

Club Meetings

Board Of Trustees:
7/1/21 THURSDAY

General Membership:
7/17/21 SATURDAY



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MAFC Reports, Rules & Regs, and By-Laws Joe Bonacci, President

As our club has grown in size and complexity, the need to reference documents has increased. In addition, where these documents are found had also evolved as more convenient storage access systems have been created. While there are many reference documents available, there are several which seem to be the most requested and they include:

- A. BOT meeting minutes
- B. General membership meeting minutes
- C. Maintenance and operations reports
- D. The Rules and Regulations
- E. The By-Laws
- F. Back issues of the newsletter

The importance of having access to these documents cannot be understated. During the past few years, a number of major changes have taken place in the administrative wing of MAFC and there are more to come. Therefore, these reports and meeting minutes provide a window for members to keep up to date on what is taking place.

Until only a few years ago, these documents were accessed only through a, Members only, section found on www.flymafc.com. However, getting to them involved log-on steps that were not user friendly. But with the advent of Flight Circle and its built-in log-in steps, this site opened a more convenient pathway to follow. That said, this article will deal only with accessing the afore mentioned documents via Flight Circle.

To help you bridge the digital divide, here are the simple steps that need to be taken to

1. Log into your **Flight Circle Account**.
2. Click on **Manage**.
3. Click on **Dashboard**
4. Click on **Files**
5. Select **Meeting Minutes** find both the BOT and General Membership documents
6. Select Operation Reports to find these documents



VFR Trivia by Navin Ohri CFI (see page 6 for answers)

You're coming in for landing and tower tells you there's a "NORDO" aircraft 5 miles south of the airport. What does that mean?

\$100 Hamburgers by Charles Burke & Liam Barkey

To help you locate and enjoy the best \$100 burgers, the list of airport based restaurants in New Jersey was screened and updated to include hours of operation. One nicer surprise was that at least one of those that had shuttered its doors is now back open but two, Ocean City and the Flying W are no more. While there is a chance that Ocean City may, like the Phoenix, rise from the ashes to fly again, however the Flying W restaurant looks as if it, and the airport, are going to become a 380 home development.



CLIP AND SAVE THIS HANDY REFERENCE GUIDE

NJ \$100 Hamburgers

Flight Deck Diner, Cape May Airport KWWA, 507 Terminal Dr #102, Rio Grande, N.J.

Adjacent to it is the Naval Air Station Wildwood Aviation Museum 500 Forrestal Road, Rio Grande, NJ 08242 <https://usnasw.org/> 609-886-1105 Open: 7:30 AM-2 PM daily, year-round 7 days a week

Verna's Flight Line Restaurant, Millville Airport KMIV, 302 Beacon St. Millville, N.J. Only 0.3 miles from the runway, you will find the Millville Army Air Field Museum, 1 Leddon Street, Millville Airport. <http://p47millville.org/> 856-825-32 Open Wednesday - Friday: 8 AM-7 PM Saturday - Sunday: 8 AM- 2 PM, closed Monday & Tuesday

Runway Cafe, South Jersey Regional Airport KVAJ, 68 Stacy Haines Rd, Lumberton, N.J. Next to this restaurant is the Air Victory Museum, Lumberton, N.J 08048 <https://airvictorymuseum.com/> 609-518-0400 Open 8 AM-3 PM Tuesday - Sunday (closed Mondays)

The Smoke Stack BBQ & Burgers, Greenwood Lake Airport 4N1 126 Airport Road, West Milford, N.J. 973-506-6769. Right next to this recently opened restaurant is a massive piece of aviation history, a Lockheed Constellation dating back to the 1950s. Open Wednesday - Sunday 11AM-8 PM (closed Monday & Tuesday)

Apron Cafe, Hammonton Airport N81 56 Academy Dr, Hammonton, NJ 08037 609-547-501 Open everyday 7 AM to 3 PM

New Airport Diner, Sussex Airport KFWN , 51 County Rd 639, Sussex, N.J. 973-702-1025 Open everyday 6 AM to 3 PM

Foccacia Pizza & Pasta, Central Jersey Airport 47N 908-725-5522, 930 S Main St, Manville, NJ 08835 Open Monday through Saturday 11:30 AM to 9 PM, Sundays 12 to 9 PM

Sky Cafe, Sky Manor Airport N40, 48 Sky Manor Road, Pittstown, NJ, 908-996-3442 Open Friday - Sunday 7:30 AM to 4 PM, closed Tuesday

