

THE MAFC NEWS FOR JANUARY 2020

Editorial Staff: Charles Burke,
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MONMOUTH AREA FLYING CLUB

Club Meetings

Board Of Trustees:
7:00 PM 1/2/2020
Club House

General Meeting:
9:00 AM 1/18/2020
CAP Building



HAPPY NEW YEAR!!

ELECTIONS!! Club elections will be held at the January 18, 2020 General Membership meeting. If you are interested in running as a candidate, there is a sign up sheet posted in the trailer. You must be a member in good standing (dues paid up, etc.) to run for office or vote for nominees.

A list of those running for office, as of December 25, 2019, can be found at the end of this newsletter. This is not the final list since nominees can be added or deleted just before ballots are cast at the meeting on the 18th.

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Weather Technology in the Cockpit - Hughes Technical Center, KACY Part 2 by Dave Pathe

The FAA has been asking pilots to test various Weather-Technology-in-the-Cockpit (WTIC) products at the Hughes Technical Center located on the grounds of the Atlantic City airport. Kim Mortensen is the coordinator for these tests and will be looking for more volunteers in the spring timeframe.

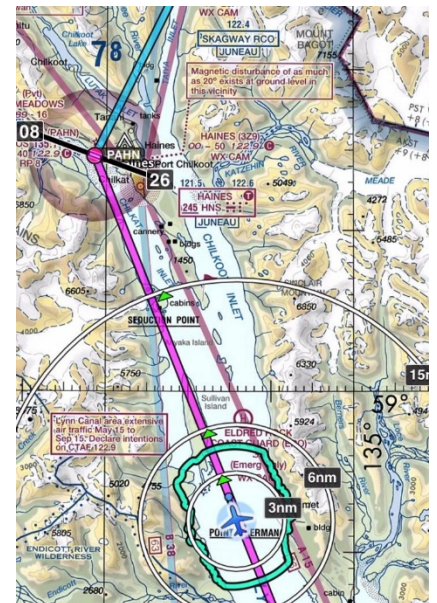
I have been involved in 3 or 4 prior sessions which involve a brief quiz on weather, a pre-flight briefing and a flight in their simulators using the WTIC product, usually on a tablet with graphical map and weather displays. This past September about 48 pilot ranging in ages from 20 to 90 years of age in groups representing USA pilot demographics went through this latest program. I was able to participate, and it is a fun and challenging experience. Did I mention they pay you for your time? Not bad for a couple of "interesting" hours in their Sims which include a RedBird (G1000 panel, full motion capability, but fixed for this test) and a Microjet (fixed platform) both configured as Cessna 172s.

The FAA wants to help keep pilots out of trouble (like VMC into IMC, etc.) so this latest weather product had one of two graphical maps on tablets with weather overlays and a display showing how much time it would take your plane to enter bad weather or poor visibility conditions. These are dynamic displays which change based on aircraft heading and speed as well as movement of the weather. As your plane gets closer to the poor vis / wx conditions, the clock counts lower in time and as you get further away, it counts higher. Pretty neat!

For my scenario, I was in Alaska flying northerly over the Lynn Canal at 3000 ft to Skagway (PAGY) with Haines (PAHN) as the alternate (see my Foreflight map). The Lynn canal is only about 6mi wide, becomes very narrow past PAHN and there is mountainous terrain all around. Our objective was to "get there" for some important event. According to the weather briefing, some weather was expected to move in but not until later in the day. So the mission could be accomplished....or so I thought!



Maps show flight time and direction to poor WX (l) and visibility(r)



Dave's Foreflight map from his Sim

During the flight, I was asked to provide PIREPS on my position and estimate of visibility. As it progressed, so did the weather which resulted in lower visibility. While the weather at the destination (I checked the AWOS) was still good, it became apparent that I would have to fly in limited visibility thru mountainous terrain to get there. However, the decision was made even more difficult because if I continued north, the weather might move in behind me, thus blocking a 180 degree return to better conditions south. After a few more minutes of flight and pondering my options, the dangerous terrain started to disappear in the mist and I made the easy decision to turn around before the weather blocked my escape. I found out during the debriefing that other pilots had pressed on to the destination and had their return blocked by bad weather. Ouch!

I don't have pictures of the views during my flight, but I setup my home Sim with similar conditions and different visibilities of 40mi, 15mi, and 5mi (below). After seeing what terrain is around in excellent conditions compared with lesser visibilities, you can easily see the challenges facing pilots in this part of the country. Go ahead and setup your own Sim with MVFR conditions and try to "feel your way around the rocks"! Even being able to fly instrument approaches in MVFR is worrisome, especially if you have to go-around.



Dave's Sim views over Lynn Canal with 40nm vis (l), 15nm vis (c), and 5 nm vis (r).

