

## Club Meetings

Board Of Trustees:  
7:00 PM 8/6/20  
Club House

General Meeting:  
9:00 AM 8/15/20  
CAP Building

## MONMOUTH AREA FLYING CLUB



**Mark your calendar, on Saturday August 15, 2020 the MAFC General Membership Meeting will be held on the front apron of the CAP building starting at 9:00 AM (WX permitting). So bring you lawn chair and don't forget to wear your mask.**

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### Does The Runway Shrink On A Hot Humid Day? by Frank Fine

The season is here that brings hazy hot and humid conditions. That should make us think about density altitude. Warm air holds more moisture than cold air and is thus less dense than cold air. Anyone who has flown in both winter and summer has noticed how the plane jumps off the ground in winter and climbs much better due to the cold dense air. In summer on a hot humid day, you notice the take off run is longer and the plane does not climb as well. The engine produces less power and the plane has to reach a greater ground speed to produce the required take off airspeed. (Wind speed considered to be still air.)

Another thing to think about: On landing at your normal approach airspeed, the aircraft will have a higher ground speed and will require a longer roll out. There may be situations - a short runway or obstacles to clear - where you have to wait until the air cools towards evening before you attempt a takeoff.

If the situation is that close to the maximum performance of the aircraft be sure to get out the performance charts and do the required calculations. Keep in mind that the charts are for a *new plane* flown by a *test pilot* (neither will apply to any MAFC member) and figure in a fudge factor.

How do we find out the density altitude? Contact AWOS for the local airport.

Or, use your E6B computer (you don't have to plug it in).

1. Set the altimeter in the plane to standard pressure of 29.92.

and read the altimeter.

2. Read the outside air temperature on the plane's thermometer.



With these two values on your E6B set air temperature over the pressure altitude and read the density altitude at the arrow. Then go to the performance tables in the Pilot Operation Handbook and follow the directions to see how much runway you will need. You will also need to figure the weight and while you are at it, calculate the center of gravity or balance.

Also, keep in mind that as the air cools to within a few degrees of the dew point the moisture will condense and become visible such as fog, dew, frost, clouds, rain or snow. As warm air rises it reaches its dew point and forms cumulus clouds. If the air is unstable you will see vertical development (towering cumulus). If these clouds continue to develop they could turn into thunderstorms (cumulonimbus).

On a 90 degree day with a density altitude of about 2000 feet, from the Piper Arrow charts you can expect a ground run of about 1300 feet with no flaps. From the chart with the density altitude of about 2000 feet you might expect an initial rate of climb of about 800 feet per minute. In one minute you will cover 1.6 miles at 96 miles per hours (best angle speed) and no wind. (How far away and how high are those wires?) And don't forget this is based on a new airplane flown by a test pilot.

Remember the old saying "I'd rather be down here wishing I were up there than up there wishing I were down here."

### **Test:**

Which aircraft has the right of way when one aircraft is being overtaken by another? In what direction should the overtaking craft's course be altered for safety of flight?



### **Behind the Curtain of MAFC: Mike Bernicker**



There are two members whose names may not be familiar to many of the members, especially those who are relatively new, so this month we will look at one of them, Mike Bernicker. While Mike was covered in a Spotlight On column many years ago, it was decided to turn the spotlight back on him because he is someone who should be recognized for his services that most have no idea that he performs.

Mike was one of the founding members of MAFC, served several terms on the Board of Trustees and has been a very active pilot flying just about every aircraft the club has ever owned. But the reason for focusing on him now is that he has been the Assistant Treasurer for over three decades. Now if that does not seem to be such a big deal, than this is the reason for pulling back the curtain at this point in time.

Every time you make a payment to the club, Mike is the the guy who picks up the checks, downloads the credit statements and processes these transaction which then appear on the member's account statement. When a new member is taken in, he handles the financial transaction and then passes the information on to others who then oversee the updating of membership lists, etc., But what eclipses all of the bookkeeping is that Mike is the man responsible for restocking the refrigerator with water, soda and ice cream!

So the next time you submit a payment, check your financial account, or enjoy a cold soda, just on the other side of the curtain is a very important and hardworking founding member who is tirelessly hardworking making sure that all money transaction are properly handled. Plus he is responsible for that delicious bite of ice cream that you are enjoying while at the club house. THANK YOU MIKE!

