

THE MAFC NEWS FOR MAY 2020

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MONMOUTH AREA FLYING CLUB

Club Meetings
Suspended until
further notice.



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Dealing with the 6 Month Check Ride and a Virus by Joe Bonacci President

Trying to juggle the need for 6 month check rides, the epidemic, and availability of CFIs, it was realized that staying the course would not work once the restriction are lifted. The BOT took a great deal of time to examine this issue in an attempt to generate a temporary solution to the impending personnel bottleneck.

After a great deal of discussion, a plan was developed that will attempt to balance out the need to provide a safe environment for our members while also opening the door to a resumption of opportunities to resume active flight. While this was posted in my General Membership Meeting e-mail, it was felt that it deserved to be reposted.

Given the ceasing of all flight operations the issue then is currency with regard to 6 month check rides. Hence, a rule adjustment was made to compensate:

“The pilot must have flown at least once in the past 6 months and had a MAFC flight review or an FAA check ride for a new certificate or rating, or completion of a FAA Wings training program that will also satisfy the annual flight review requirement in the previous 12 months. This can easily be verified on the Members Page in the column marked LAST DEPARTURE. They must be current by all FAA standards (current medical and BFR), which is also available on Flight Circle.

This operational adjustment is to EXPIRE JUNE 1, 2020”

Building Maintenance by Greg Gelnow:

Periodically, our clubhouse has to be inspected for many non-flying issues and one area is the roof. A recent survey uncovered issues where serious ceiling leaks could have occurred. To prevent damage to the equipment and furniture, steps were immediately taken to correct the problems. Almost all were located around structures protruding from the roof or along the edges. Armed with patching materials, these issues were resolved and the structure now retains a watertight canopy.

Another, and less pressing issue, involved the reattachment of the backup key box just to the right of the door. For those who are not familiar with this box, inside is a key to the main door. It basically is a backup system should the batteries in the pushbutton lock fail.

The real problem, and why the box was uprooted, was in the combination lock. Turning it to the same code as that on the door, would not allow you to open it no matter how hard you pulled. A good cleaning solved that problem and the entire unit was reattached.



Backup Key



← Before

After →



Greg Gelnow



Test:

Except when necessary for takeoff or landing, what is considered to be minimum safe altitude for all flight situations? Over congested areas? See Answer on Page 6

Aircraft Utility Bins: by John Pereira

So that we can begin to standardize the support materials in each aircraft, I have created a package of important items and these are now stored in a clear plastic bin. Each aircraft has one and it can be found in the baggage area or behind the seat. There may be additional items included as the need arises.



Contents will include:

1. Funnel
2. Oil
3. Window cleaner
4. Oil rag
5. Window rag,
6. Documents

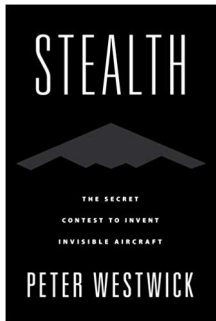
The Luftbruecke Today submitted By Art Templeton

Throughout modern history, it is aviation that comes to the rescue in times of crisis and this is no exception!

<https://www.youtube.com/watch?v=uhqOZnGMUDw>



A Good Read: Stealth by Peter



On a moonless night in January 1991, a dozen U.S. aircraft appeared in the skies over Baghdad. To the Iraqi air defenses, the planes seemed to come from nowhere. Their angular shape, making them look like flying origami, rendered them virtually undetectable. Each aircraft was more than 60 feet in length and with a wingspan of 40 feet, yet its radar footprint was the size of a ball bearing. Here was the first extensive combat application of Stealth technology. And it was devastating.

Peter Westwick's new book illuminates the story behind these aircraft, the F-117A, also known as the Stealth Fighter, and their close cousin the B-2, also known as the Stealth Bomber. The development of Stealth unfolded over decades. Radar has been in use since the 1930s and was essential to the Allies in World War Two, when American investment in radar exceeded that in the Manhattan Project. The atom bomb ended the war, conventional wisdom has it, but radar won it. That experience also raised a question: could a plane be developed that was invisible to radar? That question, and the seemingly impossible feat of physics and engineering behind it, took on increasing urgency during the Cold War, when the United States searched for a way both to defend its airspace and send a plane through Soviet skies undetected. Thus started the race for Stealth.

