

Club Meetings

Board Of Trustees:
7:00 PM 10/3/2019
Club House

General Meeting:
9:00 AM 10/19/2019
CAP Building

Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata



Tom & Dave's Excellent (Ford Tri-Motor) Check-Ride! by Dave Pathe

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OK, so we didn't actually *fly* this historical bird, but here's a good story about it.

Back in July, I was in need of an MAFC club check-ride, so I gave Tom Flieger our longtime instructor and CFII a call. Of course I got his answering machine ("Ladies and Gentlemen, this is your captain speaking"...pause for airplane take-off noise, then..."Sorry we missed you!"...etc, etc."). He called back right away and after a brief discussion, we decided to fly on August 2nd.

We met at N12 that afternoon as Tom was finishing up with another student and I asked "So what are we going to do to get me MAFC current?"

"We're going to fly down to down to Miller" he replied. Great, I thought; short trip, won't get lost, big runway, same weather as N12 and thus a very good chance of getting signed-off.

"Because", Tom continued, "there is a rumor that an old plane is there. A Ford Tri-Motor!"

That sounded pretty neat, so after preflighting 8BG and strapping ourselves in, we departed N12 direct to MJX. And Tom was right! As we entered the downwind for 06, we could clearly see the Tri-Motor parked right across from the maintenance hangars. It was big, shiny and easy to spot. We landed, taxied right up to it, and parked nearby. The fuel truck was now right in front of the Tri-Motor's nose and starting to the refueling process. This was no easy feat since the tanks are located on top of the wings and required the linesman to go up into the cockpit with a ladder, climb out the top hatch, very carefully hoist up the fuel nozzle and hose which was tied to a rope, then begin pumping the avgas. It looked tricky enough during the summer in daytime, but I would not want to do this in the winter or at night.

As Tom and I walked toward the plane, I was impressed with the size and the pristine condition, which looked like it had never been flown. Upon closer inspection, it became clear this was no ordinary Ford Tri-Motor of which only about 10 out of 199 are currently airworthy. This specific aircraft was C-1077, Serial Number 10 built in 1927 which was flown by both Amelia Earhart, Charles Lindberg, and other well-known names in aviation as painted on the side. A gem and a real treat to see close-up!



Dave Pathe



Tom Flieger

Continued

Turns out this aircraft is based at MJX. Enjoy the photos and attached links to more info on the history of the Ford Tri-Motor and this specific plane below. Some interesting and fun facts:

- The plane was nicknamed the “Tin Goose”, although I am pretty sure it’s mostly aluminum. The “tin” part of the name came from Henry Fords; Model T which was referred to as the “Tin-Lizzy”.-The metal frame of the airplane was corrugated to strengthen it, but it significantly reduced performance due to increased drag.
- The seats in C-1077 are made out of wicker to save weight, and appear much more comfortable than todays commercial coach seating (not a difficult standard to beat!)



- The Tri-Motor's rudder and elevator control cables were strung on the outside of the airplane.
- Engine gauges were mounted externally on the engines. Pilots must look out the windows to see them.
- Pan American Airways used Ford Tri-Motors for its first international scheduled flights from Key West to Havana, Cuba, in 1927.
- In 1929, the Tri-Motor was the first airplane to fly over the South Pole.
- Franklin Roosevelt flew on a Tri-motor in his 1932 presidential campaign - one of the first uses of aircraft in an election.

Some performance data:

Maximum speed: 114 mph Cruising speed: 95 – 100 mph Landing speed: 59 mph (slower than a 172!)

Fuel Capacity: 231 gal. Range: 500 miles Empty Weight: 5,937 lbs. Gross Weight: 9,300 lbs

Wing span: 74 ft. Height: 11 ft. 9 in. Length: 49 ft. 10 in.

Climb: 750 ft./ min. Gliding Ratio: 9.7 Service Ceiling: 15,000 ft. Max. seating (excl crew): 10

<https://www.flickr.com/photos/zaruka/albums/72157621811665643/>

<http://www.goldenwingsmuseum.com/collection/Aircraft%20Info%20Sheets/Ford%20Trimotor.pdf>

<https://www.eaa.org/aaa/events-and-experiences/fly-the-ford-aaa-ford-tri-motor-airplane-tour/ford-tri-motor-history>

<http://www.tri-motor.com/index.cfm>

Test: At what time of day must the aircraft’s positioning lights be turned on?



