

THE MAFC NEWS FOR JULY 2020

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MONMOUTH AREA FLYING CLUB

Club Meetings
Suspended until
further notice.



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The Arrow May Be Quivered

N55804, The Piper Arrow, was registered to the club in March of 1999 and was acquired to fulfill an important roll for the club, the need to have a “complex” aircraft. This term refers to a plane that can have any combination of features such as an adjustable pitch prop and retractable wheels. At that point in time, those wishing to pursue a commercial endorsement had to log time in a complex aircraft and this fit the bill.



Over the two decades that have passed, the Arrow has been flown by countless members but, like with all things, the times have changed. One of the biggest changes has been brought about by the FAA regarding the definition what constitutes a complex aircraft. These changes opened the door to a different criteria that no longer limited it to what the Arrow had to offer.

But a second major factor came to light when the BOT recently commissioned a review of each aircraft’s financial picture. Factored into the picture were hours flown, income generated and the cost of maintenance. So what started out as a straight forward approach to dealing with one aircraft soon evolved into a much more complex picture. Issues arose about other high maintenance aircraft, their age, when overhauls are going to be needed, etc. This inquiry yielded a number of very well thought out paths to explore and the BOT will be looking at them all before any decisions are made.

When it comes to the Arrow, it was decided to conduct a survey involving those who fly this aircraft. A number of options were included in the survey but as of this point in time, The responses are still being evaluated.. As more data is captured the picture will become clearer and decisions will be made regarding our entire fleet.

The New Chief Flight Instructor



With the retirement of Frank Fine, both a seat on the Board of Trustees and the Chief Flight Instructor positions needed to be filled. When it came to the Chief Flight Instructor, the BOT realized that there were a number of highly qualified candidates so a vetting process was developed to aid in the selection.

A careful examination of the candidates revealed different perspectives on how to handle this important responsibility. After much debate, Javier Perez Hernandez was chosen by a majority of the BOT to fill the position. Javier has been with the club since December 2016 and has risen up through the ranks and now holds CFI/CFII/AGI ratings

We wish Javier well and hope to see him play an ever increasing role as a leader of this group of talented CFIs

Test:

When two aircraft are approaching each other head on, in which direction should each pilot alter course. See Answer on Page 6



ON DISTRACTION by: Parvez Dara, MD, ATP, Master CFI, Gold Seal.

“In the event you find yourself distracted, focus!” There is a certain hilarity in that statement, if one allows it to congeal in between the ears. If you are distracted, how do you know you are distracted, since distraction has got you trapped in its realm.

To illustrate that point let me tell you a real happenstance that occurred recently. On a clear day when the blue is all blue and not a spot of moisture hangs in the air, I decided to get three more Instrument Approaches under my belt to keep the currency in my proficiency, current. Tagged with a copilot, of many thousand hours in various Air Force jets and large aluminum bodied airlines, sitting beside me, I donned the “foggles” and off we went severing the surely bonds. Yup I had this. Immediately apparent to anyone inside the aircraft and probably those on the ground looking up, it was clear that I was a bit rusty. It took all of 10 minutes or more to clear those phugoid-oscillations that were human induced and had nothing to do with aircraft aerodynamics and forces of nature. The lesson was quite stark; the moment practice ceases, and the effort becomes an object of striving, it becomes subject to unhealthy distortions. As time would have it, turbulence made way for smooth air. My safety pilot let out a soft sigh, and I heard it loud and clear. No words needed to be said.

But that was not going to be the end of it. I had requested the ATC for a RNAV approach to Runway 31 into KACY and had been granted. Vectoring a long downwind over water was not my favorite thing especially at 2000 feet, but the controller had control. My safety pilot, probably seeing my struggle, suggested I use the Flight Director to make it easier on myself. Hmm... he must really think I stink at this instrument thing, I thought. So, I pressed the FD button on the Garmin box and the Command bars dutifully popped up on the PFD. I protested a bit, protesting that using FD is akin to cheating. But, I thought, why not since, the rust was defining itself in large patches. I surmised that flying the Flight Director, would make it easier on me and might impress him a bit. I figured the sharper sense of discomfort would quickly interweave with the bliss of past expertise and render my inadequacy moot. The sense of this relatedness was short-lived, however.