Weather Data



With the AWOS inoperative at N12, and one wind-sock in tatters, the best that most of us can do is tune into the reporting system at KBLM, KWRI or KMJX to obtain the basic information. If N12 were out in a Midwestern cornfield, this would probably surface as a somewhat reliable source for core data. But where we are located, on-shore breezes can create complicated wind patterns that are further distorted when they pass over the trees especially when landing on runway 24.

With no relief in sight, a remote sensing weather station has been donated to the club and was recently installed by Greg



Greg Gelnaw

Gelnaw. The unit currently is sitting on the desk next to the printer but may be repositioned in the near future. This unit provides inside/outside temperature, relative humidity, wind speed and direction.

Lost & Found



LOST AND FOUND

With the club house practically empty of members, this might be a good time to stop in and take a look in the Lost and Found box that is just to the left of the refrigerator. A quick perusal revealed a number of glasses as well as cases but also parts to portable equipment. In the case of the glasses, several looked like they were prescription grade.

Spotlight On: Navin Ohri

My involvement with aviation began only four years ago but the level grew rapidly since taking that first step. But the desire began a long time before that and extends into childhood I have always wanted to fly. I loved watching fighter jets fly by and always thought to myself what the world would look like from 20000 ft. However growing up in India it was an extremely expensive hobby so I just gave up and moved on with life. I came to the US I realized that dream could be fulfilled but the cost was enormous so I couldn't begin training. However I wasn't ready to give up. After some trial and tribulation in my personal life, in 2016 I finally decided it was time to pursue my passion. I started training as a part-time student and hence it took me a while to get all my certification. Nevertheless I reached my goal.

The actual training took place in several locations. I have flown to a couple of places - Linden, Morristown, Trenton, Lakewood and Little Rock (Arkansas). For training I used the Cessna 172 and the Piper Archer/Warrior out of Morristown, Trenton and Lakewood. I did my first solo cross country out of Morristown. The winds were 10G15 and then on my way back it picked up to 22G30. I was very nervous coming in for landing(even though it was almost a headwind) and I was prepared to do a Go around and go to an airport with a direct headwind. Morristown Tower was very helpful and let me pick the runway and vectored me safely in. Fortunately I landed and felt triumphant after a bumpy ride. It was a good confidence booster.

During the time in training, I have flew with over 40 Instructors and each one had something unique to offer that helped tremendously. There were of course conflicting opinions that one had to take with a grain of salt.

Then in December of 2019, I joined the MAFC and shortly thereafter became a CFI and am now working towards my CFII. At this point of time I have flown Piper - Archer/Warrior/Cherokee,Cessna 152 and Mooney. Altogether I have logged about 450 hours and look forward to resuming flying as soon as the restrictions are lifted.

On a personal note, I was born in India and came to the US in 1998. My family is settled in India. I'm an Electrical and Electronic Engineer by education and have had some diversified professional experience. I'm currently in Information Technology working as a Systems Analyst and was a Real Estate Agent for 10 years before this. I have sold over 150 homes in Detroit MI and about 15+ in San Diego. But my Real Estate License has expired.

I have received a few accolades when I was an IT consultant working for Chrysler in Detroit MI. I have also received the Top Producer award in my Real Estate office located in Detroit ReMax Advantage and Coldwell Banker in 2008 and 2009.

Before closing, I have some advice for those in training. I would have them ask to first figure out what's motivating them to fly. Based upon their goal they should spend some time with an experienced pilot or senior Instructor to find the most economical and efficient way to pursue their training that will help accomplish their goal. They should be mentally prepared for a lot of ups and downs but eventually they will get there :).

Maintenance Report by John Pereira

N66977-C152. Aircraft failed magneto check on Run-Up, Air-Mods will come to N12 and address the issue. Magneto overhaul is due in 17.7 hrs. No other squawks were reported.

N67818-C152. Co-pilot's PTT switch is inoperative. No other squawks were reported.

N4287Q-C172-L. Aircraft was at Air-Mods to repack front nose strut. No other squawks were reported.

N93KK-C172-M. The aircraft was at BP Air for an annual inspection. After aircraft returned to N12 it was noted that the vacuum gauge read low even when at high power settings. Aircraft was flown back to BP Air and Vacuum pump was replaced. No further squawks were reported.

