

THE MAFC NEWS FOR APRIL 2020

Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

MONMOUTH AREA FLYING CLUB

Club Meetings
Suspended until
further notice.



\$100 Hamburger by Dave Pathe and Charles Burke

A \$100 Hamburger Run to Heritage Field (KPTW) in Pennsylvania was selected for two reasons. The first was that we had never been there before and secondly, we had flown right over it only about a week earlier on a trip to DECK (9D4). But just like all such adventures, a call was first placed to the FBO, and the bottom line question was asked, is there food services on or near the field? The staff member responded with a “no” but then quickly added, “we do have a crew car”. With that he penciled us in to insure it would be at the gate upon arrival.

On approach, we noted that runway 28 was a right pattern and it did not require a great deal of thought as to why. Just to the south side of the field are two huge evaporator towers spewing tons of steam up into the air. This situation can be very dangerous because the rising hot air can create severe turbulence that might result in a loss of control.

When we finally touched down and headed towards the FBO we were greeted by a lineman with chocks who directed us to a transient parking area. He waited and after we finally exited 268BG, he called out our names and invited us into the main hanger. There he gave us directions to a number of restaurants and handed us a set of keys along with a gate pass. On the other side of the exit door we were pleasantly surprised to find a new pickup truck waiting and we hopped in and headed to town.

After passing several places that he had suggested we settled on the Limerick Diner 411W Ridge Pike in Limerick and it turned out to be a good choice. After being seated in the spotless and comfortable booth, the menus were opened to find a broad array of breakfast, lunch and diner options that were all extremely inexpensive. Being hungry, it did not take long to pick out an egg sandwich and french toast.

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When the platters arrived, the phrase, generous helpings, would have been an understatement. The meals were found to be well prepared and delicious. This reconfirmed that a good choice had been made. We never felt rushed by the great service provider but did see that the time was quickly speeding away. So it was back to the airport and a totally unexpected surprise.

After returning the keys, the phone rang and it was another MAFC member Nick Billows. Nick had flown out to the same place and when he saw 268BG realized that we were still here. Sure enough, we could see him approach the FBO and the line crew chief expedited matters by opening the bay doors. After the initial greetings, Nick was off on his own \$100 burger run and we were heading back home but there was still one more surprise awaiting us.

Dave decided to do some practice landings and we soon found ourselves pointed at runway 32 at Ocean County. After touching down we opted to go to the end taxiway exit and that is when we saw it! Sitting to our right was a full grown American Bald Eagle apparently having lunch. As we circled about, the majestic bird was startled and began circling around the area. With its wings fully extended you could see why this is our National symbol.

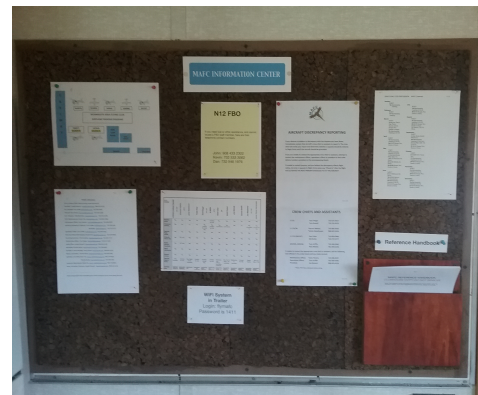
As always, a great trip, good food and some unexpected surprises making it a perfect day!



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

Information Central

The questions such as who, what, why and when have become a lot easier to answer within the MAFC. We now have a directory, a Master Reference Booklet, Ground Crew contact information, a club calendar and more. They were all e-mailed to you and updates followed. But if you want to see it all at once, a new bulletin board has been installed in the trailer and this will be used exclusively as your go-to source for information. The one exception are the Aircraft Problem Reporting cards and they are now in all of the planes.



Spotlight on: Baila Bick



I always wanted to be a pilot, but I never really thought it would be possible. Then one day I saw a coupon on Groupon for 3 flight lessons at Robbinsville Airport, purchased the ticket and that is what put me on the path to becoming a pilot. I am still a student pilot but to further advance my skills decided to join the Monmouth Area Flying Club. This decision was also based upon the fact that N12 is very convenient to get to plus I heard about Janis and I wanted her to be my instructor.

When I started flying I was detailing wall panels at an engineering firm and freelancing as a renderer. I also enjoyed having a hobby that didn't involve computers. I have been flying on and off for about 3 years and now that I joined MAFC I hope to be able to get the experience I need to finish up and finally get my license.

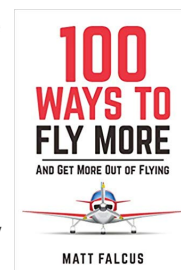
A Good Read: 100 Ways to fly more by Matt Falcus

Are you a private pilot yearning to get more out of your license? Do you struggle to find ways to afford to fly? Are you an experienced pilot who has lost the drive to keep flying and keep exploring the hobby that used to excite you so much?

