

Club Meetings

Board Of Trustees:
8/5/21 THURSDAY

General Membership:
8/22/21 SUNDAY



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McGuire RAPCON Program

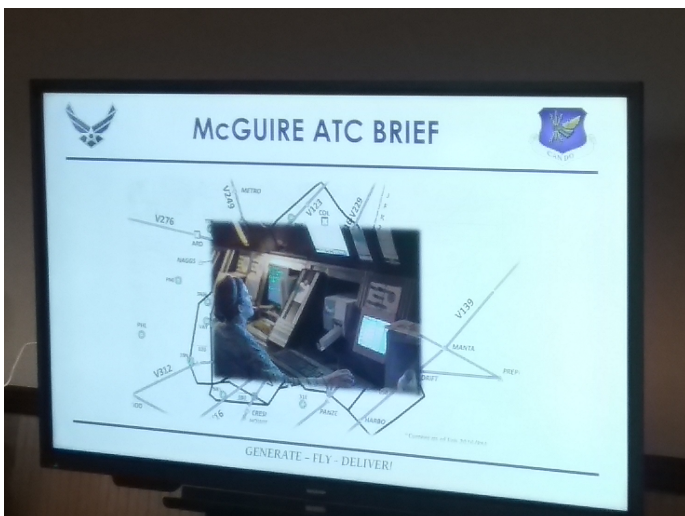
On Saturday July 17, a contingent from McGuire AFB RAPCON were the central event at the general membership meeting that was held in the Blue Claws Baseball stadium main conference room. The core topic was an overview of the situation in the air over and around their facilities extending well beyond the A-220 area that you see on the sectionals. This was followed by them explaining why it is imperative that we talk to them once you are up in the air and can safely switch to their frequency 126.475 Mhz

The presenters used a set of well designed graphics that highlighted each of the important topics being discussed. Interest in the slide set by those in attendance was so great that they offered to send us a set so that we can have them for reference in the future. Once acquired, and inserted on Flight Circle, the access information will be provided to all of the members.

After the program was concluded, the presenters encouraged members to ask questions and also explore what had been covered. Needless to say, our members spoke up. They even offered an open door to future collaborative training sessions.

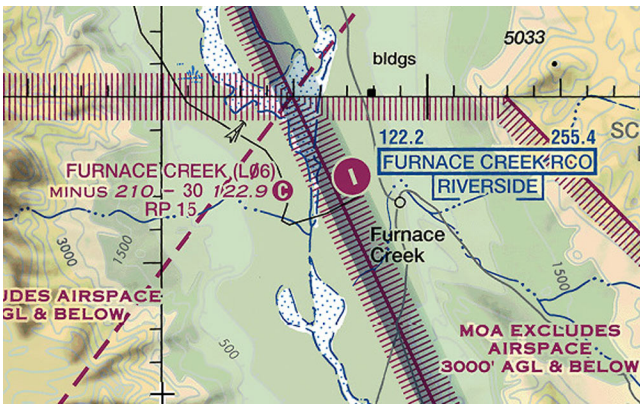


Program on airspace safety presented by 514th Air Mobility Wing McGuire AFB



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

What is the elevation of the Furnace Creek Airport (L06)?



Submarine Aircraft Carriers in WW2



In August of 1945, just after the end of WW2, American Naval forces discovered an unimaginable secret weapon that had been developed by the Imperial Japanese Government, a submarine aircraft carrier. Military experts believe that had it been deployed, it would have been possible for Japan to inflict massive destruction upon USA soil. In this video, the story behind the events that unfolded are spelled out. Go to: www.youtube.com/watch?v=gxyk84t4Q8w

Drone Program

On Wednesday July 14, a hearty group of MAFC members, along with a number of seagulls, gathered behind the blue hangers at N12 to watch a drone fly around the parking lot. What brought them together was a special event titled, An Introduction to Drones. Braving the unsettled weather conditions that were punctuated with an occasional bolt of lightning, chairs and equipment were set up to form an outdoor classroom.

Member Ethan Noble, a commercial drone operator and instructor, conducted an overview of the subject covering the types of drones, licensing, legal issues and finally hands-on operation. Using his own drone, Ethan walked the participants through the general operating instructions then invited each person to fly the unit and also try out the FPV (first-person view) goggles. This experience helped to illustrate the flexibility of drones but also tested the mind/hand connection that must be honed to fly one of these devices.

Because of the enthusiastic response of the participants, a similar event may be staged in the fall. In addition, the idea of adding a drone to our fleet will be explored.