In summary each session I have attended was interesting, fun, challenging, and a great learning experience run by very professional people. If anyone is interested in participating in upcoming programs, I can give you Kim Mortensen's contact information. He will let you know when the next program is scheduled and how many pilots are needed. Note that they are looking for VFR and IFR rated pilots of various ages and experience; being selected is done on a first-come basis by responding to Kim's email request. Fly safe!

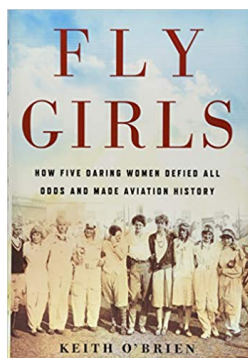


The Redbird Simulator, exterior (l) interior (r)

Test: What restrictions are placed on student pilots flying MAFC aircraft?



A Good Read, Fly Girls by Keith O'Brien



Between the world wars, no sport was more popular, or more dangerous, than airplane racing. Thousands of fans flocked to multi-day events, and cities vied with one another to host them. The pilots themselves were hailed as dashing heroes who cheerfully stared death in the face. Well, the men were hailed. Female pilots were more often ridiculed than praised for what the press portrayed as silly efforts to horn in on a manly, and deadly, pursuit. *Fly Girls* recounts how a cadre of women banded together to break the original glass ceiling: the entrenched prejudice that conspired to keep them out of the sky.

O'Brien weaves together the stories of five remarkable women: Florence Klingensmith, a high-school dropout who worked for a dry cleaner in Fargo, North Dakota; Ruth Elder, an Alabama divorcee; Amelia Earhart, the most famous, but not necessarily the most skilled; Ruth

Continued

Nichols, who chafed at the constraints of her blue-blood family's expectations; and Louise Thaden, the mother of two young kids who got her start selling coal in Wichita. Together, they fought for the chance to race against the men — and in 1936 one of them would triumph in the toughest race of all.

BG Nav lights by Tom Griffin:



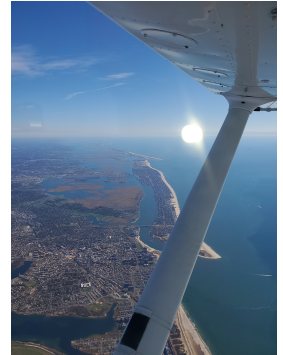
The nav lights switch (combination radio lights and nav lights thumb wheel switch) in Archer BG has failed twice in the last couple of months. It is nearly impossible to find a replacement, so the repair shop installed a simple toggle switch on the instrument panel next to the G430 panel and labeled it.

New navigation light switch

IFR All The Way by Patrick Milando

My friend Dean and I had been planning a flight to Martha's Vineyard for some time and after several weather cancellations, November 4-5 look liked good weather for the overnight trip. 61WT with the G1000 and KAP had a recent oil change and new tire and was perfect for the ride.

In August, I got my IFR ticket in a 172s G1000 so I was psyched for this adventure. The forecast called for brilliant skies with a tailwind to KMOVY and some clouds and a slight headwind for the return the next day.



Clear sky south of East Atlantic Beach NY,

Going out the weather did not disappoint, blue skies and clear sailing. MVY is a very friendly class Delta with a couple wide open long runways. After landing and a pleasant lunch in town,

I noticed a weather system that was holding off the coast not projected to hit land until later in the afternoon the next day, so I filed an IFR plan to leave in the morning. At 10am that next morning the pre-flight and runup was super smooth with greens across the board.



Finally out of clouds

MVY tower gave me my IFR clearance pretty much direct to Groton and from there over JFK with some waypoints to N12. As we taxied out, the weather was still holding with low clouds rolling in. Up at the assigned 5,000 feet, the clouds became thick, and before long we were in solid IMC. After leveling off, I popped the autopilot on and from there is was only a matter of course correction and adjusting rpm's to keep things smooth.

Smooth though was not in the cards. The system that had been holding off the coast came in and before long we were in rain clouds running into 40kt headwinds. A trip coming out that took just under 2 hours was starting to look like 3 hours in soup coming home. Right about the

time Boston center passed us over to JFK approach, I noticed the oil pressure gauge starting to flicker, though still in the green. As we were passing over JFK in total whiteout, the flicker turned into wild fluctuations going from green to red and everywhere in between. What stayed solidly in the green though, was the oil temperature gauge, and since the engine was running smoothly I surmised that it must be a faulty oil pressure reading. Added to that was the turbulence which I thought might be a contributing factor. In any case, my finger was poised to declare an emergency and head for the deck if the oil temperature gauge even hinted at a rise.

The idea of landing the 172 at JFK was not very appealing but I was prepared to do so if need be. JFK handed us off to McGuire and I decided on the RNAV 24 to N12 all the while keeping my eyes pinned on the oil temperature gauge.