There are so many great pilots with private pilot's licenses who don't use them nearly as much as they should. Typical reasons include:

- A. I can't afford it.
- B. I don't know where to fly.
- C. I don't have the confidence to try new things.
- D. I don't know how to go beyond my current limits.

100 Ways to Fly More provides about 100 ideas and suggestions to get you back in your plane and up in the sky again.



Raymonde de Laroche by Janis Blackburn

In October 1909, Raymonde de Laroche asked a friend, aviator and aircraft builder Charles Voisin to teach her how to fly. A few days later, she went to the Voisin brothers' base of operations at Chalons, 90 miles east of Paris. Voisin's aircraft could seat only one person, so she operated the plane by herself while he stood on the ground and gave instructions. After she mastered taxiing around the airfield, she lifted off and flew 300 yards. De Laroche's flight is often cited as the first by a woman in a powered heavier-than-air craft; there is evidence that two other women, P. Van Pottelsberghe and Therese Peltier, had flown the previous year with Henri Farman and Delagrance respectively as passengers but not as pilots.

Decades later, aviation journalist Harry Harper wrote that until de Laroche made her celebrated flight on the Voisin, she had only flown once, for a short hop, as a passenger; when she first took the controls, Charles Voisin expressly forbade her to attempt a flight; and after taxiing twice across the airfield, she took off, flying "ten or fifteen feet high" and handling the controls with "cool, quick precision"

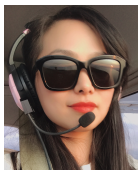


On March 8, 1910, de Laroche became the first woman in the world to receive a pilot license when the Aero-Club of France issued her license #38 of the International Federation.

Raymonde de Laroche

In honor of her leading the way for all women who have followed, March 8th along with being International Women's day is also Int'l Women Pilot's Day.

Carrying this forward, here are the women pilots of the MAFC.



Emily Johnson



Baila Bick



Janis Blackburn



Karen Barbagelata



Hannah Umberger



Isabella DiPlanta



Ann Kuelzow



Sandy Duma

Who are the 99's ? by Baila Bick

The short answer is that the 99s is an organization that was started in 1929 by 99 women pilots and has grown world wide.

In 1931, Amelia Earhart was elected the first President, and the group selected the name "Ninety-Nines" to represent the 99 charter members. Membership was originally opened to women as they became licensed pilots but in recent years membership has been opened to include women with student pilot certificates as well almost all women of achievement in aviation.



Their headquarters, located in Oklahoma City, OK also houses the 99s Museum of Women Pilots and is home to a large archive of records, video oral histories, personal artifacts, collections and memorabilia, and biographical files on thousands of women pilots from around the world. They offer financial assistance through the Amelia Earhart Memorial Scholarship Fund scholarship and the Fly Now Award programs that provide assistance up to \$6000 per person toward primary certificates. There are also a host of other scholarships available through many of their Sections and Chapters. They also provide an online forum and an email based networking forum for members to discuss aviation related questions and for general organizational activities.

Of particular value they have a mentoring program called the Professional Pilot Leadership Initiative (PPLI). This program has three stages that can be completed in 18 months. The program offers one-on-one mentoring with a female pilot working in the field of aviation you wish to pursue at essentially no cost. In addition, help is provided dealing with medical Issues affecting women and their Pilot License, flying into Canada, fundraising Ideas for chapters, and many other services.

If you are interested in this organization, go to their web site www.ninety-nines.org for more information.

Aircraft Problem Reporting Cards

A new set of Aircraft Problem reporting cards has been updated and printed on index card stock. These cards have now been placed in the respective aircraft. What makes these especially helpful is that they are located in the plane and immediately accessible simply by looking in the side or rear seat pouch.


Each card contains very basic and helpful information such as:

1. Which aircraft the card was created for along with a picture of it.
2. A brief description of what to do if a problem is discovered.
3. A listing of who to contact starting with the first person you should reach out to and then others in a specific order.
4. At the bottom of the page is a diagram of where to park the aircraft.

If you cannot locate the card, please contact Charles Burke and a replacement will be generated immediately.

N93KK V2.0

REPORT A PROBLEM & PARKING LOCATION



If you observe a problem or discrepancy with the airplane you have flown, immediately contact one of the aircraft crew chiefs to report it. The crew chief will verify your report and determine whether a squawk should be entered in Flight Circle and if the aircraft should be grounded.

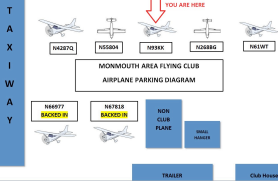
If you are unable to contact the appropriate crew chief or assistant, attempt to contact the maintenance officer, operations officer or president in that order. If unable to contact anyone, and you believe the discrepancy affects flight safety, enter a squawk in Flight Circle when you "Check in" after the flight and ADVISE THE NEXT PERSON SCHEDULED TO FLY THE AIRCRAFT.