I had the Command Bar pegged to the FD and sailing along towards the final approach fix. I dutifully pulled the Manifold Pressure to 18 inches, RPM was at 2400 and the airspeed slowed to a comfortable soft drone. Everything seemed whole again. My currency had aligned itself with proficiency. The final approach fix came, and I kept flying the Flight Director, enamored and comforted by the ease of automation. Another mile went by and I realized that I had failed to put the gear down just before the final approach fix. Oops, so I did (more than a bit later). I heard a distinct throat clearing cough from across the aisle. Damn, I thought this was a terrible exercise in progress. I needed to fix this quick. Mumbling my displeasure at my own actions, I resolved to be more precise. That expanding idea. The resilient thought. The continuous play of motion in a 3-dimensional universe made all the more real the initial collapse of action. The desire to fix what had been broken seized upon my nerves and now my multiple thousand hours melted away and I felt I was back in training. I realized that the Glide Slope Indicator had drifted down to the lower end in accordance with a required missed approach. Damn! it was getting worse by the minute.

“It’s a Missed Approach!” I croaked. “Yes,” is all my copilot said as I flew over the Runway at 1500 feet. What happened? Is all I could think about. Common sense and Reason eventually unveiled causality, as they did. Distraction had membered itself to my mental faculties. The suggestion of using the Flight Director when used by itself, will register stability in the Pitch and Roll mode only for the current flight path (straight and level prior to the faf) according to Garmin. If I had pushed other buttons as I do all the time, when flying the Auto-Pilot, namely the Approach mode button, the FD would have taken me through the vertical descent as well. Automation has it’s, “If This Then That” moments and linearity of thought and action is what the black boxes seek from the pilot in conducting their affairs. None were apparent here, cobbled together in a ball of a single fixated distraction.

Total dependence on automation without careful monitoring-with-expectation is like tranquilizing oneself with certitudes of hope. A cluttered mind fails to register intentions akin to throwing pebbles in a stormy sea. Distractions clutter the mind and simple but necessary actions go unheeded.

Looking at Accidents and Incidents related to Approach and Landing Distractions;

1. 72% are acts of Omission,
2. 63% acts of crew lack of coordination,
3. 52% from situational awareness and
4. 45% slow reaction.

All of these were in force at that RNAV approach I detailed above. All of them!

And Factors related to such events are:

1. Communications in 50-68%,
2. Head down activity 22% and
3. Response to anticipated Activity or situation 14-19%.

Again, all these factors were also at play in the above scenario. My total abdication of authority to the use of the FD without the anticipated need for additional inputs caused the Missed Approach.

Continued

How could it have been better?

1. Sterile Cockpit technique and not heeding to the use of FD during the vectoring phase without briefing myself.
2. Using a Checklist for the type of Approach.
3. Monitoring and scanning all data rather than fixation only on the FD.

Number 3 is of importance since our brains function to the laws of Recency. We are asked to repeat instructions to the ATC for the sole reason, a) we heard the correct instructions and b) we remember to input the instructions correctly in the black boxes. The short-term memory lasts in the brain for 15-18 seconds. Repeating the instructions fortify them for a bit longer. Otherwise we resort to "Say again." In this case the suggestion to use the Flight Director at the "last minute," was the culprit that brought the entire universe of thoughtful actions to a halt.

A few thoughts to keep in mind:

1. Conversation is a powerful distracter...keep it to a minimum
2. "Head-down tasks" during flying are distracting, especially in IFR conditions and disorienting.
3. Defer all Non-Critical activities
4. Consider any interruption as a RED FLAG.

First Aid Kit

During a recent survey of the trailer, Joe Bonacci noticed that we did not have a well stocked and accessible First Aid Kit. Acting upon the deficit, he purchased and donated one. The new kit is centrally located in the trailer and can easily be taken off the door by pulling the handle up and away. Thank you Joe!



A Really Brief History of MAFC by Frank Fine

(Frank, has offered to pen a series of short articles that provide a peek behind the curtain of the MAFC's past. This article is an introduction to the very beginning of MAFC.)

In 1985, the US Army grounded the military linked aviation club, not only at Ft. Monmouth, but all such clubs throughout the country. The most upsetting thing was they even took aircraft that the club had purchased on their own and this included a Piper Cherokee! Not only were the club members upset but so was General Shulkey who was in charge of the aviation program.

Now orphans, and no longer tied to the military, the club obtained the help of a lawyer and was incorporated as a non-profit. The search for a home airport took the group to KBLM (Monmouth Airport) where they had a room and expanded the fleet into include 2 Cessna 152's, (one red and one blue). Ed Brown, the owner at that time, welcomed us with open arms.

