

Club Meetings

Board Of Trustees:
5/6/21 7:00 PM

General Membership:
Saturday 5/15/21
9:00 AM



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The TBO Duo Return!

Unless there is a last minute glitch, our Cessna 172, N4287Q and the Piper Archer N268BG should be back this month. With their return, our flight line will be once again complete.

But the return of both Q and BG does not constitute a state of business-as-usual when it comes to flying these two aircraft. A rebuilt engine must go through a break-in period that usually spans about 10 hours during which longer flights at high RPM must be maintained. But why is this necessary? When a cylinder is machined, it leaves tiny grooves in the metal and these need to be smoothed out. During the break-in period, the movement of the piston and the friction of the rings, literally scrape oil burning and higher compression.

Because the process requires that we follow the supplier's recommendation, we will be using a few select members who will be flying only cross country type flights. These pilots will be trained so that they fulfill the manufacturer's mandates resulting in an engine that will not only be functioning at peak performance levels but also last us a long time.



Rub & Scrub

The spring Rub and Scrub will take place on Saturday May 15! This twice-a-year even will still be under the cloud of the pandemic forcing us to postpone the large picnic and family event that had been planned. Because of the restrictions, the number of volunteers will be limited. However there still are openings and if you would like to participate, please e-mail chas.burke@verizon.net. Those with Probationary status are encouraged to use this opportunity as one of their required activities.

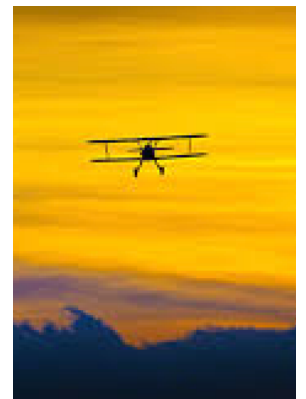
Note that the fall Rub and Scrub will be held on Sunday October 17.



Say Goodbye to Intro Flights

One ongoing process that the BOT has been engaged in is the constant review and updating of the Rules and Regulations. Both time and external changes play a role in this unending review but the results have been worth the effort. A good example of this occurred recently when a member asked a question linked to the introductory flights. These flights were originally designed specifically for those seeking membership but who have never flown in a small aircraft.

Attempting to uncover an answer suddenly revealed a number of unexpected legal issues which, in turn, revealed even more questions. It was like peeling the outer layer off of an onion only to discover that another layer was revealed. This set in motion a long debate on how to solve the issues that the club was now facing. But sometime out of chaos emerges not only a simple solution to a problem but also a better overall approach to an even larger issue. But rather than spell out the details of moving from point A to point B, we can simply look at the changes that have now taken place.



Effective immediately, the introductory flights have been terminated. In their place, a person applying for membership will still have to attend the two meetings and submit an application. Then once the BOT reviews and accepts the individual, they will then pay the initiation fee and become a Probationary Member. So far, nothing really new here. But here is where the change kicks in, during the first 30 days, or until two flight lessons have been taken, whichever comes first, the new member will have the option to terminate their membership. This will be done by writing a letter to the BOT simply providing a reason for leaving. The membership termination will not be blocked and the individual will receive a full refund of the initial fees as long as any and all outstanding debts have been resolved. At this point in time, this shift in policy marks a win-win for the club and those who are new to the organization. As the new steps are implemented, oversight reviews will be staged to determine if any other changes are necessary.

VFR Trivia by Navin Ohri CFI



Question: What type of airspace is indicated by the blue dashed line?