We finally came out of the clouds around 3,500 and rest of the way back was relatively smooth. All's well that ends well.

Moving Mountains in Aviation for Boy Scouts by Charles Burke

If a group of Boy Scouts wished to learn about a mountain, they have at least two ways to go about this. The first is to have the mountain come to them and the second is to have the scouts go to the mountain. In the case of Troop 150, (Freehold), who are working on their Aviation Merit Badge, they were able to select the first option.

The troop had already taken part in a comprehensive Powerpoint Aviation Merit Badge presentation replete with hands-on demonstrations. But you can only go so far with these experiences so a proposal was made by Mike Nagle, one of Troop 150's leaders, to visit Monmouth Executive Airport, where he works. The Scout Master, Brian Maher, was very supportive of the plan but something was still missing. This was an aircraft that they could actually see how the controls work as well as have an opportunity for an up-close examination of the interior.

Thanks to Rita Spader, the Executive Director of Monmouth Airport, arrangements were made to fly 4287Q into the airport. This would then allow the scouts to have a first hand experience rounding out the materials that they had already learned. She went even further and arranged that we could use the Jetport as a meeting site.

When the day (12/7/19) arrived, about eight scouts, their families and the troop leaders converged on Monmouth Airport's Jetport. A handheld aviation radio was turned on so that the scouts could hear the dialog taking place during the landing and this got the ball rolling. But the real excitement occurred once the plane was shut down and secured. Initially, the scouts were given a number of reference sheets, including the list that is used during the pre-flight examination. Armed with the list, they walked out and around the aircraft checking off each item.



Charles Burke with Boy Scout Troop 150 earning the Aviation Merit Badge at KBLM

After completing this badge requirement, we all returned to the warmth of the Jetport to review what had been covered and handed out additional information sheets such as that related to the Young Eagles Program. But the scouts and their families were not alone, two passengers awaiting their flight, joined us and were just as interested as the scouts in learning more about what a pilot must do before starting the engine and lifting the aircraft into the sky.

This was a truly rewarding opportunity for the scouts, their families and even the two passengers who joined in. This experience was especially true, because in the end, they had the mountain come to them.

Spotlight On: Brett Paulus



Like many others in aviation, I wanted to be a pilot since I was a child. A great deal of life came along and then one day, as an adult, it was decided to just do it and it's been one of the best decisions of my life.

Actual lessons were initiated in July of 2018 with an introduction flight with Jim Hamilton at Lakewood. I eventually went to Air Mods in Robbinsville and got my PPL in February of this year. During this time I flew Piper Warriors and Piper Archers. To date, about 272 hours have been logged.

Wanting to expand my horizons, I applied for membership in the MAFC in October, 2018 and was accepted about 3 months ago. I'm also a member of Jersey Aero Club where I serve as the trustee for their new Cessna 172 and their Warrior

In addition to the club's fleet, I've flown a Piper Warrior, Piper Archer, Piper Saratoga, Mooney, Czech Sport Crusier, Cessna 172 and a Cessna 172 seaplane on one occasion. I also have 5 hours in a level D full flight simulator in a Dassault Falcon 7X.

Currently, I have my Commercial pilot license with an instrument rating. But this is not the end of the journey, I am now studying for the written exams to become a CFI. I will be getting my multi engine rating this January in a Diamond DA-42.

I am an Eatontown Police Detective currently assigned to the Monmouth County Prosecutors Office Narcotics Strike Force. I've been involved in law enforcement since I was 19 years old and have almost 18 years in the field receiving several commendations for various actions taken in my law enforcement career.

I've traveled to almost every single populated island in the Caribbean, as well as Iceland, France, Spain and Italy.

I am married to a U.S. Navy veteran with a 5 year old daughter and 2 year old son.

One of my aspirations is to become a CFI. I am a drug recognition expert with the police department and instruct other officers in the area of drug recognition. I thoroughly enjoy teaching and look to bring my passion of teaching to aviation.

Mind Teaser by Tom Russell

What high speed aircraft is exempt from ADS-B, from minimum altitude rules, and need not announce when entering any air space? Hint: It has no instrument panel. See answer on page 6.

Spotlight On: Chaim Grunberger

I became involved with flying about 2 years ago, this was always something that fascinated me. What triggered taking that first big step was when I decided to stop by Lakewood airport and took a discovery lesson with Jim Hamilton, and I was hooked!!! Once the lessons were initiated I learned to fly the Sportcrusier at Lakewood, and the Warrior at BLM (Eagles view).

I am new to MAFC having joined the club only about 4 months ago and hold a PPL certificate. This was a major step and I am looking forward to being checked out in several classes of the club's aircraft.

As of this point in time, about 110 hr. of flight time have been logged but that number will grow at a slower pace because the weather has become a major issue the further we move into the winter. The two aircraft that I find most rewarding to fly are the Archer and a Warrior.

