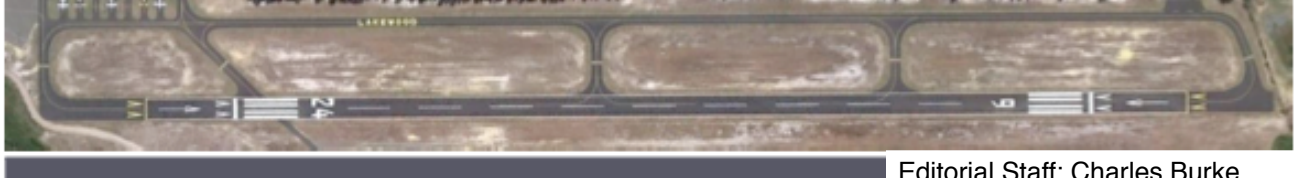


### Club Meetings

Board Of Trustees:  
7:00 PM 9/5/2019  
Club House

General Meeting:  
9:00 AM 9/21/2019  
CAP Building



Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

### Oshkosh and Beyond by: Jon Ryan

#### Inside this issue:

#### Page 1

*Oshkosh*

#### Page 2:

*Test*  
*KACY Wants You!*

#### Page 3

*Spotlight*  
*Basic Med*  
*Rules & Regs*

#### Page 4

*Maintenance Report*

#### Page 5

*\$100 Burger*

#### Page 6

*Cartoon*  
*Takeoffs are Optional..*  
*Test answers*  
*Rub & Scrub*  
*Knot board*

This was honestly the trip of a lifetime. We started at KBLM Saturday morning (to allow extra runway due to high density altitude from the heat). Neil, Neils's daughter Robin, and I, all piled into N268BG with some gear and eager eyes to get out there. Thankfully, John Periera took some of our heaviest items in his car which allowed us to fly in BG without pushing the weight and balance figures out of the box. With N268BG packed up almost to MGW, the aircraft handled the weight with almost no fight and we were off.

After a quick check of the weather, when we were about 100 miles along with IFR clearance, so we shot the ILS approach into Wheeling, West Virginia. We watched the massive system moving towards Oshkosh and knew we wouldn't be getting there that night, but all agreed to keep pushing a little closer and decided we would be able to make Gary Indiana and then stay over there to give it a shot in the morning.

We stopped in Porter County Indiana, just south of Gary. After a quick hamburger from the guys at the local EAA chapter, I booked a hotel room and we were able to get a ride over to the building. However, upon arrival, we discovered that I had booked the wrong date for the room and almost all rooms were filled due to the county fair going on. Neil thankfully found a room and we crashed for the night. Next morning we arrived at the FBO early along with about 10-12 other Oshkosher's and waited for the weather.

Little by little planes landed and our group at the FBO grew to about 20-25. After many conversations and a few cups of coffee, 6:45pm rolled around and the weather looked good enough to depart. Only problem was that Oshkosh was turning away arrivals due to the saturated conditions from the 5+" of rain that was received the 2 days prior.



Last day, bittersweet



Continued





John Neil Jon  
Periera Linzmayer Ryan



Jon Neil Robin  
Ryan Linzmayer Linzmayer

We decided on Fon Du Lac with the game plan of staying in the University of Wisconsin dorms. Come opening day we experienced the show in all its Glory, walking down Warbird Alley, checking out all the booths and vendors and watching the daily afternoon show. Neil and Robin went for a ride in the Ford Tri-motor while I went to speak with a few vendors on my list. The next day Robin had to catch a bus to Milwaukee leaving from the Oshkosh terminal at 6:10am so we decided that we would all go to the airport in the morning and then Neil and I would go down to Fon Du Lac to try and get the plane into KOSH via the legendary Fisk arrival.

We departed Fon Du Lac at about 7:10 am just after both KOSH and KFLD towers opened and headed towards the town of Ripon at 1,800 ft and 90 knots exactly. We found a guy to get in behind with at least 1/2 mile spacing and were surprised at how smooth it was going. By Fisk the controllers on the ground kept noting how great the spacing was and it sounded like for the first time in days they had a good group of arrivals following the rules. (Crazy to think that could actually happen right?) We were called out to rock our wings and told to continue following the railroad tracks and to expect runway 27 and monitor tower. As per the NOTAM, we kept the pattern inside the gravel pit which was quite right and tower cleared us to land Runway 27 on the green dot. After a very steep, and coordinated, turn we touched down at Oshkosh. We taxied off the runway and parked in the grass with lots of excitement to "really" be here. That day was another action packed day of plane watching, booth visiting, cheese curd eating fun with a conclusion with the daily airshow.