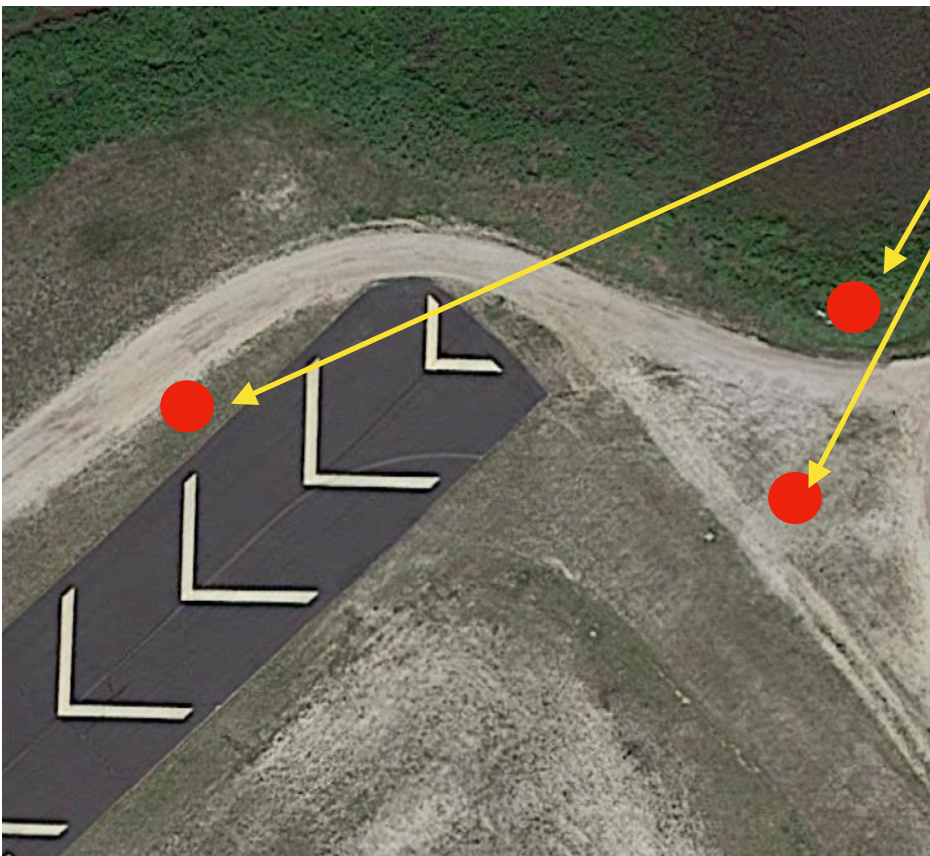
See page 6 for answer.



Warning Signage by Janis Blackburn:

One topic that has fallen through the proverbial cracks is that of potential aircraft / auto collisions. At first, this may seem to be a topic that is reserved for major airports but it is actually a concern here at N12. Aircraft approaching to land on 24 sometimes dip a bit low after clearing the trees, which, in itself, is not an issue. However, we have two roads that pass very close to the end of the runway with one almost touching it. In physics we are taught that two things cannot occupy the same space at the same time. If a car is on that section of the road and an aircraft were to dip a bit low, the results could be catastrophic. Actually, it can be an issue with aircraft landing on 6 who misjudge their touchdown point and overshoot the end of the blacktop.

While the chances of an aircraft striking a vehicle are remote, the situation was brought to the attention of the N12 management who immediately recognized the gravity of the situation. With planned expansion underway, the amount of vehicular traffic will increase along with the chances of a collision. In response, the authority which owns N12 is taking steps to install some type of cautionary signage on these roads. No date was given for the work to be done but don't be surprised to see them going up in the near future.



Proposed location of warning signs



Source: Sign.com • 800-952-1437 • 5-9366



The FAA UAS Data Delivery System by Charles Burke

With the proliferation of drones for recreational, commercial and military applications, the regulations and services associated with this field has grown sometimes in chaotic steps. But as the FAA invests more resources into the managing and supporting of this field, a number of extremely valuable reference resource databases have emerged. One such database is called the FAA UAS Data Delivery System.

To view the FAA web site that contains a massive amount of drone reference support information, go to: <https://udds-faa.opendata.arcgis.com>. The site offers information on NOTAMs, weather, TFRs, maps and much more. But the best way begin using the site is by selecting , How to use this site, on the home page. The instructions will walk you through the mechanics of the search trees and also note the settings that are available.

TV for outdoor Meetings



When the BOT meets in the trailer, many of the reports are supplemented with very informative Powerpoint presentations. These slides help to underscore data that is being discussed and sometimes clarify information that is not easily to visualize. When the General Membership meetings were held in the CAP building, the same materials were presented via a computer driven projection system. But when we were forced to move outside, these valuable graphics were lost.

To possibly solve this shortcoming, a request for help was issued to the membership for a large screen TV. In response, a number of members offered flat screen sets as well as technical suggestions for other hi tech communications system. This led to member Nikhil Brahma donating a 50" flatscreen!

During the April General Membership meeting, the set was turned on and Tom Griffin stepped up to do his report using the unit.