But all was not good at this location because a business already at the facility was giving flight lessons and demanded that she would be the only person allowed to operate as a source for instruction. Rubbing salt into the wound, she wanted to use our aircraft.

This could not be accepted so the MAFC divided it's fleet with some planes heading to Marlboro Airport which is no longer in existence) and Lakewood. Not having any real clubhouse, those heavy blue boxes that you see around our fleet and trailer, became the depository of all things that were MAFC. But Marlboro had an ultra short runway plus there was a group of corrupt politicians who wanted to get rid of the airport and use the land for development, but that is another story. Along the way, a Beechcraft Sundowner was added and, it has to be noted, we never went into debt. So the club then moved all of its aircraft to N12 and found its first home in a rented trailer.

Oil Temp & Pressure Gauge in KK

The new combination oil temperature and pressure gauge in 93KK will make it much easier to monitor these two important measurements. The small switch allows you to toggle between the pressure and temperature reading as shown in the window. But the two semi circular LED displays allow you to see both reading at a glance! On the left is the Oil Pressure and on the right is the Oil Temperature—no toggling required—!



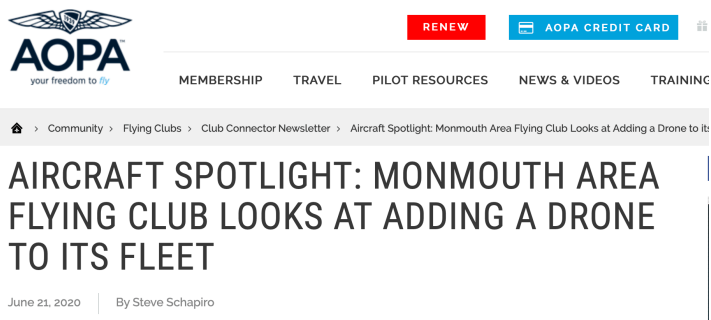
MAFC and AOPA NATIONAL OVERAGE ALL IN ONE!

For the Monmouth Area Club to receive national attention via AOPA is something to be very proud of but wait, there is more!! The MAFC scored a double header with two major articles that just appeared in the June 21, 2020 issue of AOPA Club Connector. One article covers our emerging drone program and the other highlights our use of Flight Circle. Here are brief overviews of both along with links that will take you directly to the articles

Drone Program & AOPA

While progress on implementing the MAFC drone program has been slow, it did catch the eye of AOPA. This resulted in an article that appeared in the June 21 AOPA Flying Club Newsletter which describes the developmental process that is now taking place. Charles Burke was interviewed for the piece and provided the information used by AOPA's writer Steve Schapiro with the information needed. The article can be found at:

<https://www.aopa.org/community/flying-clubs/flying-club-newsletter/2020/june/21/aircraft-spotlight>



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MEMBERSHIP TRAVEL PILOT RESOURCES NEWS & VIDEOS TRAINING

Community > Flying Clubs > Club Connector Newsletter > Aircraft Spotlight: Monmouth Area Flying Club Looks at Adding a Drone to its Fleet

AIRCRAFT SPOTLIGHT: MONMOUTH AREA FLYING CLUB LOOKS AT ADDING A DRONE TO ITS FLEET

June 21, 2020 | By Steve Schapiro

The aircraft spotlight usually looks at a specific type of plane that is less common than the traditional Piper Cherokee or Cessna 172/182 that a club might consider adding to its fleet. This month we take that concept just a bit farther and look at what it might be like to add a drone to a flying club.



One club that is exploring adding a drone is the Monmouth Area Flying Club (MAFC) based at Lakewood Airport (N12) in New Jersey. The club in its present form was founded in 1985, but had its beginning as a military flying club as part of Fort Monmouth. Today MAFC has about 160 members and operates seven aircraft – two Cessna 152s, three Cessna 172s, a Piper Archer and a Piper Arrow.

At the end of last year, the club had a change of leadership on its Board of Trustees, including the election of a new president, Joe Bonaccio. A few changes took place immediately, including reaching out to the Jersey Aero Club, another flying club based at Lakewood Airport that has been in operation since 1938. MAFC member Charles Burke met with Jersey Aero Club Vice President Jeff DuBois and another person to brainstorm ideas on how to make the clubs more relevant and to look at things they might work on together.

One of the ideas was to add a drone to the Monmouth Area Flying Club. "Every time you turn around it's drones, drones, drones," Charles said. "All these wonderful things are happening with drones."

He noted that the military is increasingly using remote-piloted aircraft and asked, "Why don't we offer this to our members?"