The next day we went to a very informative thunderstorms seminar, and I received some dual SIM time courtesy of the EAA pilot proficiency center. That night we experienced the evening airshow involving pyrotechnics being shot off airplanes and the best fireworks display I had ever seen. Thursday was pretty mellow as we were both very tired and had seen as much as we could in 3 long days. We listened to one of my favorite and most respected podcasters, Jason Miller CFII, give a talk on "The 10 things every pilot should know". We then visited a few more booths and then Neil went back to the plane to see about having a mechanic charge some nitrogen into the right strut. (Which we later realized the mechanic did, but with the plane fully tied down so now they're a little uneven)

Friday morning we got out to the plane early expecting to sit in the taxi line for a while and were pleasantly surprised to almost get told to line up and wait immediately and before we knew it the wheels were lifting off the runway at KOSH and we were on our way back to NJ. We flew the coastline of Chicago on the way home and one of our buddies from our layover in Indiana was in front of us with the same controllers almost the whole way home. A pit stop in Findlay, Ohio and State College, PA and next thing we knew 122.8 was the next frequency in the box and we had to come back down to earth.

This has been the trip of a lifetime and I will definitely be flying back again. I highly recommend this trip to anyone looking to go for a long XC, as it was really a fun flight to be on. Neil was a great wingman to have and we both worked very efficiently together in the cockpit. I think I inspired Neil to get his IFR currency back and hopefully we can have some more good IFR cross country flights in the future.

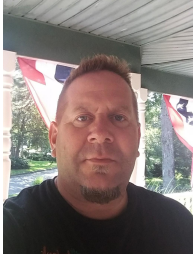
**Test:** Why are there two magnetos? What is the maximum allowable RPM drop on either magneto? What is the maximum RPM differential between magnetos?



**KACY Wants You!**

Did you know that KACY, Atlantic City Airport, welcomes you to both Class C airspace will bend over backwards to offer their assistance in landing / takeoffs? So, if you would like to practice touch and goes or precision landings, give them a call when you are in the area. For those who are new to aviation, this is an ideal place to learn how to work with ATC with controllers who what to help.





I was born in Toms River and graduated from Toms River High school North in 1992. I also have completed 2 years of construction technology and graduated from Ocean County Vocational Technical School in 1992. Shortly after graduation I worked my way into the fence business where I have remained for approximately 25 years.

As a teenager, and into my early 20's, I would take a trip to upstate New York twice a year to Ling Lake NY. While staying in a house on the lake, we would always take a flight or two each year on the local pontoon planes. It was at this time that I first discovered my enjoyment of small aircrafts. Af number owner in Grumman Cheetah. After taking a couple flights for fun with him, and seeing how much my daughter enjoys flying, it was decided to explore the idea of obtaining my private plots license.

I am very excited and am looking forward to meeting an instructor and taking my lessons with M.A.F.C.

**What is the BasicMed examination?** by Dr. Lisa A. Forzani

---



One of the first questions that is usually asked by a pilot is, “what is the Basic Med examination like”? The process is simple and straight forward in that I perform a medical exam following a simple medical list that the FAA has compiled. The new FAA medical rules allow a private pilot to fly certain smaller aircraft for non-commercial purposes to obtain a medical examination. The examination is similar to a routine wellness exam for the purpose of determining if an individual can safely operate an aircraft. The state-licensed physician has a discussion with the individual about any medications that could interfere with safely operating an aircraft as well as reviewing the medical checklist.

After a review of all systems it is ultimately the physicians medical opinion to determine if the pilot/student will receive a passing status. The FAA examination form is then returned to the patient. The pilot/student then maintains the records.

A few tips to prepare and expedite the BasisMed examination:

- 1). Determine whether you were eligible to take the examination (FAR61.56). Our office supplies all the proper paperwork however completing the self-assessment form prior to the exam does save time.
- 2). Have prescription glasses with you for the eye examination.
- 3). Come with a full bladder.
- 4). Have a list of all medications and physicians.
- 5). Have a copy of your drivers license with you.

In conclusion, I hope I have enlightened about the BasicMed examination. Our office has convenient hours Monday through Saturday including early morning and evening hours. We would love to accommodate your needs call to schedule an appointment. If you have any questions I would be glad to be available to answer them. Happy and safe flying!

If you would like to explore using the Basic Med approach, you can reach Dr. Forzani at her office in Wall Township at 732-974-9100 or on the web at [forzanichiro@aol.com](mailto:forzanichiro@aol.com)

**Rules & Regulations-(Update Part #3)**

---

**5. Aircraft Operations --- General**

FROM:

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.
- 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.

TO:

- *Members will be charged 50% of the normal rate. For example: For a 1.0 hour flight, the Club member will be responsible for 1.0 hours multiplied by half the normal rate. Members should choose the maintenance rate on the drop-down menu when signing the plane back in.*
- *Any Hobbs time incurred by a maintenance facility is credited at 100%. The crew chief must be notified immediately upon returning so the proper adjustment can be made.*



### Maintenance Report by Dan Coles

**N66977-C152** This aircraft is at BP Air for an annual inspection. We are still in the hunt for a price for a new interior price from Dan Dean. Hopefully by the time you read this we will have one. After reviewing the estimate it was realized that the cost of \$3400.00 did not including floor carpet or the seat recovering.