### **Drone Corner:** by Charles Burke

If the idea of owning and flying a drone is something that you are interested in, then this short series may be of help. There are two general classifications for operating drones, those who use them commercially and those who use them just for recreational purposes. But before going on, there is a caveat that you need to be aware of. The FAA has been working on the updating drone regulations especially for those who use them recreationally. There are indications that the new rules will kick in in the near future. So it is imperative that you periodically check the FAA at [https://www.faa.gov/uas/recreational\\_fliers/](https://www.faa.gov/uas/recreational_fliers/)

Next comes the weight issue because this is where the question of registering the drone comes into play. if your drone is under .55 pounds (250 grams) you don't have to register it all all. But be careful, the weight of a drone can change dramatically with the addition of decals, propeller guards, etc. As a purely recreational drone operator, you can go to the FAA page and select, I Fly Under The Exception for Recreational Flyers, for more information on this.

Drones are very similar to aircraft, death and taxes when it comes to paperwork. The first is that unless you are using your drone for business purposes, the current focus is on the drone. Those using a drone only for recreational purposes in the .55 lb to 55 lb range must register the Drone. This means that you cannot use it to make money directly or indirectly. Once you cross that line you are playing in a very different legal ballpark. Basically, it just like being a private pilot, you cannot receive reimbursement in any way, shape or form.



So your best bet is to play it safe and register the drone if you are not sure. To do this, go to [https://www.faa.gov/uas/getting\\_started/register\\_drone/](https://www.faa.gov/uas/getting_started/register_drone/), where the FAA provides an easy to follow registration guide. It only costs \$5. But what is really important, the next thing you have to do is apply the registration number to the drone. It can be put in a number of ways and they are described on the aforementioned website.

With your drone registered and weighing within the limits, you now need to learn your responsibilities as a drone pilot!

**Cleared for Direct - Oops by Tom Russell**



My wife was always happy to go flying with me, as long as I promised it wouldn't be too bumpy. We went home immediately after arriving at N12 if the windsock was moving.

We went to Ocean City, NJ several times to eat at the airport diner and to walk to the beach. On one trip we found a note taped to the diner's door: "Closed today due to death in the family." After that I always called ahead to be sure that our intended destination was indeed open that day.

There are a lot of gauges, dials and buttons on the control panels in the MAFC planes, no two planes alike. We flew both 152s, both 172s, and the Archer. Fortunately only one thing on the control panel is important when wandering around in the sky: the fuel gauge. (You might argue one other gauge is more important: which one?) Some other gauges and controls are helpful when landing, of course.



Our older daughter and family live not far from N51, "NJ's Favorite Airport." One day the plan was all set to fly there and meet them for a picnic at the airport. Phone call: "Hello, Solberg. Yes we're open. Busy here today." Navigating there is easy: keep Great Adventure in sight to your left, the three big buildings at 287/NJ TPKE on your right, then fly just left of the unmistakable big brown cube-shaped office building on top of the ridge straight ahead. Surprise: the food trucks were setting up along the paved runway for the upcoming annual balloon festival. Radio: "Everyone's using 31 today. Park on the north side." After our picnic I walked that entire grass field looking for gopher holes.

One time we decided to go sightseeing in a new area: down around Flying W. When I announced our intentions, the reply was "Cleared for direct." Oops. I didn't know for sure where it was. Straight-and-level is no fun, and was rarely the plan, not today. (That wasn't my exact reply.) "Roger... Report airport in sight." Fortunately Flying W is unmistakable from the air.



That was embarrassing but this was my biggest goof: not knowing the Yankees were playing an unscheduled makeup game the day we flew the Hudson River. My scariest moment: on a solo flight near Lakewood when a 172 crossed below me from behind so close I could see the pilot had his head down.

I joined MAFC years ago on a recommendation from neighbor Art Oberle, once president of Jersey Aero, who said I should take lessons from Frank Fine or Tom Flieger. When we told the couple who were our best friends that I had joined MAFC, they were appalled: she exclaimed he had been a pallbearer for the flying club pilot who was killed at Marlboro airport. We hadn't known.

More important than the fuel gauge? The clock - get back to N12 for the next pilot. General rule about instruments is "The more complicated it is, the less essential it is."