N268BG-PA28-181. The aircraft will go to AirMods for a 50 hr inspection. While there a few squawks will be addressed: the copilot's PTT switch works intermittently; attitude indicator is off by 5 degrees; trim wheel is hard to move. No further squawks were reported.

N55804-PA28-200. No squawks were reported.

N61WT-C172SP. The aircraft will use mineral oil for an additional 25 Tach hours. On a cross country flight, the pilot suspected that the ELT was broadcasting the emergency signal. Pilot landed at Millville and unit was checked and found to be operating properly. Rotating beacon was reported to be inop. No further squawks were reported.



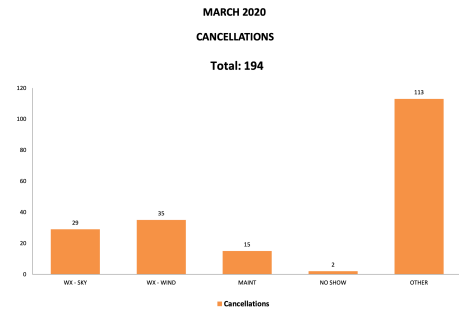
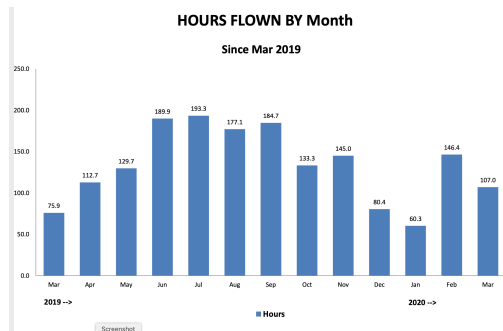
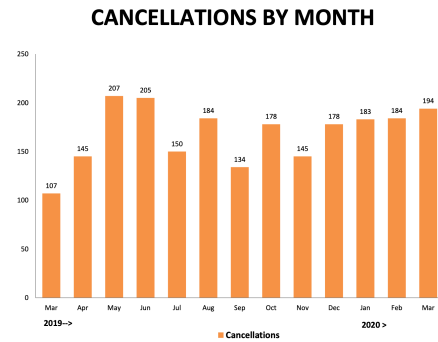
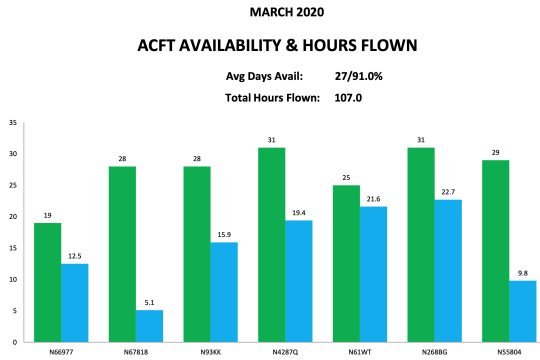
We flew 107.0 hours (Hobbs); 40 hours less than last month, 25 hours more than March 2019.

Total cancellations were about the same as most months, but pilots attributed 54 cancellations in March to the coronavirus situation.

As you know, we've broken down weather cancellations between sky condition and winds - March wind cancellations exceeded sky condition cancels 35 to 29.

Thanks to the folks who have gone to the airport to make sure the airplanes are secure - they've been blown around slightly in the strong winds we've seen recently. Can't wait until we get back to some kind of normal and enjoy flying our airplanes again.

Be healthy and be safe.



Inactive Engine Issues by John Pereira

You may see aircraft sitting idle and unattended for prolong periods of time at N12, but what you do not see is the damage taking place within the engine itself. This unseen insidious corrosion arises from oxides that are forming on parts no longer being bathed in oil. Unlike automobile engines that can tolerate periods of sitting idle, aircraft engines can and do sustain significant damage from corrosion.

For those interested in this subject, Lycoming has issued a Service Bulletin No 180B, on this specific topic. After reviewing it, and consulting with Dan Coles, it was decided to take preventative steps to deal with this problem. This resulted in the creation of planned, but limited, activity during which our aircraft will be flying only in a predetermined set of conditions. All of the activities basically will be confined to the area around N12 and most involve takeoff and landing flights from the pattern. By doing this, your aircraft will be ready to fly as soon as the restrictions have been lifted.

Field Cameras

A member has reported that the field cameras are once again working allowing those in the trailer to see the ramp and runway. But, as of this time, information on access to the video feed by all members linking up on line has not yet been provided.