Thank you Nikhil and all of the other members who offered to help!

N12 AWOS To Go Silent

The FAA has directed N12 to terminate radio access to the AWOS system and, as a result, it will be unavailable via 122.8. The issue that is sighted by the FAA is that the system was never officially approved. After looking into the cost associated with receiving certification it was determined that the amount was prohibitive and the decision made to cease RF communications. However, it will still be in operation using the telephone link at 732-994-2929. However, as of this date, the tel-line modem is inoperative but steps are being taken to have it replaced.



Revised Aviation Dictionary submitted by Janis Blackburn :-)

Altimeter Setting: The place where the altimeter sets. Usually hidden by the control column during a near-minimums Instrument approach.

What Did He Say? Submitted by Nick Billows

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it

Have you ever been faced with the dilemma of having the day off, reserved your favorite aircraft and the weather is perfect but you are not sure where to go? Well, The Book of Routes is the answer to such a quagmire. The Book of Routes actually evolved from facing this very same question a number of times especially after earning my Private Pilot Certificate. Because it seemed that I was not alone here, it was decided to assemble a series of suggested flights but also designing them so that they could provide much more than simply places to fly to and then back.

Each route was conceived using a general series of guidelines and they consist of:

1. Most begin and end at N12
2. Each contain a distance midpoint. This would allow for two pilots to get in equal air time.
3. They have more than one leg per route so as to increase opportunity to practice navigation.
4. Almost all have a total air time of about 60 minutes or less.
5. A number of the routes contain a points of special interest

Here is a typical course

Course #1. Attributes

- A. Route: N12 Lakewood to Coyle VOR to KVAJ South Jersey Regional to N87 Trenton Robbinsville to N12 Lakewood
- B. Mid-point- KVAJ, South Jersey Regional Airport
- C. Two segments per leg.
- D. Total distance about 81 nm.
- E. At KVAJ there is a great restaurant there plus the Air Victory Museum is next door.



You can download the Book of Routes from <http://flymafc.com/docs/Route%20bookletpdf.pdf> Also, there are two Book Of Routes in a wooden holder that is attached to the wall right behind the computer. Please return them after use.

Planning For The New FBO

As work on N12 moves steadily forward, the next phase that is currently being examined is the construction of a permanent FBO building. To this end, the MAFC was invited to meet with the architect to discuss our needs since the plan is to offer us permanent space in the new facility. On Wednesday April 21, Joe Bonacci, Nick Bills, Tom Griffin and Bill Butler met with Steve Reinman, Executive Director of the Lakewood Township's Office of Economic Development and an architect from RISE Architecture. The focus of the discussion was to help the architect understand our unique needs.

In the weeks leading up to the meeting, research was conducted to gather measurement from the trailer and also compile a list of specific questions that would help to further illuminate our needs. The questions encompassed a wide range of topics such as:

1. Can they provide a general idea as to the shape of the room that we will be presented with?
2. Can we request / install wall partitions? A large room reduces wall space area and being able to partition can add a significant surface area.
3. Will there be built-in room storage space and, if so, what will be the volume and the number of closets?
4. Will there be cabinets or do we need to relocate the existing units?
5. Will there be storage space for items that should not be housed inside of the building such as paints, thinners, oil, etc?
6. Will there be a common conference room for meetings and, if so, what will the size measure?
7. Etc.

The meeting lasted about an hour during which a great deal of information was exchanged. We are now waiting to see what the proposed final design will look like.

Weight and balance data sheets for each of our airplanes (except for 87Q until after the engine overhaul) have been placed in a loose-leaf binder next to the printer on the dispatch counter in the trailer. These sheets contain the most current empty weight, cg location and moment for weight and balance calculations.

A Good Read (Watch) Do It Yourself Engineering by Professor Stephen Ressler: submitted by Charles Burke

Decades ago, I became addicted to CD/DVD courses sold by The Great Courses (formally, The Teaching Co.) and have amassed shelves full of courses spanning every imaginable subject. But a recent purchase turned out to be unique in that it is the first one that deals with DIY (Do it yourself) engineering projects. Making this a super special program is that in amongst golf ball canons, beam bridge construction, etc. there are four dealing with the construction of aviation related functional models. Before delving into the subject, it is worth noting that the instructor is Professor Stephen Ressler who was once on the faculty of West Point earning the reputation as an outstanding teacher. What is noteworthy is that not only is he a wiz at dealing with the theoretical side but is also a master model builder. If nothing else, just watching him turn pieces of wood, paper and other common materials into working models is worth seeing.