Charles formed a small committee with three other members, with only one that had any experience with drones. The others, including Charles, "knew nothing about drones," he said. "In one way, it was good. I had no idea, so I had to ask questions about everything."



The result was a thorough document outlining some reasons the club might want to add a drone, what would be required for a member to operate it, and possible costs.

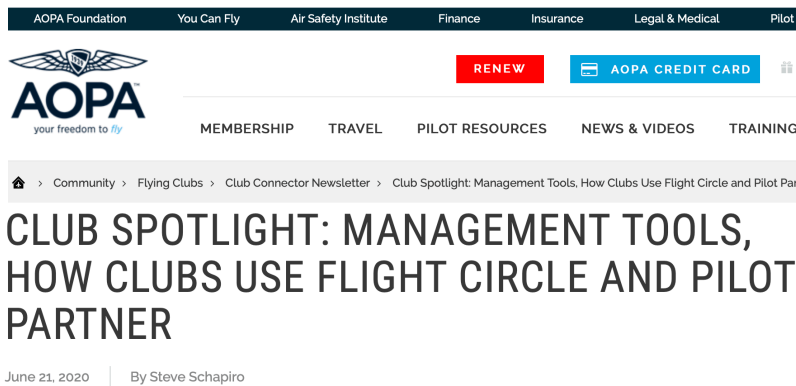
Why would your club want to add a drone?

The first question your club might ask is why would you want to add a drone to your fleet? For one, it's an inexpensive way to fly—even though it may not be flying as you normally think of it. It is an area of aviation that has generated a great deal of interest and is expanding at a tremendous rate—which means having a drone in your club could attract new members, particularly younger ones. But it also might be a way that existing members who are concerned about maintaining a medical could continue to fly, Charles said.

MAFC / Flight Circle & AOPA

SAMPLE PAGES

The use of Flight Circle to manage our fleet and membership information is the focus of the second article that appeared in the June 21, 2020 issue of AOPA Club Connector. In this article Joe Bonacci worked with the AOPA writing staff to describe the scope and depth of the Flight Circle program that we have now been using for several years. Each key activity is covered highlighting the attributes of the system that has evolved as our needs and conditions changed. The article can be found at <https://www.aopa.org/community/flying-clubs/flying-club-newsletter/2020/june/21/club-spotlight>



AOPA Foundation You Can Fly Air Safety Institute Finance Insurance Legal & Medical Pilot

AOPA your freedom to fly

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MEMBERSHIP TRAVEL PILOT RESOURCES NEWS & VIDEOS TRAINING

Community > Flying Clubs > Club Connector Newsletter > Club Spotlight: Management Tools, How Clubs Use Flight Circle and Pilot Partner

CLUB SPOTLIGHT: MANAGEMENT TOOLS, HOW CLUBS USE FLIGHT CIRCLE AND PILOT PARTNER

June 21, 2020 | By Steve Schapiro

Last month we took a look at the topic of flight club management tools and some of the features that can automate many of the administrative functions necessary to run a club. This is the first of two articles in which we talk to clubs that are using the different programs to get a real-world perspective on the four products featured last month – Coflyt, Flight Circle, Pilot Partner, and WhenYouFly.

There are far too many features and nuances of each product to fully describe them. The underlying fact is that all of these products provided benefits that are useful to a club. Determining what would be the best fit for your club depends on what aspects of the management software is most important to you.

The Monmouth Area Flying Club has been using Flight Circle for a number of years to manage its fleet of seven aircraft based at Lakewood Airport (N12) in New Jersey, and the Lockhart Flying Club based at Lockhart Municipal Airport (50R) near Austin, Texas has been using Pilot Partner for the past year to manage its two aircraft. The presidents of each club, Monmouth's Joe Bonacci, and Lockhart's Mark Needham, took some time to share what their club likes best about the software they use.



Flight Circle – Monmouth Area Flying Club

Flight Circle has been on the market since 2014 and has continued to evolve and add more features over time. It has a mobile responsive design so the web site is optimized for any mobile device, such as a phone or tablet. There is no app to download. It brings maintenance, billing, and scheduling into one system. A logbook feature is being developed and expected later this year. It costs \$10 a month for each aircraft and allows an unlimited number of users.

The Monmouth Area Flying Club (MAFC) was founded in its present form in 1985. It has about 160 members and operates seven aircraft – two Cessna 152s, three Cessna 172s, a Piper Archer and a Piper Arrow. Club President Joe Bonacci said MAFC has been using Flight Circle for about eight years. The club had used another scheduling software and switched because Flight Circle "was supposedly a better way to do things, and it is."

