

### Club Meetings

Board Of Trustees:  
7:00 PM 10/1/20  
Club House

General Meeting:  
9:00 AM 10/17/20  
CAP Building



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### \$100 Hamburger, A Tasty Success!

After a very long wait, it was agreed that conditions were right to reinstitute the \$100 Hamburger runs and Steve Fox took the bull by the horns to bring it all together. With ample lead time for members to sign up, a group of ten hardy souls assembled and applied a collective scrutiny of the planned flight to 4N1 Greenwood Lake. But alas, reports were showing that while we had fairly good condition most of the journey north, Greenwood Lake was showing only a 400 ft. ceiling. So a collective decision was made to fly south but when we initially looked at some on-line charts, large deep red TRF circles covered the lower half of the state. But upon closer examination, it was realized that the restriction did not kick in for at least another day. This led to a vote to aim for KWWD and the inviting epicurean delights that are offered at the Flight Deck Diner.

Armed with a destination, the group divided up and loaded aboard 268BG, 93KK, 61WT and 4287Q then off we flew. Assuming a direct flight path turned out to be faulty, 5002 was hot so a bit of maneuvering was applied to the stick and we all took an easterly swing around whatever fun they were having in the restricted area. But within a very short time, KWWD was in sight and the the MAFC squadron came in like a string of pearls on a neckless. Once on the ground, we ambled into the building and found ourselves with a bit of a wait even though they were serving inside as well as outside. But soon enough our tables were ready and in we filed.

As usual, the menu selection was perfect since they were not only serving breakfast but lunch as well. From what could be determined, a well rounded and diverse selection of items were ordered and we were

soon to enjoy a great, and inexpensive meal.

But like all good things, the time to pay the bill came about and we were out the door and quickly on our way home. But the story does not end there. Upon arriving at N12 we arrived right in the middle of the spot landing contest that was going on at the JAC picnic. So getting into the pattern required a little extra attention. After landing, we were invited to share the abundant delectable barbecue that was taking place. A truly perfect ending to a perfect day.

Looking ahead, if you wish to be part of the next \$100 Hamburger run, then mark your calendar and reserve an aircraft on October 24 for Greenwood Lake. Contact Steve Fox for details.



Back row L to R: Steve Fox, Charles Burke, Guy Barbagelata, Patrick Milando, Darren Mattos, Girish Mandhwani

Center row: Shikha Mandhwani, Karen Barbagelata

Front: Arnav Mandhwani, Joe Pecili

**Test:** What is considered the minimum safe altitude for stall practice? For any maneuver? (see page 6 for answer)



**Test Correction & FAA Advisory Circular AC No. 90-66B**

N12		Lakewood, NJ	
3.00 mi SE of city N40 4.6133° W74 10.8533° Mag Var: 13W			
Navdata:	ID:	Morse:	Frequency:
VOR/DME:	COL:		113.4
VORTAC:	RSV:		113.8
VORTAC:	CYN:		113.4
Traffic Patterns (Airport Manager):			
Altimeter (MSL):			
Light Aircraft:			
Right: 24 Left: 00			
Runways:			
Name:	Dimensions:	Material:	Condition:
06/24	2507/500:	asphalt:	good
Treatment:			
No treatment			
Towers:			
2507' from rd. 534' Left of center: 10' High: 0' clearance along:			
Road: 2507' from rd. 60' Right of center: 10' High: 0' clearance along:			
Lighting:			
AeroPAPI Runway 24, MSL, Rwy 06/24 - CTAF.			
Charts:			
NAO: 1:50,000: New York Sectional			
Fees:			
Parking: \$2.00: Hangar: Ramp:			
Fuel:			
100LL: \$6.40:			
Phone:			
732-556-6400			

An error was reported with the answer to last month's test question in that the pattern altitude was 843 feet. This number had been the case for many years and still may appear on reference documents such as the AOPA kneeboard document that is published on AOPA. Note that AOPA was contacted and the error correct.

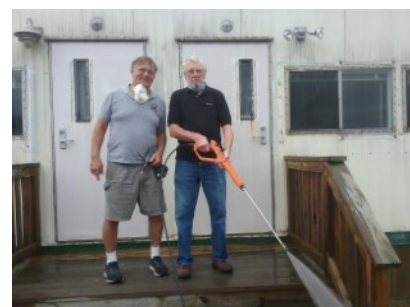
So what is the correct pattern altitude at N12? As per the FAA Advisory Circular AC No. 90-66B states, it should be the airport elevation plus 1000 ft. That means the correct answer is now 1042 ft.