Donna's Runway Cafe, Blairstown Airport 1N7, 36 Lambert Road, Blairstown, N.J. 908-362-1600 Open Friday - Wednesday 8am - 2pm Thursday 9 AM - 2 PM

Sunset Pub & Grill, Lincoln Park Airport N07, 425 Beaverbrook Rd, Lincoln Park, NJ 973-628-7166 Open Saturday 11AM- 11PM, Sunday 11AM - 10 PM, Monday - Thursday 11:30 AM - 10 PM, Friday 11:30 AM - 11 PM

CLOSED Airport Diner, Ocean City Airport, 2600 Bay Ave, Ocean City, N.J.

CLOSED Flying W Restaurant, 60 Fostertown Rd, Medford, NJ

Note: Always contact the restaurant prior to your visit because some have seasonal hours / days

1: Board of Trustee meeting, 7:00 club trailer

10: Blue Claws game hosted by JAC. The Jersey AERO club is sponsoring an evening get together at the the Blue Claws game which starts at 7 PM. They have reserved a number of rooms to accommodate a large group with burgers and flies on the menu. An invitation has been extended to MAFC members to join the JAC event. The cost is \$45 for adults and \$35 for children. If you wish to attend the JAC festivities, contact Robert McHugh for more information at rj-mchugh@hotmail.com

14: Intro to Drones (Rain date Thu 15) The program will begin at about 6 M at N12 and initially be limited to ten people so that everyone will have a chance to actually fly a drone. Information on obtaining an FAA Remote Controlled Pilot's license will be provided along with general operating information. For more information, or to register, contact Charles Burke at tvcable@verizon.net. This program is limited to MAFC members only.

17: Membership meeting + 50/50. Possible speaker

31: \$100 Hamburger Run (Rain date Sat Aug 1) Fly/Drive meeting at 12 PM in the Apron Cafe, located at Hammonton Airport N81. Details to follow.

A Father's Day Gift by Chris Kuelzow

As a father's day weekend treat my wife suggested that we attend opening day at the Old Rhinebeck Aerodrome in Rhinebeck, New York. She didn't have to ask twice. As aviation enthusiasts, we always enjoy this day trip destination, typically followed by some fine dining prior to the drive home.

While over the decades we had occasionally visited, (truth be told, my first visit there was during a High School field trip organized by my shop teacher), we had never been on a Saturday, let alone an opening day. As expected, it was great.

For over six decades, the Old Rhinebeck Aerodrome has entertained and educated people from all over the world by preserving and displaying/operating over 60 vintage aircraft, many antique automobiles and motorcycles, and related memorabilia in a classic small town airport setting. Their static display Museum is open from May through October and they fly two different airshows each Saturday and Sunday, Mid-June through Mid-October.

The Saturday "History of Flight" program highlights the Pioneer era before WWI, a WWI Show teaser, and the Golden Age of Aviation in the '20s and '30s. The Sunday program is their WWI dog fight spectacular with a hero, a heroine (Cheer!), the villainous Black Baron of Rhinebeck (Boo!), scenery, pyrotechnics and a WWI tank. The supporting cast includes many antique automobiles. Cole Palen founded the Old Rhinebeck Aerodrome in 1958 with a handful of airplanes and a dream. He built it into a world-renowned destination as America's first flying museum of antique aircraft.

The Rhinebeck Aerodrome Museum was established in 1993 as a 501 (c) (3) non-profit organization to continue Cole's legacy. The mission is to preserve, restore and fly the aircraft of the Pioneer, WWI, and Golden Ages of Aviation.

It is a wonderful family destination. We highly recommend it. See: <https://oldrhinebeck.org>

Revised Aviation Dictionary submitted by Janis Blackburn :-)

Bi Plane: What you say to your bird if flying costs keep going up.

