

Club Meetings

Board Of Trustees:
7:00 PM 11/5/20
Club House

General Meeting:
9:00 AM 11/21/20
CAP Building



Inside this issue:

Page 1

Leaning mixture
VFR Trivia

Page 2:

Trailer painting

Page 3

Spotlight On
ID Badges
Nav/Comm

Page 4

N12 Class D?
Old Comm radio

Page 5

Top Gun
Burger & Go Kart
Lost & Found
Hobbs errors

Page 6

Trivia answer
Old Aircraft
Announcements
Phones!!!!

Leaning Fuel/Air Mixture by Navin Ohri CFI CFII

Proper leaning produces optimal engine performance. Before taxiing and after landing, it's recommended the engine be leaned. It prevents the spark plugs from fouling with lead deposits which is in the fuel (100LL). Lean the engine based upon the POH. A properly leaned engine yields performance, range, and endurance. If leaning is not done properly, the aircraft can run out of fuel on long on cross country flights.



When the fuel/air mixture is regulated properly, fuel flow is decreased to the engine to compensate for decreased air density at higher altitudes. Less fuel is needed for proper engine operation at higher altitudes.

Always follow the recommendations in the airplane's handbook. As a guideline to leaning, the below steps will yield a mixture that is rich of peak exhaust gas temperature in a normally aspirated, carbureted engine. In addition, MAFC pilots must follow the guidelines in the Rules and Regulations in paragraph VI 1 (s) which states: "Aircraft mixture control must be maintained at least 50 degrees rich of peak." This is to avoid possible engine damage which can occur at temps which are too close to peak. If you are unsure of how to lean properly, ask your instructor or Operations Officer.

1. At altitude, set cruise power.
2. Lean by reducing the mixture gradually until the engine runs a little rough. You may see a slight increase in rpm before the engine starts to roughen.
3. Slowly enrich the mixture until the engine smooths out. This is what's known as a "best economy" setting.
4. If you need to climb, enrich the mixture before adding power if at or above 75-percent power, then lean again at your new altitude.

OTHER METHODS

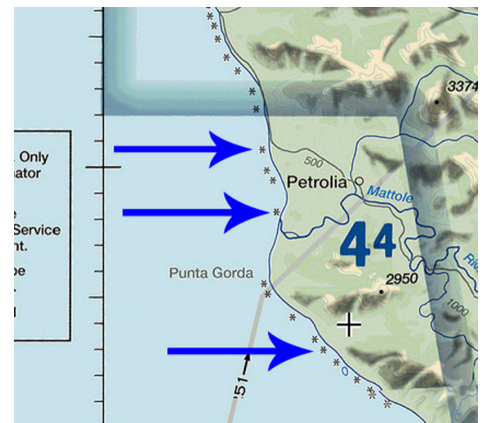
If your airplane is equipped with an exhaust gas temperature gauge, you will use that as your guide. Or you can use the tachometer: set power, then lean until the tachometer peaks and airspeed increases ("best power").

BEST POWER VERSUS BEST ECONOMY

Leaning for best power provides the most speed for a power setting. Best economy gives a lower fuel flow at a particular power setting.

VFR Trivia

What do the asterisks designate on the sectional chart to the right?
See answer on page 6

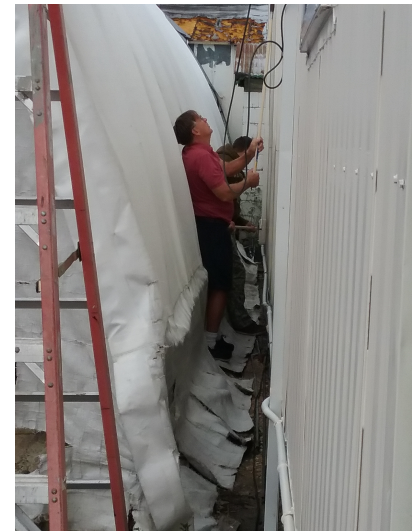


Trailer's New Coat

On a mild and sunny October 10, 2020, a hardy group of volunteers gathered at our trailer armed with a wide assortment of paint brushes, paint rollers, drop cloths and a 5 gallon tub of paint. Within minutes, the exterior was being given a new coat of paint, transforming it into a most welcome sight. Some were stationed on the ground while others were working from ladders. And, in one case we had a volunteer dangling from the roof working to cover an area that was virtually unreachable from the ground. Another group shimmied their way into the narrow space between the back of the trailer and the tarp covered structure behind it. Four hours later, the last spot was covered with paint and the cleanup was completed.

