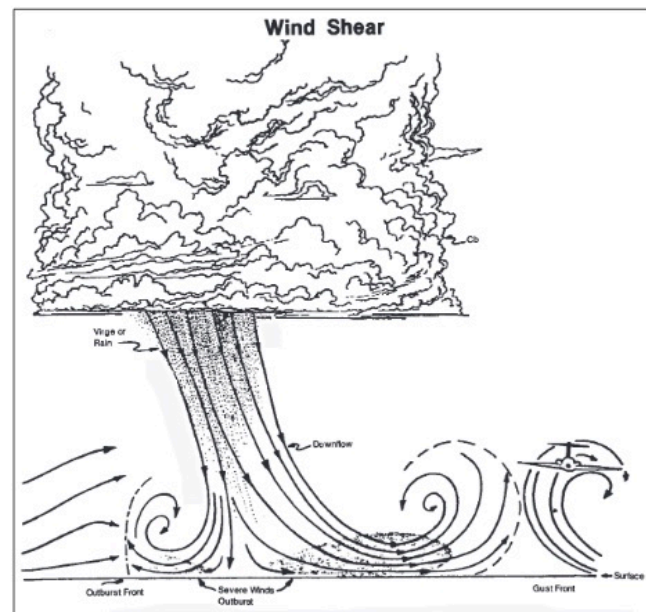
At the July 20 General Membership meeting Joe Bonacci (BOT Member) presented a program on the topic of wind shear. He began by describing the characteristics of wind shear in the atmosphere and the combination of factors that produce this phenomena. As noted, this atmospheric condition can be extremely violent and pose a life and death situation for pilots because you cannot see it! The sudden strong wind gusts can easily flip a small aircraft rendering it totally uncontrollable. It also has, historically, posed a threat to larger



commercial aircraft. Joe pointed out that there are different types of wind shear basically those that are vertical or horizontal in nature. Land obstructions can add another variable. He concluded with suggestion on how to be prepared for encountering wind shear and also the importance of checking FSS as well as the other WX data feeds such as those provided by the FAA.

More information on wind shear can be found at:

<https://www.faasafety.gov/files/gslac/library/documents/2011/Aug/56407/FAA%20P-8740-40%20WindShear%5Bhi-res%5D%20branded.pdf>





5. Aircraft Operations --- General (Continued)

FROM:

3. You may not operate a Club aircraft unless it has been signed out. When you have signed out an aircraft, you are responsible for that aircraft until it is returned, properly tied down, and signed in. When signing in, list all airports where you landed. This is so we can figure out who is responsible for landing-fee bills we receive.

TO:

3. You may not operate a Club aircraft unless it has been signed out. When you have signed out an aircraft, you are responsible for that aircraft until it is returned, properly tied down, and signed in.

FROM:

17. Each member shall refuel the plane before signing it in, whenever it has been flown more than 1 hour since it was last filled, unless:

- the pumps are closed at the time the flight is completed; or
- the next pilot has requested less than full tanks

Do not allow line service personnel to overfill the tanks. During the summer time, leave room in the tanks for thermal expansion. Any excess fuel will spill out the vents, wasting money and harming the environment. Cessna's should have the left main wheel parked on the elevated ramps when provided at their tie downs. Also, pilots returning after the pumps are closed should write "pumps closed" in the Usage Log.

TO:

17. Each member shall refuel the plane before signing it in, whenever it has been flown more than 1 hour since it was last filled, unless:

- the pumps are closed at the time the flight is completed; or
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Do not allow line service personnel to overfill the tanks. During the summer time, leave room in the tanks for thermal expansion. Any excess fuel will spill out the vents, wasting money and harming the environment. Cessna's should have the left main wheel parked on the elevated ramps when provided at their tie downs.

**New Cover for KK!**

Gone is the 8 legged spider that masqueraded as a plane cover!!! For those who have never had to deal with it while alone on a freezing cold and windy day, you have no idea what good news this is. The new cover is the same as that on 4287Q and is a breeze to put on or take off.



**Atlantic City Air Show**

The Atlantic City Air show is back and will be open to the public on Wednesday August 21, 2019. Setting the bar for air shows across the United States, The [Atlantic City Air Show](http://www.airshow.acchamber.com) is unique in its mid-week date and beach setting usually in August. With the Atlantic Ocean on one side and casinos lining the New Jersey skyline on the other, the air show demonstration fills the afternoon sky with aircraft that fly as high as 15,000 feet and as low as 50 feet along Atlantic City's busy Boardwalk. It is free and there is also much to see and do while you are there. For more information: [www.airshow.acchamber.com](http://www.airshow.acchamber.com)





Technically, the lap straps should be fastened at all times but the chest belt is only required during take off and landing.

**Safety Seminar**

Aircraft Accidents for First Responders Sat, Aug 24, 2019 – 09:00 EDT Ocean County Emergency Management Building, Airport & Mule Rd, Bayville, NJ 08721 \*Hands on demonstration with aircraft after presentation\* Includes Certificate of Training



For more Information Contact: Eric Sieracki (610) 595-1500 ext. 240 eric.sieracki@faa.gov

**Announcements**

Matt D’Angelo is now a First Officer with Piedmont (American Eagle) and enjoys the work. His routes at Piedmont all start at PHL and vary day to day, which he loves! Matt mostly flies the east coast and some flights to the midwest.

He also has some exciting news, he and his wife Jean are expecting triplets—all girls :-)

Dennis Smith, who has been flying for American Airlines for the past 29 years as a line pilot considers this to be a dream come true. But recently he was recruited as a Pilot Check Airman on the A320 fleet . Now his responsibilities are to conduct recurrent and initial training for pilots at the AA Training Center in Charlotte NC. Every other month Dennis rotates to Line flying. This includes initial operating experience for new pilots to the fleet and spot checks for their line pilots. Always in search for something to shake the cob webs off, this is proving to be a very rewarding experience.

Just like in the aero club, his instructions are not for the initial pilot but a refresher for a well trained pilot. In parting, he said, “Enjoy flying the clubs airplanes and always fly safe.”

Israel Thaler has become the Club’s newest Private Pilot. Javier Perez Hernandez CFI



The club welcomes 8 new members:

Matthew Boland, Guillermo Arce &



Chaim Grunberger



Herbert Kaiser



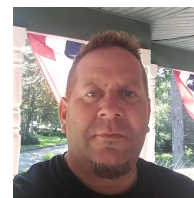
Alex Justo



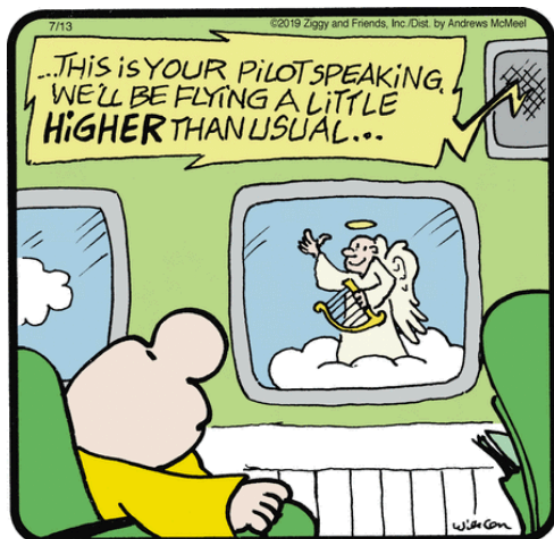
Michael Leung



Eliyahu Berger



Steven Smykla



**Takeoffs are optional but landings are mandatory**