New ICAO Flight Plan Information by Tom Griffin

As you probably know by now, the FAA has adopted the ICAO format for VFR and IFR flight plans. The old format was FAA Form 7233-1; the new Form 7233-4 contains the ICAO format information. The FAA has been accepting either format for quite some time, but now, as of August 27, the new ICAO-based information is required. You should have received some email messages with attachments explaining (over-explaining?) the use of the new form. There is a folder on the counter in club trailer with the same items and sample forms filled in for each of our airplanes.

Continued

Most of the new form contains familiar information, but in different places. The biggest difference is in equipment codes – separate fields for COMMUNICATION codes and SURVEILLANCE codes. It’s a little complicated for us since each of our airplanes is equipped differently – different VHF comm frequency separation (8.33 vs .25hz), different navigation systems (some GPS and VOR, some just VOR) and different ADS-B situations (out only, or out/in).

You should have received a couple of emails with information about the format and codes, including these tables. The important new items are entered in Item 10 “EQUIPMENT.” There is a comm/nav code and a surveillance code, codes being separated by a “/” within the block.

EQUIPMENT CODES (use as many as apply):

- S Standard: VHF Comm, VOR, ILS
- B LPV (ILS type precision for instrument approaches; for WAAS equipped aircraft)
- D DME
- G GNSS (GPS)
- L ILS
- O VOR
- V VHF comm.
- Y VHF comm with 8.33 kHz frequency spacing

SURVEILLANCE CODES:

- C Mode C (altitude reporting; not used for our aircraft, since they all have Mode S)
- E Mode S; includes altitude reporting and ADS-B
- B1 ADS-B Out only
- B2 ADS-B Out/In

So, for our airplanes the codes for Block 10 are:

- N66977 OV/EB1
- N67818 OV/EB1
- N4287Q SG/EB1
- N93KK S/EB1
- N61WT SGY/EB2
- N268BG SBGY/EB2
- N55804 SBGY/EB2

These codes should be used for filing either VFR or IFR. For IFR, the codes obviously tell a controller what instrument navigation and approaches the airplane can handle, but even for VFR it could tell the controller where he can send you to avoid traffic or for your Class B clearance.

Since we have such good radar coverage around here, we don’t often file VFR flight plans. But if you’re going some

Aviation Trivia by Tom Flieger

What are the four worst airports ?

There are two categories to consider, the worst in the world and the worst in the USA. According to several sources, the four worst in the world are: #4. Paris Orly Airport #3. Lyon-Saint-Exupery Airport #2 London Stansted Airport and #1 Kuwait Airport. Now when we look at the USA, unfortunately, two of the worst are close to home!! #4. Los Angeles International Airport, #3 Kansas City International Airport, #2 Newark Liberty International Airport, #1 LaGuardia Airport



5. Aircraft Operations --- General (Continued)

FROM:

27. Individual pilots shall be responsible for VOR receiver checks. VOR receiver checks shall be recorded on forms provided in each aircraft's Usage Book.

TO:

8. Repair Charges, Fines, etc.

FROM:

2. A list of MAFC fines is listed below and is also posted in the clubhouse.

Activity	
A debit balance from \$70-\$104 (per month)	\$10
A debit balance that equals or exceeds \$105 (per month)	\$20
Failure to properly sign-out aircraft	\$10
Failure to properly tie down or secure an aircraft	\$10
Failure to top-off aircraft after flight when pumps aren't closed	\$10
Failure to add oil when required	\$10
Failure to report damage to an aircraft (in addition to the repair charge)	\$25
Flying without a 6 month checkout (flight privileges will be suspended)	\$25
Failure to turn off aircraft master switch (in addition to the repair charge)	\$25

TO:

2. A list of MAFC fines is listed below and is also posted in the clubhouse.

Activity	
A debit balance equal to or greater than \$35	\$10
Failure to properly sign-out an aircraft	\$10
Failure to properly tie down or secure an aircraft	\$10
Failure to add oil when required	\$10
Failure to report damage to an aircraft (in addition to the repair charge)	\$25
Flying without a 6 month checkout and/or current medical (flight privileges will be suspended)	\$25
Failure to turn off aircraft master switch (in addition to the repair charge)	\$25

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

3. Minimum fees are not considered fines. If you find it convenient, you may reserve an aircraft and keep it idle as much as you want. But if you fail to calculate and pay the proper minimum fee you will be charged a \$2.50 fine in addition to the minimum fee. Note that if another member sees an aircraft at its tie-down for more than 15 minutes past its reservation, then the member is allowed to ignore your reservation and take the aircraft.