**N67818 C152** Carl at Three Crown Avionics has given us an October date to install the ADS B transponder. We are installing a GTX 335 transponder and GAE12 encoder. I have not had any squawks for this aircraft.

**N4287Q-C172-L** This aircraft was at BP Air for an annual inspection. The two major items that were found are one of the seat rails on the copilots seat had severe corrosion and one of the spark plug holes in one of the cylinders was stripped. A new seat rail was installed and a Heli-Coil installed in the spark plug hole.

**N93KK C172 M** This aircraft was at Ocean Aire to address the following. We have the open squawk about 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 The upper right cabin vent dislodges during flight. The push to talk switch on the pilots side that was reported inoperative intermittently. One of the brakes had a spongy pedal.

**N268BG-PA28-181** Oil was changed and an over inflated strut was adjusted by the Lakewood maintenance shop.

**N55804-PA28-28** The aircraft was at Ocean Aire for the annual inspection. Tom Rae wrote me and said that the annual and servicing went normally the inspection went pretty cleanly. Very little wrong, nothing major, biggest thing was the pilots yoke u-joint needed replacement and the stabilator control cable AD was due. He inquired about two items that didn't have to be done, but could be addressed if we decided we wanted to.

1) The wing tip light lenses were badly fogged. New ones are \$178. per lens.

2) All of the cabin air vent deflectors and all of their retainers are either shattered or missing. Deflector cups are \$29 per cup, and the retainers are \$35 per ring, Times four would be \$256 to do all of them.

The BOT decided that we should replace the wing tip lenses but not the cabin air deflector cups.

**N61WT** This aircraft was at Ocean Aire for an oil change and 50 hour service. While there they found a cracked fuel injection line and replaced it.

Some members have written asking about places to fly to that have more than just a \$100 hamburger at the destination. This article will open that door by starting with breakfast at Cross Keys, a small diner just over the fence at Doylestown Airport (KDYL) in eastern PA.

Neil Linzmayer, Joe Caruso and I took the short hop (20 min) to KDLY on an exceptional warm day minus thermals. It was almost surreal in that the air was so calm, it was like skating on ice. The airport is just about the same size as N12 but the hangers are clustered at the start of runway 5.

But no matter how you come in, you need to taxi to that area because Cross Keys is situated just a few feet before the threshold. In any case, regardless of where you end up, you need to taxi to that end of the field and then use the crossover to reach the area near the hangers. Look for an open slot and park.

While not necessary, you might want to use the UNICOM and ask the FBO about a spot to park noting you intend to be there to eat and sightsee. In every prior case, I was told to simply taxi to that area and find a space. Also note, there are no landing fees—

Once you have locked up the aircraft, start walking towards the grassy area that is just beyond runway 5's threshold and you will see a large opening in the fence, walk through and Cross Keys will be straight ahead and slightly to the left. Keep in mind that they only serve breakfast and lunch then close about 2 PM.

As has been reported in previous \$100 hamburger articles, the service is great, prices are super and the food is good! Case closed. Now here is where we venture out and about. While we were on a tight schedule and could not take advantage of jewels that were nearby, you should consider taking your own trip out there when you have a full day to enjoy the sites.



Joe Caruso Charles Burke



Cross Keys



Joe Caruso Neil Linzmayer, Charles Burke



**Answers to the test:** A. There are two magnetos because they create a more efficient burning of fuel and in the event one should fail the other will keep the engine running. B. The maximum drop is 125 RPM. C. The maximum differential is 50 rpm.



The N12 FBO is gone! At this point in time, only a scar in the blacktop that forms an outline of the building remains.



The fall Rub & Scrub has been scheduled for Saturday Oct 19 so mark your calendars and hope for a sunny day!



Failing to secure the tie down ropes properly can lead to devastating results should a strong wind apply enough force to disengage the knot. Sadly, improper knots have been seen on all of the planes in our fleet at one time or another.



To help insure that the proper knot is being used, a practice system can be found attached to the trailer. A green colored 2 x 4 with two eye bolts and a rope are there to practice on. This is especially handy because threading ropes under the low winged aircraft is not an easy task. Also on the practice board you will find the bottom of the rope has a bungee cord. This helps simulate the tension of the rope during the knot tying.

One suggestion for those who do not know how to properly tie the knot on a low winged aircraft is to look in the baggage area for a small auto floor mat. This is a kneeling pad that makes the task of working under the wing a lot more comfortable plus prevents oily knees.

**Takeoffs are optional but landings are mandatory**