The new, only to N12, trailer has been dropped off and is currently straddling the fence awaiting assembly and lockdown. Once in place, the utilities will be connected and entrances attached on both front and back. For those who experience toilet issue during the winter months when pipes would freeze, you will be relieved to know that a new water pipe will be installed below the frost line running directly from the street.

Once in place the big question will be how the interior will be subdivided. It is currently divided into several rooms and the previous occupants left a few reminders that they were in it before us. Then there is the elephant in the room, when will it be operational. We hope that it will be open for business soon, it would be a major step in the right direction for everyone who uses the airport. Now what about that windsock????



Buy/Sell/Trade

With the gift giving frenzy now in the rear view mirror, you might want to survey your aviation related related equipment and discover older items that you no longer need. If that is the case, why not consider offering them for sale or trade to other club members? What if Santa came up short and you need something? Maybe another club member may have what you need and is willing to part with it. If any of these situations sounds like a good idea then just contact me and it will be posted in the next newsletter..for free!

MAFC Activities Committee Update by Charles Burke



With the recent and dramatic increase in the size of the Activities Committee, a great deal of progress has been made in a number of areas. Here is a synopsis of just a few ranging from the 50/50s to possibly acquiring a club drone.

A major driving forces behind a number of projects has been a cooperative that has formed between the MAFC, the Jersey Aero Club and the EAA Chapter 898 based at KMJX in Ocean County. Brain-storming sessions have been held to create a pool of ideas that, if implemented, would address a wide range of activities geared to safety, facilities improvement, aviation in general and social events along with much more.

One idea that came up was to add a drone to the club's aircraft fleet. This would be a small unit and used strictly for recreational purposes. Some research was conducted and a presentation make at the last BOT meeting. This produced a number of issues that required additional research and that has been an ongoing process because it turned out to be a bit more complex than originally envisioned. One main topic was that of liability insurance since the club would be the owners. of the drone In the process of doing the research, it was found that there were only a few firms who offered liability coverage to clubs that owned drones. But with that taken care of, it is now on to Rules & Regulations, training and a number of other topics. Hopefully, many of these issues will be addressed in the near future.

At the other end of the spectrum, the 50/50 will be returning to club meetings. The raffle tickets have been obtained so once we are back to regular meetings it will be your opportunity to hit pay-dirt!

A recent idea, that is now on its way to completion, is to add a picnic table outside of the trailer so that members can sit and enjoy the fresh air in an unconfined space. But we will not be alone because the Jersey Aero Club will be placing one of their own in the same area. Also, a barbecue grill may be added so that, from time to time, you can enjoy fresh grilled food. This suggestion came from Tom Russel so hats off to him. :-)

The original plans for the \$100 Hamburger runs are all set and in place so once restriction are lifted, it will be possible to again enjoy the epicurean delights that can be found in and around our state (plus) area.

Another in-place set of events are trips to both the KEWR's ATC tower and the behind-the-scenes tour of Newark Airport. If you have not been on this tour before, it starts in the original terminal building and then takes you to the far reaches of the airport. This beautiful building was saved from the wrecking ball and is now located in the northwest area of the property. Assurance had been given by both the FAA and New York/New Jersey Port of Authority that our original plans would be reinstated with new target dates.

Answers to the test:



- a. In general areas="An altitude allowing, if power unit fails, an emergency landing without undue hazards to persons or property on the surface." Also, 500 ft. above surface.
- b. Over congested areas= "1000 ft. above highest obstacle within a radius of 2000 ft of the aircraft."

Inspiring Video! by Dave Pathe

As a result of the virus and significantly reduced commercial air traffic in our area, a GA pilot was able to accomplish the impossible feat of going to EWR, LGA, and JFK all in one flight! Take a look at this excellent video on AV Web and listen to the communications with ATC. Enjoy!

<https://www.avweb.com/aviation-news/experimental-pilot-visits-newark-la-guardia-and-jfk-in-one-flight/>



Until further notice, all MAFC meetings and activities have been cancelled.



Top 5 fliers in March

PILOT	HOURS FLOWN	ACFT
Patrick Milando	15.0	Arrow, WT, 87Q, 977
Brandon Bjelka	8.2	WT
Kyle Guilbeaux	8.2	Archer
David Carson	6.6	87Q
Israel Plonczak	4.7	87Q, KK



Takeoffs are optional but landings are mandatory