**Spotlight on: David Hill**



I became interested in flying when I was about 9 years old when my father began taking flying lessons at Republic on Long Island. Unfortunately he never did get his PPL but I would always read his flying magazines and dreamt about becoming a pilot one day. 50 years later I am finally trying to achieve this goal.

I joined the club initially in 2017 but had a brief interruption along the way. One of the biggest problems is that I live in New York City and it takes about an hour and 10 minutes to drive each way. But because things changed, I am once again taking lessons in the Cessna 172 aircraft. So far, about 11 hours have been logged and I am eagerly looking forward to many more!



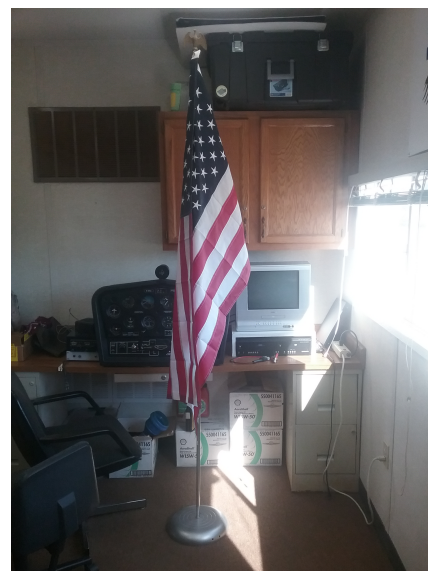
**Recent Donations**



Kneeling pads

A set of replacement kneeling pads has been received and one has been placed in the aircraft where they were missing. Each plane should have a small piece of carpet that you can use when it is necessary to kneel.

An American Flag was also donated and is now in the club trailer



American Flag

**N12 Updates**

The new FBO building is now open for use. On both the front and back there are modern access stairs plus a ramp on the parking lot side.

The handicapped and regular parking space lines have all been repainted.

The topic of access key fobs is still in discussion but the building will be open to all during regular business hours.



There are now clean new restrooms available! If you enter from the ramp side, the woman's restroom is to the right and the men's room is to the left.

In addition, both rooms have stall showers (Not pictured)





While the interior is still a work in progress, a permanent reception counter is being built and will be placed where a desk is currently located.

The dirt access road has received a black top type covering



The self service fuel system has been repaired and both aviation gas as well as jet fuel are available.

According to Steve Reinman, Exec. Dir., Office of Economic Development Township of Lakewood, a testing center, getting a simulator onsite and other such high value items of interest are being explored. Also, Lakewood has made some strides in getting Metrix to base here which will give us the high quality maintenance and repair services that are important to the flying community.

### A Great Mystery is Solved! by Charles Burke

One task of the History Committee is to gather and preserve artifacts that were collected and cataloged when we vacated the old clubhouse trailer that is still located behind the CAP building. Plaques, certificates, pictures and records were put into a box and are now being reexamined in detail.

This picture leaped out as being worthy of immediate scrutiny simply because of the sign that hangs over the building's entrance, The Beer Store. Prompted by the visual content, this artifact appeared to be ripe with intrigue and possibly a sordid tale of debauchery.

An investigation was launched and several long time members were contacted but all led to dead ends. Then one lead arose which led to the revealing of the story. With high hopes of a juicy tale hanging in the air, the real owner was contacted and in a matter of minutes the venture came to a rather dull end. Turns out this member liked to drink beer so another (both shall remain anonymous) got the picture, framed it and gave it to him. He, in turn, hung it in the trailer.







**Answers to the test:** The plane being overtaken has the right of way. The plane that is overtaking, should pass to the right on the plane being overtaken.

**Announcements**



Our AWOS at N12 are live ForeFlight!



Congratulations to John Pereira who passed his Commercial Pilot flight check. John is also an active pilot in the Civil Air Patrol. Way to go, John.



Congratulations to Darren Mattos who is now a MAFC CFI! Darren is also an active pilot in the Civil Air Patrol.

Congratulations to Jon Ryan who is now a MAFC CFI.



Congratulation to Alex Justo who is now a MAFC and Jersey Aero CFI



Congratulations to Patrick Milando, Broadway musician extraordinaire who earned his Commercial Pilot certificate and a Sea Plane rating.



**Takeoffs are optional but landings are mandatory**