But the focus here is on aviation and why you are urged to explore this program. Once the instructor shifts into aviation, starting with a remote controlled blimp, you suddenly realize that while the end product is fun to play with, it is the engineering and design that are worth their weight in gold. Projects include a rubber band glider, helicopter and rocket. Helping to move the fabrication process along, an accompanying workbook contain detailed reference materials, plans and diagrams. In cases where the plans are large, he provides links so that PDF copies can be downloaded.

So if you are looking to jump into some weighty aviation activities and build these models, you are urged to acquire a copy of this course and especially the workbook. They can be purchased directly from The Great Courses or possibly picked up used on sites such as E-Bay. But there is a caveat here. The Great Courses post outlandishly high prices but then discounts the cost to a reasonable amount. So do not go by the "list" price. A quick scan shows the retail price at about \$270 but they usually run sales bringing it down to about \$55. If you are interested in exploring this gem, you can watch a short video at www.thegreatcourses.com/courses/do-it-yourself-engineering.

Sell/Buy/Trade

Looking to BUY: I'm looking for a Bose A20 Bluetooth or Lightspeed Zulu 3 headset.
Chuck McKelvey BigBaldChuck@comcast.net



Looking to BUY: I am looking for VHF handheld Radio if anyone is selling it he can reach me at 732-860-8604. Girish Mandhwani

Sell: WW 2, US Air Force True Airspeed Computer (Excellent condition)
\$10 Charles Burke tvcable@verizon.net





This is the Washington D.C. SFRA or Special Flight Rules Area. While operating within 30 NM from the DCA VOR/DME, you must have received specific training, be transmitting on a discrete squawk code, and be on a special flight plan.



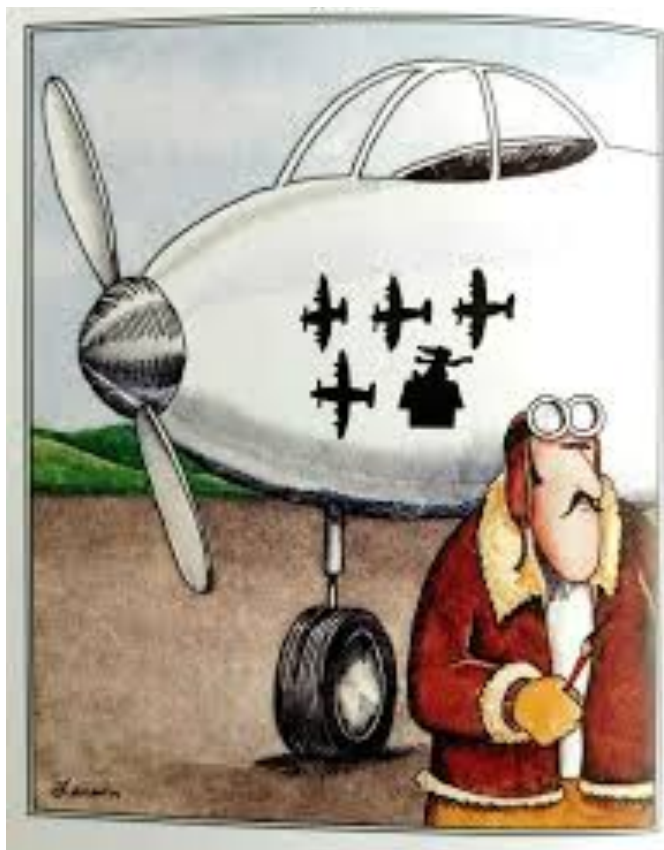
Announcements

**SATURDAY, JUNE 12, 2021 AT 11 AM EDT – 3 PM EDT (Rain date is Sunday June 13th)
Orange County Airport (KMGJ) Fly-In BBQ
Free**

Please RSVP @ rsvpflyin@gmail.com or go to pilotfun101.com and RSVP under the Fly-In Event tab.



Awesome Paint Jobs: Art Templeton



Takeoffs are optional but landings are mandatory



KXLL Queen City Airport, PA