What Did He Say? Submitted by Nick Billows :-)

What is the similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies; but if ATC screws up, only the pilot dies.
-Basic Flight Training Manual-

Seeing the 4th of July from above by Charles Burke

With the 4th of July celebrations at our doorstep, finding a good place to view the fireworks is a top priority for many. Added to the mix is that most of the Covid restrictions, that had been in effect last year, have been lifted so this year should be doubly exciting. But while most people are held fast to Mother Earth when selecting a vantage point, pilots have a unique option seeing the show from the air. But to exercise this option, there are a number of considerations that come into play some very obvious while others may need to be explored in greater detail. (Continued)



At the top of the positive list is that ground based observations can position you very close to the action. However, your lateral view can be shrouded by buildings, terrain and vegetation which may prevent you from seeing a display taking place even a few miles away. But when viewed from the air, even at relatively low altitudes, you can take in an enormously broad area. One of the best locations for seeing this is to be positioned along the Jersey shore line where the displays can sometimes appear like a string of pearls along the coast. But just how far can you see? Using the formula $1.7 \times \text{Sq root of your elevation}$ will give you the distance to the horizon in NM. So, at 1000 feet, you can now see 37 NM, at 2000 ft. you can see 52.3 NM and at 3000 ft, you can see 64 NM. Wow!!

But don't forget that FAA has rules which can impact the altitude you wish to fly at and the most basic is to be at least 1,000 ft above the highest obstacle. Since most fireworks rarely reach 1000 ft, it is suggested that you stay at least 1,500 to 2,000 feet AGL.

While flying you will be able to see a lot more action, but of course it comes at a price. The further you are away from the fireworks display, the full impact of low level displays is lost. This is because the fireworks pattern is designed to be viewed from the ground, not a few thousand feet up.

But let us assume that if you wish to see this amazing show from the air, there are a few hints and tips that can help to address inherent issues such as:

1. Make sure that you have been checked out for night flying.
2. Reserve the aircraft well in advance of the event.
3. Make sure that the tanks are full, or are at safe levels for the load and distance to be traveled.
4. Remember that while the ground staff are available to fill the tanks during the day, they may not be there in the evening. You may have access to self service but would you want to try doing this in the dark?
5. Plan out your route and connect with ATC for flight following because you will not be alone in the air with others who may not be totally focused on their surroundings.
6. Get a nap in and be well rested.
7. Check NOTAMs and TFRs

There are other considerations and these encompass distortions associated with night flying which may come into play. These include:

1. Vestibular illusions (The leans, Coriolis illusion, Graveyard spiral, Somatogravic illusion, Inverse illusion, and Elevator illusions)
2. Visual illusion (False horizons, Autokinesis Runway distortions)

While the list and description can go on, the point here is that when we combine these night related illusions with the emotional excitement of seeing fireworks from the air at night, caution should be the word of the day. A good suggestion is to do one or more dry runs to insure that you will be ready for the big event so be able to enjoy watching the spectacular show and be prepared to fly safely.

Q is back!



Our Cessna 172, 4287Q, is back on the line with a totally rebuilt engine and, as of this writing, just needs to go through the required break in process.

If you were wondering why it took so long to get the aircraft serviced it i was because of an electrical issue that arose after the engine was reinstalled. It took the mechanics a great deal of time to track down the problem but now it has been fully resolved.

But there is one very important change that you must be aware of regarding the airspeed indicator. The air speed indicator had been in MPH but now it

is primarily in knots. There are now two rings with knots being the the primary outer ring and MPH seen on a secondary smaller ring. The picture of the airspeed indicator to the right is not the same as the new unit in 4287Q but is typical of the dual ring systems. So if you are a pilot who has used Q for a long period of time, you must become acclimated to the new configuration.



HELP: WE NEED A PLACE TO MEET!!



Holding meeting in the CAP building came to a halt when the Covid crisis hit but with that largely in the rear view mirror, it had been hoped to once again have access to the structure for General Membership meetings. But then another bump in the road has now arisen, the CAP building is being renovated and we cannot use it during inclement weather. This is a serious issue since we have several special programs planned with guest

(Continued)

speakers over the next few months. That said, we would like to explore the idea of using a different facility for the General Membership meetings only during bad weather. If you know of a building, meeting room, etc. where the club could gather temporarily only for General Membership meetings, please let the BOT know. Or, drop me a e-mail at tv cable@verizon Thank you. Charles Burke Activities Committee

New Aircraft Rate

Over the past year, the BOT has taken a number of bold steps to create a financial monitoring system that reflects its large budget and complex accounting systems. At the heart of this process has been an ongoing adaptation of modern bookkeeping systems and the creation of reports that can clearly show our income, expenses and liabilities, This research clearly showed that there was a need to raise the rental rates based upon the actual operating costs. As it was explained in detail during the June Membership meeting, these changes are necessary and will help to create a sound financial basis for the acquisition of more aircraft and the covering of major expenses.