Start with Crew Chief ↓

Crew Chief: Darren Mattos 732-991-0025 Please text before calling
Assistant Crew Chief: Girish Mandhwani 908-507-0333 Please text before calling

Maintenance Officer: John Perelra 732-496-0597 or 732-300-5062
Operations Officer: Tom Griffin 732-300-5062
President: Joe Bonacci 908-433-4118

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YOU ARE HERE

A Knotty Problem: By Charles



Creativity can be a powerful tool for solving problems but not when it comes to securing our aircraft. Rather than delve into the dichotomy of improper knots, here is a simple solution. If you are not 100% sure you are tying a plane down properly, just watch this video: www.youtube.com/watch?v=UMITtV80xpY? . If you would like to get in a little practice made easy, there is a knot training board bolted to the end of the trailer..give it a try!



Maintenance Report by John Pereira

N66977-C152. A throttle cable was purchased from AirMods, the repair facility owner flew our Archer back to N12 and replaced the defective component. No other squawks were reported.

N67818-C152. The aircraft was at BP Air for an annual inspection. On the return trip it was reported that the Nav/Comms were inoperative. The crew reported that # 1 Radio would not work, # 2 Radio would receive but not transmit and the Co-pilot's PTT switch was inoperative. I contacted Carl from Three Crowns Avionics and he drove to N12 on Saturday, 8 February, and addressed the issue. He also informed me that the aircraft's original Nav/Comm has not been returned from the Avionics shop where the warranty work is being done. On a preflight inspection, the flaps became inoperative, aircraft was flown to AirMods and issue was addressed. No other squawks were reported.

N4287Q-C172-L. The aircraft was at BP Air for a 50 hr inspection. While there a few squawks were addressed: The Pad heater plug was relocated to the front of the plane for easy access. The instrument lights had a dead short to ground and were repaired. Both mains had flat spots but still meet operational standards. No other squawks were reported.

N93KK-C172-M. The aircraft is at BP Air for an annual inspection.

N268BG-PA28-181. The aircraft was at Ocean Aire for a 50 hr inspection. While there the #2 Nav/Comm was found to be defective, the unit was removed, and it was determined that the repair could not be performed at Ocean Aire. Radio was sent to Aircraft and Avionics Sales in New Cumberland PA for repair, where it was repaired for approximately \$600.00. Unit was installed and has performed without issues. One squawk was entered stating that the 12V power plug was loose and could potentially become a fire hazard. I sent the aircraft to AirMods and the condition was corrected. No further squawks were reported.

N55804-PA28-200. The trim tab was a considerable issue for this aircraft. The electric trim would begin to nose the aircraft forward every time the control wheel was turned to the left. Aircraft was flown to AirMods and the electric trim wiring from the trim switch to the servo had to be replaced. The trim rigging was adjusted and set. The Co-Pilot's PTT switch was replaced as well. No further squawks were reported.

N61WT-C172SP. The aircraft is at Ocean Aire for the engine 25hr break in inspection and oil change. The break in process is complete and we can resume normal flight apps, however we are going to keep the mineral oil for an additional 50 hrs. No further squawks were reported.

How are Airport Codes Determined: submitted by Tom Flieger



Quick, you're taking a flight from EWR to NRT—where are you, and where are you going? Unless you regularly book flights, you might not be familiar with the exact code for each airport. But anyone who works in the travel industry or is a frequent flyer does. (For the record, that route above is a flight from Newark Liberty International Airport in New Jersey to Narita International Airport in Tokyo.) So, how do they decide which random letters to assign to airports?

As the name implies, airport codes are a series of shorthand letters assigned to each airport in the world and are used to easily identify them. Rather than writing out John F. Kennedy International Airport, we can say JFK and everyone knows we're talking about a major airport in New York.

It might surprise you that most airports have two codes. The three letter code is used by airlines to coordinate flight plans and is the one you see on your plane tickets. But there's also a four letter code, and that one is used exclusively by air traffic control. The four-letter code includes a country identifier. For example, EWR would be KEWR with the K identifying that EWR is located in the United States.

Initially, there were only a handful of airports in the world, so codes weren't really necessary. But as flight became more common, more airports began to appear, and it soon became obvious that a system was needed to keep them straight. This happened during the 1930s when flight became more accessible — even though air transportation was still limited to the wealthy.

Officially, there are two governing bodies that assign airport codes to all the airports in the world. The familiar three-letter code is created by the International Air Transportation Association (IATA) located in Canada. This organization is a trade association that focuses on the airline industry and began unifying airport codes in the 1960s. In contrast, the International Civil Aviation Organization (ICAO) is a United Nations subgroup that creates the four-letter codes. The ICAO is more of a regulatory group that focuses on maintaining a unified set of aviation standards for seamless international travel.