I was born in Israel, and moved to the USA about 5 years ago.



Maintenance Report by Dan Coles

N66977-C152 This aircraft was taken to Three Crown Avionics when N67818 it was finished to troubleshoot the intercom. The intercom was repaired and the aircraft has returned to N12.

N67818 C152 The aircraft has returned from Three Crown Avionics where it had the GTX335 ADS B transponder and GAE12 encoder installed. Carl said he should have it finished in 2 weeks. The pilot dropping off the aircraft reported radio issues with the #1 radio during the flight to Sussex. Carl checked both of the radios on the ground and found them to be working normally. On the return flight from FWN the pilot reported a lot of static in both radios.

We received a report that the flaps were not working. The aircraft was taken to BP Air for repair. Billy O said that the limit switches were dirty and sticking. He cleaned and lubricated all of them and returned the aircraft to service.

We then swapped this aircraft with N66977 at Three Crown Avionics to address the static in the radios. While there Carl discovered the TKM radio was not putting out full power. He checked with TKM about this issue and found out it is still under warranty. The radio was shipped to TKM and a loaner was provided to us from Carl. We expect it to return in January. The aircraft was returned to N12. On the return flight the pilot experienced no static in the radios.

N4287Q-C172-L This aircraft was at BP Air because of one high cylinder temperature. Billy O removed and replaced one of the probes in the cylinder head and cleaned all the connections. The engine was run and all of the temperatures were reading normal. We are looking into relocating the pad heater plug so it will be easier access.

N93KK C172 M The left main tire was low according to flight circle. This was taken care of at N12 by replacing the tire and tube. The pad heater plug also needs to be relocated for easier access. Billy O at BP Air replaced some missing cowl fasteners while the pilots waited.

N268BG-PA28-181 This aircraft had an oil change and 50 hour service at Ocean Aire. There was a report that the navigation lights were not working. The aircraft was taken to Ocean Aire. Tom Rae said that if the switch itself is broken and there are no parts available to make the repair, he has installed a separate toggle switch for the navigation lights. The dimmer for the panel lights still functions as it should.

N55804-PA28-28 The squawk about the electric trim was not working and the manual was very stiff is still open. Due to unavailability of original parts Tom Rae at Ocean Aire is looking into other options to make this work.

N61WT The aircraft is at Ocean Aire for the engine overhaul following a prop strike. The engine has been removed and shipped to Signature Engines 4760 Airport Road, Cincinnati, Ohio 45226. They are located at Lunken Airport KLUK. I received an email from John F. Buckles Accountable Manager / COO that they have received the engine. At this time we don't know when it will be finished.

Note: N67818 is the last aircraft in our fleet to have ADS B installed. This project started in January 2014 with N268BG and has continued every year since. We are finally finished and all of the clubs aircraft meet the January 1, 2020 mandate. Please make sure you switch to altitude on the transponder during run up to ensure that ATC will receive the output from the aircraft. Pilots flying N61WT, this function is done automatically within the G1000 transponder.



Answers to the test: Restrictions placed on student pilots flying MAFC aircraft are:

- a. No solo night flights
- b. No solo when wind exceeds 15 knots or a crosswind component of 10 knots.
- c. No overnight flights
- d. No solo without a working radio and transponder.
- e. No landing or takeoff from unpaved fields.

CANDIDATES:

As of December 30, 2019, these are the nominees for the various posts. However, names can be added or removed right up to the voting at the Jan 18th meeting.

President: Joe Bonacci

Vice President: Tom Griffin, Tom Basenfelder

BOT: Tom Basenfelder, Janis Blackburn Tom Fliieger, Charles Burke, Darren Mattos, Nick Billows, John Pereira, Art Templeton, Frank Fine, Tom Smock, Chuck McKelvey, Steve Fox.



A new and improved MAFC Facebook group is now online and can be accessed with the following link <https://www.facebook.com/groups/flymafc/>. At this time we are only allowing MAFC members into the group. This Facebook page is for pilots having fun and sharing experiences with each other. A thanks goes to Matt D'Angelo for taking the time to put this together. If you have any questions or ideas for the Facebook group, contact Chuck McElvey or Steve Fox.

Reminder—The monthly dues will be \$40 as of January 1, 2020 our first increase in more than 10 years!



Answer to Mind Teaser



MAFC welcomes 5 New members!

Navin Ohri, Kevin Clark, Marco D'Ottavio, Ben Reznik, Eliyhu Newhouse

Tom Rae

It is with deep regret that we must announce the passing of Tom Rae. For those who do not know him, Tom was a top mechanic at Ocean Aire who serviced many of our aircraft. We extend our condolences to his family, and friends.



Takeoffs are optional but landings are mandatory