Effective July 1, 2021: Cessna 152: \$95 per hour, Cessna 172 & Piper Archer: \$115 per Hour, Cessna 172 WT: \$125 per hour, Piper Arrow: Those participating in the Assessment program - \$125/hr (10 hours prepaid) Those not participating in the program - \$145/hr

Air Victory Museum Special Activity

On Saturday June 26 2021, the staff at the Air Victory Museum in Lumberton (KWAY Airport) arrived early and opened the door to their fabulous aviation museum a little earlier than normal so that they would be ready to go as we filtered in. While the staff was prepared, the weather was another story. The original forecast was for some clouds in the morning then clearing but that was not the case. Unfortunately, several members along with their families, who had scheduled to fly to the museum, were kept on the ground as weather conditioned to deteriorate throughout the day.

As members, family and friends arrived, they gathered near the entrance until a nice sized group was assembled. At that point, the docent introduced himself and the tour began. He not only alluded to the military aircraft that were housed in the large building but focused in on some of the many models and military related hardware that filled the displays areas of the museum. Others opted to go it alone and spent their time wandering between the planes and displays.

All in all, it was both a great educational experience and a fun filled day.



Answers to the VFR Trivia Test:



NORDO means the aircraft can't communicate or is not communicating with ATC or other aircraft.

Spotlight on: Joe Ranauro



Hello Everyone. I am excited to finally be a member of MAFC and get to know everyone and participate in the club's social activities. I am in my 23rd year as Police Officer with the Port Authority Police Dept of NY/NJ at Newark Liberty Intl, currently assigned to the Aircraft Rescue Firefighting Unit. I am also a CFI at Old Bridge Flight School. I've been flying since 1996 and just completed my CFI in February. I am in the final stages of CFII training and should be rated by the end of June. I've enjoyed getting to use some of the newer technology in GA aircraft recently like the G1000. I remember taking my instrument check-ride in a Grumman Tiger and flying an NDB approach with a kitchen timer on the yoke. My how the times have changed. Looking forward to meeting everyone and getting checked out. I also can't wait till I am checked out as a club CFI and do some training with fellow members.

Announcements

Emily Johnson just passed her CFI check-ride and also has been approved as a MAFC CFI.....CONGRATULATION EMILY!!
Joe Shimak and Javier Perez Hernandez Instructors



MAFC TOP FLYERS:

- Emily Johnson 18.7 WT, BG
- Mark Herega 17.4 WT
- Marino Santos 17.0 WT, BG
- Arjun Ayyagari 15.0 WT, KK, 804
- Israel Plonczak 13.8 KK, 804, BG



Liam Flood passed his Private Pilot check ride and will be heading to Embry Riddle Aeronautical University in August. Tom Flieger Instructor.

Awesome Paint Jobs: Art Templeton

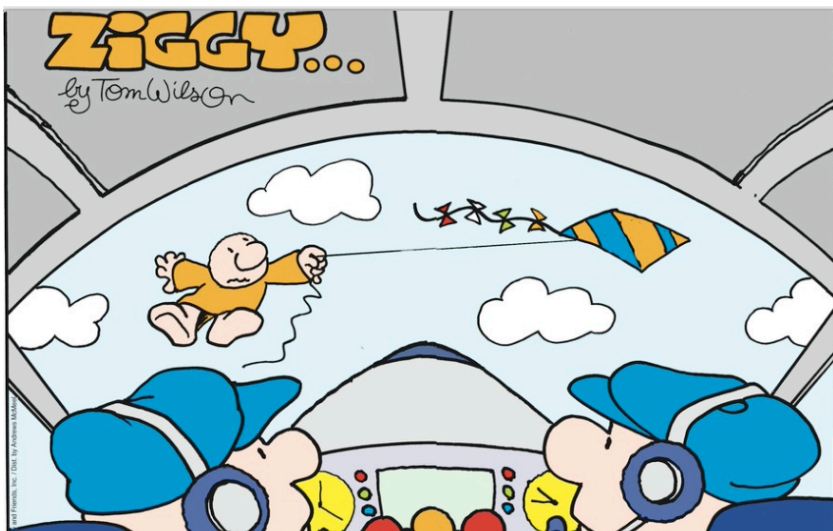


Kubair Bahl completed his first solo at Ocean County Airport. Tom Flieger, Instructor

Submitted by Nick Billows

"Most of the money I've made in my life, I spent on flying. I wasted the rest."
Author unknown.

Takeoffs are optional but landings are mandatory



4N1 Greenwood Lake