For the most part, airport codes are named either after their location (like BOS for Boston Logan International Airport) or after the airport name (like CDG for Charles De Gaulle International Airport in Paris). But there are some instances in the U.S. where this isn't the case.

In the early days of air travel, when codes weren't unified, airports would simply use the same two-letter codes given to their cities by the National Weather Service. When the codes switched to a three-letter system, these specific airports added an "x" to their name. So, airports like LAX and PHX are older locations that used to have two-letter codes.

Perfect examples for this scenario are Orlando's MCO and Chicago O'Hare's ORD codes. Neither one is remotely close to the name of the city or the airport. In both cases, these airports were once military installations. For Orlando, MCO stands for the now-defunct McCoy Air Force Base. For O'Hare, it was the former site of Orchard Field and then later renamed after a World War II pilot, Edward Henry "Butch" O'Hare

Have you ever wondered why CIN isn't Cincinnati's airport code but rather a small municipal airport in Carroll, Iowa? Well, the municipal airport beat Cincinnati to the punch. So, Cincinnati's airport code is CVG. But if we're being honest, this airport is located across the river in Covington, Kentucky. In that case, the airport code is spot on! This scenario isn't unique, as there are plenty of larger international airports with weird codes because a municipal airport claimed a code first.

Other head-scratching airport code explanations focus on which letters begin the code. Most of these rules center around U.S. airports, but a few apply to international audiences as well.

- No N's for domestic airports: For the most part, the U.S. Navy has claimed airport codes that begin with N for their bases. This is why Newark, New Jersey, is EWR instead of NEW.
- No K or W airports: In the U.S. only radio stations can have call signs that begin with K or W. W designates all radio stations east of the Mississippi River while K represents all stations west of the river.
- No Q airports worldwide: Q is reserved exclusively for international telecommunications. So, no matter where you are in the world, you won't find an airport code that begins with Q.
- Canada has the market cornered on Y. Have you ever noticed that all Canadian airports begin with Y? That's by design.
- Z airport codes are rare and are for special situations only.

So, if we haven't given you a headache yet, go forth and research the stories behind some of the funnier airport code names like LOL in Nevada, EEK in Alaska, BAD in Louisiana, and SUX in Iowa!

Early Aircraft Comm Systems by Charles Burke

One of the more interesting comm system used by pilots involved a low tech one-way approach, homing pigeons! Many years ago I actually talked to a pilot who used this system and it was not only simple but totally free of power failures, unless hawks were in the area.

The birds themselves, while effective, did have a limitation. They would only return to the location that they had been raised in. These were homing pigeons, a fast flying creature with an uncanny ability to find its way home even when released from an aircraft. Flights as long as 1,100 miles have been recorded by birds in competitive pigeon racing. Their average flying speed covering a moderate 600 miles distances is around 60 miles per hour. They have also reached speeds of up to 100 miles per hour have been observed in top racers flying over short distances.

Jumping ahead to the adoption of radio, this also is not what most people might imagine, that is talking into a microphone. Radio was still in its infancy and for voice communications, heavy equipment was the order of the day. Making matters worse, the units required tubes and that meant several different type of voltages. In fact, most old radios had an A, B and C battery! Together the weight was prohibitive. But code transmitters were relative simple and only required a strong battery.





Answers to the test:

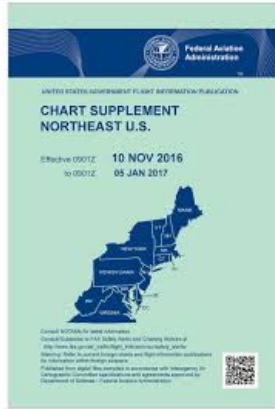
- a. There are two magnetos because they create a more efficient burning of fuel and in the event one should fail the other will keep the engine running.
- b. The maximum drop is 125 RPM.
- c. The maximum differential is 50 rpm.



Until further notice, all MAFC meetings and activities have been



Congratulations to Janis Blackburn on her appoint to the position of the MAFC Safety Officer



Do you use the FAA Chart Supplement reference book? Did you know that you can purchase the latest issue at KBLM. Just stop in Building #1



Congratulations to Jon Ryan for passing his multi rating on Saturday March 14th. He is really making great progress toward a career in aviation.



Announcements



Horizon Airways tried to amp up their in-flight entertainment.

Top 5 fliers in February

PILOT	HOURS FLOWN	ACFT
Bill Butler	11.2	Arrow, WT, 818
Thomas Griffin	10.8	Arrow, Archer, WT, 87Q, 818
John Boland	9.3	Archer, 87Q
Emily Johnson	8.8	Archer
Kyle Guilbeaux	8.6	Archer, KK

Takeoffs are optional but landings are mandatory