**Incorrect**

The FAA Advisory Circular AC No. 90-66B has a wealth of useful information related to Non-towered Airports. and can be accessed at: [www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1032988](http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1032988)

**Rub & Scrub**

On Saturday, September 26, 2020, what initially looked like a grand slam wash out quickly evolved into a total success! With many of the crew chiefs on hand, along with a hearty group of volunteers, the event went both smoothy and very quickly. The only hiccup was two of our aircraft were off the field for maintenance work but will be given a lot of TLC upon their return. While the aircraft were being cleaned, another crew was working on the clubhouse pressure washing it as a first step towards a new coat of paint. **THANK YOU VOLUNTEERS!!**



**Spotlight on GIRISH Mandhwani**



My earliest memories of being interested in aviation occurred when I was a young boy living in India. At that time, my dad would take me to the airport to watch planes taking off and landing. At the age of only ten, this became the springboard for a passion in airlines, flight, planes and aerodynamics. Living close to the airport, I started recognizing planes by their tail number and the types of aircraft that frequented the facility. But fate took me in a different direction that eventually led to becoming a computer engineer.

A number of years passed when the desire to become a pilot began in earnest. This was sparked by my father when he was launching rockets with the Boy Scout and one fell near the RTF ( Ready to fly by hand, aircraft) field. Then I started exploring and bought a few RTF planes and flew those. After few months it was realized that I wanted to experience the flight from the air not from the ground hence I started exploring options of joining a flying school. On 29th December 2011 My wife bought a \$99 Gift voucher for Intro flight at Old Bridge.. and that where flying bug bit me for real. The next step I was to join the MAFC in January of 2012 with an intro flight given by Adam Young. This led to Janis Blackburn becoming my first instructor. At that time training took place in the 152s and 172s. She helped to throw open the doors to fulfilling my dream and led to acquiring my Private pilot certificate.

In the time that followed, other aircraft have been flown including the Archer, Arrow, and G1000/ Civil Air Patrol aircrafts. Currently I have logged about 250 flight hours with approximately 600 successful take off and landings. I now hold a Private Pilot certificate with VFR and IFR ratings and am working on becoming a CFI along with obtaining a Commercial license.

*Continued*

On a personal note, I was born in New Delhi and traveled across the globe but now share life with my wonder wife Shikha and son Arnav who just became a member of the MAFC.

Along the way, I earned a Master in Business Administration degree and have become an outside the box thinker, workaround specialist/ SME/ Go-getter / Project Manager Professional Certification; Certified Scrum Master certification etc/..

**Checklist by Janis Blackburn CFI**



Our very first flight instructor, on day one of our flying lessons, showed us the checklists for the aircraft we were using. We may have used a checklist to do the walk around, we certainly used one to start the plane and we did the pre takeoff checklist. There are several other checklists for our plane. Reasons for using these checklists include the fact that many of us fly more than one type of aircraft. But the checklist is there so that we don't forget something—it could be something very important.

When using the checklist, some of the items you will be moving, flipping a switch, or making an adjustment. Other items on the list simply need to be checked that they are in the correct position. The checklist isn't much good if you simply look at the word on that piece of paper in your hand and not really check that the item is where it's supposed to be.

Many, many years ago while a second officer (flight engineer) at Eastern Air Lines, I learned a good lesson. It was the engineer's job to read the taxi checklist. The Captain and first officer would respond. On this particular leg the trim was supposed to be set to—I sure can't remember the exact setting now—but we'll say 3.5 up. The Captain had set the trim during the preflight. While taxiing, I read the list and came to trim. They both said, "3.5 up". I looked down at the trim and it was set on 3.5 down. I simply said, "ok, boys, let's try that one again." They both looked down at the trim and saw WHERE it had been set. It could have been a bad day for us. As I moved to the right seat and then the left seat of those airliners, I would always TOUCH the item when I responded. This made me actually look at it and make sure it was where it was supposed to be. Now back in singles and no one reading the checklist to me, I read it out loud, whether someone is in the plane and when I'm alone. And, I touch each item and look at it.