The crew deserves special recognition for the time and talent that they offered the club. Here is the list of volunteers who worked so hard on this project:

Tom Griffin, Bill Butler Greg Gelnow, Charles Burke, Jon Jervert, Dan Coles and two new members, Nuno Carvalho and Andrey Zeldnovsky





I became involved with flying only about six or seven years ago when I flew over New York City in a Cessna 172. It was one of the most amazing and exciting events that I have ever experienced. But the desire to become a pilot goes way back to when Yuri Gagarin made history by being the first to fly in space.

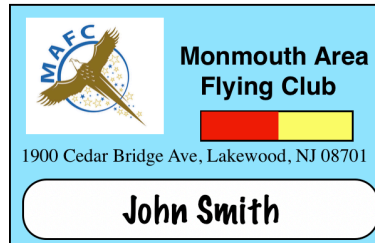
Actual lessons started with Sergey Vyatkin, a Commercial Pilot, Instrument Rated instructor who I used to fly with. He is based at the Linden Airport, but I also flew out of Brookhaven Airport . To date I have around 20 hours as the PIC.

I am a long way from where I was born in Kazakhstan and now have a degree in accounting, and work for my family business.

Club ID Tags



Elected or Appointed Official



Both a CFI & Elected or Appointed Official



CFI

Wearing a face mask is an important first step in controlling the virus, But they also make it harder to know who you are talking to especially at meetings. For this reason, you are urged to wear your club ID badge anytime you are at the airport or club events. If you have lost your ID badge and need a replacement, contact Charles Burke (tv cable@verizon.net) If one was created and you have not picked it up, they are all stored in a small white box that is in the cabinet over the refrigerator in the trailer. In the box are also clips

To help you identify officials and CFI members, a simple color code system was created. All elected or appointed personnel have a red stripe, all CFIs has a yellow stripe and if they are both, the bar is both red and yellow.

Nav/Comm Upgrade to KK



N93KK has received a major upgrade with the installation of a Garmin G 430W Nav/Comm system. The work was carried out at Ocean Aire at KMJX.

This work marks the first of several major upgrades to the Nav/Comm systems in our fleet.

MAFC Rules & Regulations Updated by Joe Bonacci, President

It had become evident that a complete review of the MAFC Rules and Regulations was needed. Some rules were no longer reflective of reality requiring that they be carefully redrafted to better reflect our current situation. There were others that simply were no longer needed and, there were obvious issues that needed to be addressed so previously.

A team of BOT members were assigned the task of going through every line on every page and crafted the needed revisions. Several drafts were generated and then reviewed by the BOT and officers. That which you now have to examine represents the fruits of their labors.

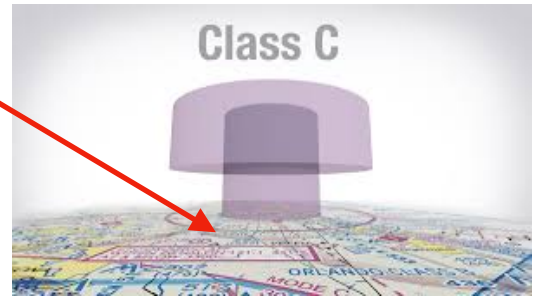
Prominent within the rule changes was the desire to simplify and make less vague a number of issues, such as currency guidelines. The objective was to amend these requirements without taking away from safety. It can be said that the revisions with regards to currency actually enhanced safety protocols of the club.

It is hoped that the revisions, additions and deletions will address any confusion that may have existed within the rules and regulations and serve to educate the membership in a positive way

From Tom Flieger: READ AND COOPERATE. “The next step, if things don't improve, could be a Class C airspace, which had been discussed when KC-10s were moved up from Barksdale AFB Louisiana and was left as an Alert Area as a courtesy to the many GA pilots and numerous airports in and around the vicinity of McGuire. I know we have the correct equipment in all the club planes, but please make sure the ALTITUDE function is on and talk to them whenever you can. They don't bite! McGuire Approach frequency is 126.47(5).”