Spotlight on: Mark Sheprow

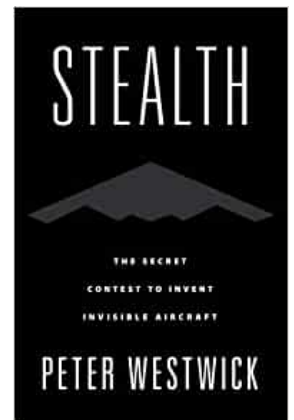


I mowed lawns as a kid for spending money. One of my customers had two sons about 12 or 13 years older than me, one who went into the Navy, and the other into the Air Force. Both flew, both went to Viet Nam, and after their military service, one flew for Eastern and the other for United. I watched their progression, and by high school knew I wanted to be a pilot. I took the Air Force route, and after finishing flight training, flew 6 years active duty and 19 more in the Reserves, all of it on C-141 Starlifters (cargo planes) at McGuire AFB. In 1981 I was hired by New York Airlines, flying DC-9s/MD-80s out of LaGuardia, which merged into Continental Airlines in 1987 (MD-80s, B737s, B757s, B767s and B777s), and then into United Airlines in about 2013. I got involuntarily retired by the "age 65 rule" in 2017. Most of my career was spent flying out of Newark.

In all that time, I had about 25 hours of Air Force training in the Cessna 172 time in 1973, (soloed, but no license), and then maybe 40 more fun hours in Single Engine Land in the late 1970s, mostly 152s from Colts Neck. Marriage and kids ended that flying! I knew I'd miss being in a cockpit after retirement, but wasn't looking for a job doing it, so my goal is to get back into single-engine GA. I can tell you all about how to fly big jets IFR from one Class B/C airport to another, with one knob per engine, on autopilot, with auto-throttles and auto-brakes and auto-spoilers to stop after auto-landing, and yaw dampers so you don't ever have to step on a rudder, and 1 or 2 or 3 copilots all confirming that the automation is working ok, while drinking coffee until it's time to get vectors to the ILS final. But I can tell you next to nothing about flying small airplanes at low altitude, or how props work, or all the things that can go wrong or require attention in the one prop engine environment. I figure the best way to gain the knowledge and perspective to be a safe and competent pilot in small airplanes, is to join a flying club, fly regularly, and learn from a lot of people who know this side of flying a whole lot better than me. I'm looking forward to being here!

A Good Read: Stealth: The Secret Contest to Invent Invisible Aircraft by Peter Westwick

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.



FAA FAAST Team

There is an endless supply of aviation sources and resources that have important information to help you fly safely and efficiently. But did you know that up to date and accurate aviation directives such as TFR, educational programs, airport information, etc can be literally sent to your computer, phone or tablet. Here is an example:

"Secrets to Prepare for and Pass the New FAA/ACS Instrument Rating Checkride and IPC"

Topic: Pass your Instrument Rating Checkride emphasizing the new ACS language of risk management. On Monday, December 30, 2019 at 18:00 Central Standard Time (16:00 PST, 17:00 MST, 19:00 EST, 14:00 HST, 15:00 AKST, 17:00 Arizona, 00:00 GMT)

To gain access to this, and a great deal more valuable information, just sign up for the FAA FAAST Team at <https://www.faasafety.gov> Once you are registered, go to the PREFERENCES page and check off the data that you wish to receive. You can also work to develop your skills and knowledge base by enrolling in the WINGS program. Of special value is the fact that by achieving a prescribed level, you are exempt from taking the BFR (Biannual Flight Review)



Announcements

Neil Linzmayer recently earned his Sea Plane rating in Florida. If you fly with Neil, be patient when he tries to pump water out of the pontoons. Congratulations, Neil!

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



Patrick Milando, Broadway musician extraordinaire, earned his Commercial Pilot certificate



Alex Justo passed his CFI Check ride with Bill Wheaton on 5/14/2020 He was also approved by both JAC and MAFC to be a CFI.

Top fliers in May

PILOT	HOURS FLOWN	ACFT
John Pereira	1.1	Archer
Bill Butler	1.0	WT
Stephen Weinberg	0.6	87Q
Israel Plonczak	0.5	KK

Takeoffs are optional but landings are mandatory



With a bit of help from his uncle's skywriting business, Dale was able to pass the geometry final.