The reason I'm writing this, recently and on more than one occasion, I have gotten into a plane and found all of the light switches on. The after landing checklist and the shutdown checklist have turning the landing light off. It might sound like a little thing, but if we don't do that checklist, are we doing the engine start and the pre takeoff checklist. Taking that extra minute to do a checklist properly could save your life.

**N12 Updates**

The FBO has taken on a whole new look now that essential furniture has been acquired. The most striking item is the large conference table that now dominates the center of the room. There is also a counter with a microwave, coffee maker and sink. The walls, especially behind the new counter are being adorned with aviation related pictures.

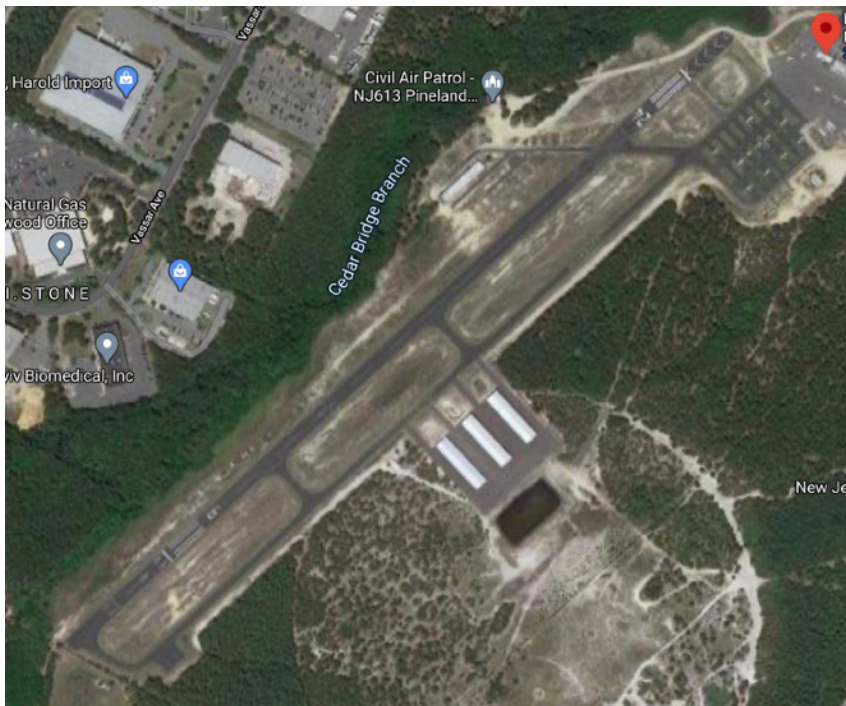


**AWOS, RCO & Ceilometer Status**

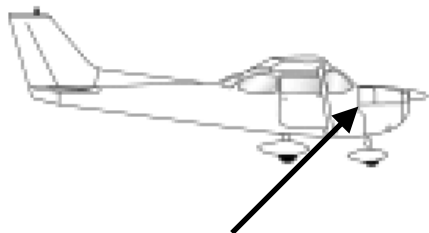
The AWOS system was recently relocated from our trailer to the FBO then stopped working! Faced with this mystery, a technician from the manufacturer looked at the problem and will be replacing parts in the early part of October. We have exciting news, a working ceilometer has been installed! This will provide ceiling measurements once the telemetry issue is resolved. This addition has brought the entire system up to its original configuration. Lastly, the antenna for the RCO has finally been tuned and is now ready to be connected to the unit.

**Taxiway Signage**

N12 has new taxiway signs! The bright yellow and black signage will be especially appreciated by transient aircraft who are not familiar with the ground layout.



**Check Fasteners on the Cessna Cowling** by Alex Justo



Look for changes in the gap between the cowling and body, loose or missing metal fasteners on the side and the clips along the belly

A recent, and potentially dangerous, fastener malfunction on a Cessna 172 owned by the Jersey Aero Club is something that we need to be aware of because we fly similar aircraft. In this case, the fasteners holding the cowling to the body failed, along with the two clips on the underbelly. This allowed the entire cowling to lift up causing the propeller spinner to begin chewing through the cowling nose area. The lesson learned here is that the fasteners, along with a consistent gap between the cowling and fuselage, should be carefully examined. This is in addition to the two clips that are located on the underbelly. This is especially true every time the cowling is removed or during annual.