*The FAA published this safety notice today for Alert Area A-220.
New Jersey Special Use Airspace
Notice Number: NOTC1370*

This could be N12



JB MDL Flight Safety is currently tracking an increase in Hazardous Air Traffic Reporting events related to conflicts between military and civilian aircraft within Alert Area A-220. In recent months, reports have been filed by USAF aircrews that included TCAS “Resolution Advisory” events with non-communicating light civil aircraft. This is a serious safety concern, as an increased potential for midair collisions exist when Air Traffic Control is unable to verify the altitude and type of GA aircraft.

As a reminder, the Aeronautical Information Manual (AIM) defines an Alert Area as Special Use Airspace that is “depicted on aeronautical charts to inform non-participating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. Pilots should be particularly alert when flying in these areas...and pilots of participating aircraft as well as pilots transiting the area must be equally responsible for collision avoidance.” [AIM 3-4-6]

The airfields that comprise JB MDL are home to a wide variety of aircraft and a multitude of activities. Our aircrews operate both VFR and IFR, day and night, seven days a week. When transiting the area on any given day, you may encounter KC-10s and 757s in the radar pattern, helicopters flying near treetop level, two- and four-ship formations of C-130s or F-16s, and C-17s performing VFR maneuvers at low altitudes. The vast majority of these activities occur between 500 AGL and 5500 MSL at speeds up to 250 knots, but occasionally higher or lower altitudes are utilized. While not inherently unsafe or unusual in a controlled environment, they may pose a threat to non-participating aircraft. JB MDL pilots and controllers are asking for your help.

Because of the base's strategic geographic position and the types of operations that occur in and around the airspace, McGuire's Radar Approach Control facility, or RAPCON, is a busy place. Any aircraft without a verified altitude, heading, or tail number ultimately creates a hazardous environment for both participating and non-participating aircraft. To improve the safety of all operators in the area, we strongly recommend that all civil VFR aircraft contact McGuire Approach Control on 126.47 prior to entering the Alert Area, and request flight following. If you're not comfortable talking to ATC, this is a great opportunity to practice! Our controllers are some of the most professional men and women you will encounter in the system, and they share a common goal of making this dynamic airspace as safe and efficient as possible. If you have any questions, comments, or concerns, please contact us at (609) 754-6852/3484, or 305.AMW.SEF@us.af.mil

*Stay well,
Paul Tramontana
TFR/Airspace Coordination
Eastern Region Helicopter Council
ptramontana@erhc.org*

Due to the possibility of mid-air collisions, the club is instituting a number of steps to educate the membership about this issue. This will involve signage both in the trailer as well as the aircraft. A search is also on for professionally produced training programs that can then be accessed by the membership. We are also reaching out to the officials at McGuire seeking to stage training programs possibly using Zoom then, once the medical restrictions are removed, hold face to face meetings. A number of other ideas are currently being reviewed that hopefully will increase participation with ATC allowing for a reduction in the seriousness of the situation.



Old Nav/Comm Radio

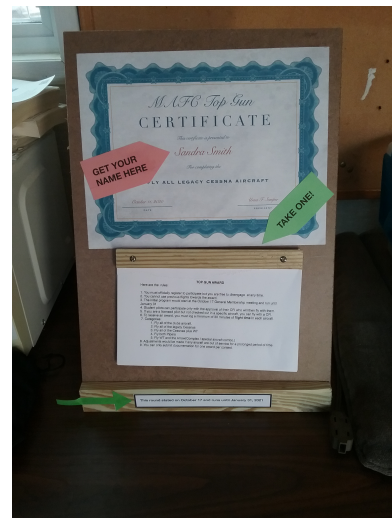
The old aviation radio that had been sitting on top of the refrigerator is now reconnected and turned to 122.8. This is a handy tool if you are waiting for a returning aircraft or simply wish to monitor N12 Unicom communications.