Maintenance Report by Dan Coles

N66977-C152 This aircraft was at BP Air for an annual inspection. They found the rudder control cables were starting to come apart and new cables were installed. There was a crack in the battery box that was repaired and one of the exhaust pipes was cracked and was replaced. We have a price of \$1849.70 from Dean Upholstery for recovering the seats and replacing the carpet. We reviewed the original estimate and realized that the cost of \$3400.00 did not including floor carpet or the seat recovering.



N67818 C152 This aircraft has had an oil change and 50 hour service At BP Air. It also had the vane adjustment and the seat rail A.D taken care of while there. I received this squawk. Comm 1 stopped transmitting half way through flight. Was able to talk successfully to ACY APP outbound, no joy coming back home to N12. Tried radio checks with ACY App, MCguire App, and 121.50. No responses. This problem has been resolved by placing the audio panel switches in the proper configuration. Three Crown Avionics has reserved 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. Any other radio issues can be addressed at that time.

N4287Q-C172-L This aircraft has returned from BP Air where the annual inspection was done. 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 A new pilots push to talk switch has been installed.

N268BG-PA28-181 I receive a report that the navigation lights were not working. The aircraft was taken to Ocean Aire where they found that the switch was bad. The part was not available through Piper so they had to find a used part that was serviceable. After several attempts they finally got one that works. While at Ocean Aire, they also adjusted the struts.

N55804-PA28-28 I received a squawk that the electric trim was not working and the manual trim wheel was very stiff. The aircraft was taken to Ocean Aire they got the electric to work with some assistance on the manual trim wheel.

N61WT Was taken to Ocean Aire to have a new alternator installed. The one they replaced was the original from 2005.

Spotlight on Steve Fox

Bill Wheaton Steve Fox

Involvement with hands-on aviation has been a relatively recent thing that dates back only about 4 years. But the desire to fly actually began many years before that because of a fascination with space exploration and rockets. One significant boost came when I went on a Cub Scout field trip to Grumman and saw the lunar module, which was called the lunar excursion module (LEM). Little did I realize, many years later I would be working for them!

Jumping ahead, I moved onto designing aircraft because anything defying gravity became a passion and that always excited me. While working for Grumman, I was involved with the F-14A standard depot level maintenance project and the engineering of the F-14D upgrade.

Another big boost in inspiration was generated by the Grumman's chief test pilot, Chuck Sewell. He flew and tested aircraft at the facility where I worked in Calverton, Long island. This created a thrust to learn about the next generation planes such as the F-14D and X-29.

But the first personal experience of sitting in the left seat came about after joining MAFC in May 2015 and initially piloted the Cessna 152s but eventually moved up to the Cessna 172. Since the first flight about 120 hours have now been logged with some time recently in the Archer.

I was born on Long Island and have a mechanical engineering degree for New York institute of Technology. After working for Grumman, I moved to New Jersey in 1988 working for American Electronica Labs in Allaire Airport on rotary wing aircraft designing survivability systems for the Army. Other firms that I worked at include Curtiss Wright Flight Systems and Allied System.



Answers to the test: The lights should be on from sun set to sun rise.

Announcement



Member Matt Gomes and Michele tied the knot with an aviation theme!



N12 FBO Going..Going. Gone!

Hannah Umberger earned the IFR rating!. Joe Shimak Instructor

Matthew R D'Angelo, a 3-time Master and SAFE member, recently renewed his Master CFI accreditation through the Master Instructor LLC MICEP program



Liam Flood soloed this morning at Lakewood Airport. At sixteen, one of the youngest in the club to complete this accomplishment. Tom Flieger, Instructor

Takeoffs are optional but landings are mandatory!