**Advertise in the MAFC Newsletter**

The MAFC newsletter is now accepting a limited number of credit card ads. If you would like to post one for your business, contact Charles Burke [tv cable@verizon.net](mailto:tv cable@verizon.net) for rates and limitations.

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### 3 Problem Video:

Historically, there have been three reoccurring problems that have cost the club a lot of money and also exposed the aircraft to damage. The three problems are: 1. Over tightening of the dip stick cap, 2. Improper tie-down knots and 3. Improper insertion of the cowling plugs.

The over-tightening of the oil dip stick cap has, on its own, cost the club a lot of money and also put pilots at risk. As you will see in the 3 minute video, the cap only needs to make contact with the tube. But when overtightened, attempts to break it free have caused the bottom of the dip stick tube to crack leading to oil leakage. Should a pilot not be aware of the leak, a catastrophic engine failure could occur while in flight.

Improperly knotted tie-down ropes pose a major threat should strong winds suddenly appear and there is no one around to re-secure the aircraft. Gusts 60 mph have the ability to lift the wings! Remember, there is a practice fixture bolted right on the trailer!

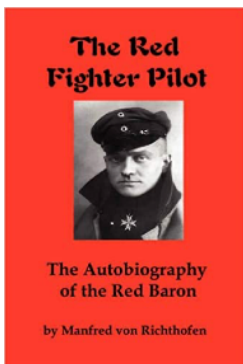
The improper insertion of the cowling plugs can possibly lead to significant overheating of the engine if they are not removed prior to starting the engine. By following a simple step, this can be totally avoided.

With Tom Griffin as the cinematic "Star" of the video, he takes you through each of these issues and demonstrates the proper protocol that will avert costly and possibly fatal accidents. The latest attempt at addressing these issue is the creation of a video, that is now on You Tube and can also be found on [www.flymafc.com](http://www.flymafc.com), videos.



Tom Griffin, the presenter in this training video explains the three common problem and how to solve them.

### A Good Read: The Red Fighter Pilot



The Red Fighter Pilot (German: Der Rote Kampfflieger) is a book written by Manfred von Richthofen, a famous German fighter pilot who is considered the top scoring ace of the First World War being officially credited with 80 air combat victories. Richthofen's most common German nickname was "Der Rote Kampfflieger," which roughly translates to "The Red Battle Flyer" or "The Red Fighter Pilot." Today he is better known as the Red Baron.

The book details some of Richthofen's experiences during World War I. He finished the book in 1917, and as it was written during World War I, it was subjected to war-time censorship. Richthofen was killed in combat in 1918. The Red Fighter Pilot was the only book he authored. Written on the instructions of the "Press and Intelligence" (propaganda) section of the Luftstreitkräfte, it shows evidence of having been censored and edited.<sup>[1]</sup> An English translation by J. Ellis Barker was published in 1918 as The Red Battle Flyer.

### A Truly Inspirational Story

In a recent issue of the AOPA e-Pilot, a truly inspirational story is revealed about a young woman, Jessica Cox who earned her Sport Pilot ticket. But what sets this apart from others is that Jessica has no arms.

In the video that accompanies the article, you can see how Jessica uses what she has to circumvent perceived obstacles. This is a must-see for members who are currently working on earning their Pilots Certificate.

[https://www.aopa.org/news-and-media/all-news/2020/july/24/armless-pilot-celebrates-ada-anniversary-in-flight?utm\\_source=epilot&utm\\_medium=email](https://www.aopa.org/news-and-media/all-news/2020/july/24/armless-pilot-celebrates-ada-anniversary-in-flight?utm_source=epilot&utm_medium=email)





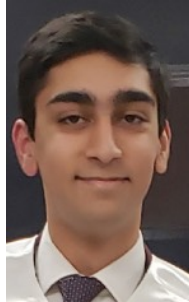
Test answer: 2000 ft.



John Cummins



Andrey Zelenovsky



Arnav Mandhwani



Shaya Wahl



Nuno Carvalho

Welcome New MASFC Members



**Announcements**



Izzy Di Pianta completed her first solo, Janis Blackburn Instructor.



Brennen Carroll became MAFC's newest private pilot. Javier Perez Hernandez instructor



Dennis Dowden completed his first solo, Janis Blackburn Instructor.

**Takeoffs are optional but landings are mandatory**



"Say ... what's a mountain goat doing way up here in a cloud bank?"