Please note that it is only capable to receive and this is why there is no microphone attached.



From time to time, the club would acknowledge a member who flew all of the planes in our fleet. It was usually mentioned as a simple acknowledgement during a general membership meeting. In searching for interesting and educational activities for members, it was decided that this basic idea should be expanded and turned into a regular event but with two big differences. First, instead of having a single category, such as flying all of our aircraft, sub grouping were instituted. Secondly, instead of just a passing acknowledgement, the pilot will now receive a certificate! Here is a starter set of rules:

1. The person had to officially register to participate and could not use previous flights towards the award. Contact Charles Burke at tvacable@verizon.net
2. The initial program began at the October 17 General Membership meeting and will run until January 31, 2021
3. Student pilots could participate flying with a CFI.
4. You do not have to be fully checked out in an aircraft, but would have to have a CFI with you.
5. Require a minimum of 30 minutes of **flight time** to qualify as a flight.



\$100 Hamburger and Go-Kart Events



Once again, the weather did not cooperated resulting in the cancellation of the \$100 Hamburger run to Greenwood Lake (4N1) and the Go-Kart event sponsored by JAC. But with high hopes, both have been rescheduled! Here are the new dates:

\$100 Hamburger run to Greenwood Lake (4N1) Sunday November 15, 2020, contact Steve Fox to sign up and make sure you reserve a plane. steven_fox950@hotmail.com

Go-Kart Event at NJMP next to KMIV, Saturday November 14, 2020 Contact Robert McHugh to sign up. rj-mchugh@hotmail.com

Lost and Found

Our Lost & Found runneth over!! The small plastic box sitting on the table next to the refrigerator is packed with what looks like some valuable items with glasses (both regular and sun) leading in shear number. This conglomeration also includes parts to headsets, tablet cables and an assortment of unidentifiable objects that look very important. The most perplexing of all are the glasses, these are prescription type so someone left the aircraft unable to see very well and did not realize it..

Even if you are sure you have lost nothing, stop in, take a look and maybe you might recognize something. With regard to the glasses, if they are not claimed within a reasonable period of time, they may be donated to the New Eyes For The Needy.



Hobbs and Tach Errors by Tom Griffin



Have you ever jumped into an aircraft and started by verifying the Hobbs and Tach numbers to find that they are a little off? You may even find that the aircraft was not secured properly or other irregular situations? One very strong possibility is that the aircraft had been serviced and this is how the mechanic left it. So what do you do next??

Before starting the aircraft, jot down the Hobbs and Tach numbers, go back to the trailer and then log out with these number. Next, check out and then check back in. This will set you up so that only the your actual usage time will be recorded. Now go fly and have a safe flight!

Lastly as soon as practicable, notify Mike Bernicker or Dave Trulli who will make the needed adjustments so that you are not billed for this time.

Note that these steps are outlined in the Rules and Regulations document



Some Old MAFC Aircraft End Up As Ceiling Decorations! by Mike Bernicker

Reminiscing about \$100 Hamburger runs from days in the past, one came to mind regarding the recycling of our Sundowner (N24630). This was one of the club's earlier aircraft and had been sold as scrap after it met the runway a little harder than expected at KBLM.

While having lunch with Dave Pathe at Christi's Bar & Grill, a restaurant that was once located on a traffic circle near the Atlantic City Airport (KACY), this aircraft crossed my path again. I happened to look up and noticed the fuselage of an aircraft hanging from the ceiling and there was the tail number N24630. It was indeed our old aircraft! The restaurant and plane are both gone now but it is a reminder that the paths in life cross more frequently and in unexpected ways than we can ever imagine.

Why Can't We Use Phones on Planes Submitted by Ed Schwartbach

Good question, why can't we use phones on planes? This short video will explain the answer in non-technical terms that even Einstein will have trouble grasping :-)

www.youtube.com/watch?v=JYAq-7sOzXQ



Announcements



High Flyer for September is Emily Johnson in the Piper Archer N268BG



Ruslan Kovtanyuk
New member

Tyler Preiser

Brian Kelley

Ben Hunt



Kiril Zinchenko
New member

New MAFC Members



Takeoffs are optional but landings are mandatory