A special note of thanks goes out to Kevin McKenzie, the airport manager, for his help in providing the space to implement the program at N12.



Introduction to Drones, class held behind new hangers.



Audience of professional fliers



Ethan Noble (Instructor) and Sandy Duma

CLIP AND SAVE THIS HANDY REFERENCE GUIDE
PA, NY ,DE and MD \$100 Hamburgers

Pennsylvania:

Cherry Ridge Airport (N30): Cherry Ridge Airport Restaurant: 30 Bomber Lane, Honesdale, PA . 570- 253-5517- On airport property but closed on Tuesday and Wednesdays. Manager asked if you would call ahead to let them know you are coming.

Lancaster Airport (KLNS): Fiorentino's Italian Restaurant:,), On the field (717) 569-6732.

Doylestown Airport (KDYL): Cross Keys Restaurant: 4125 E Swamp Rd, Doylestown, PA 18902 (215) 348-4911. The restaurant is located off the south east corner of Runway 5. Call the FBO and ask about parking near the hangers. After parking, you will see a gate in the fence that takes you to the restaurant's parking lot. FBO (215) 340-0707

Pocono Mountain Airport (KMPO): Several restaurants in the area but they have a crew car however you must reserve it. (800) 321-5890

Chester County Airport, (KMQS) Several restaurants in the area and they have a crew car but you must reserve it.

Smoketown Airport (S37) Many restaurants in short walking distance but usually go to Burk & Company. Ask at FBO for directions.

Deck (9D4) Airport is located out in the middle of farm country with nothing nearby. However, they have a free crew car but you must reserve it. *If nothing else, the crew car is worth the trip, it is a 1986 Chevrolet Malibu station wagon in mint condition.*

Reading Airport (KRDG) Kinger's Restaurant 484-869-2814. On the Field.

Penn Ridge (KCKZ), Rockhill Filling Station, 1710 North Ridge Road, Perkasio, Pa. 18944 215-257-9552 It is a 20 min. walk or a 1 min ride door to door. Mondays & Tuesdays 7am-2pm Wednesday-Saturday: 7am-8pm Sunday: 7am-1pm

Maryland:

Ocean City Airport (K0XB): There are no dining facilities on site but a short taxi/Uber ride takes you to many outstanding seafood restaurants. FBO 610- 384-9000

Montgomery County Airport (KGAI):, The Airport Cafe, 7940 Airport Road, Gaithersburg MD, The restaurant is on the airport property but is currently being renovated but should be open by August. Check FBO before going. (301) 963-7100

Delaware:

Delaware Coastal Airport (KGED): Arena's Deli & Grill, 302-856-3297 On airport property

Cambridge Airport (KCGE): Katies Restaurant 410-901-884 Call 410 228-4571 (410) 228-4571 On airport property

New York State:

Kobelt Airport (N45): Nu-Cavu Restaurant 857 Plains Rd, Wallkill, NY 12589 (845) 895-9000 On airport property

GONE

Gabreski Airport KFOK NY (Long Island) Apron Cafe, 631-684-9996 Located at base of ATC tower

Queen City Airport (KLXX):Queen City Diner, Slight walk from the airport.

My desire to become a pilot began about two years ago after being inspired by my uncle Scott Barkey. At that point in time, I began taking flying lessons at Eagle View Aviation which is located at Monmouth Executive Airport (KBLM). While this was a good first step, it was felt that joining an aviation club would provide a much broader learning experience. Again, my uncle helped to guide me by suggesting I apply to the Monmouth Area Flying Club because of its good reputation. This dramatically increased my desire to move forward with my education. I applied to the MAFC and was accepted as a member about about four months ago.



Currently, I am training in the Cessna 152 with some work in the Cessna 172 aircraft logging about 15 hours of flight time so far.

I currently live in New York City, where I was born and now attend a small high school called Friends Seminary. Our family spends weekends and summers in New Jersey. I love to travel, especially to try and find the best snowboarding locations. This summer I am also really enjoying mountain biking and boating and am currently taking a macroeconomics course at NYU.

HELP!!

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 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 meet temporarily only for General Membership meetings during bad weather, please let the BOT know or, drop me a e-mail at tv cable@verizon Thank you. Charles Burke Activities Committee

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

As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives.

Revised Aviation Dictionary submitted by Janis Blackburn :-)

Carburetor Ice: Phrase used by pilots when explaining accidents caused by fuel exhaustion.

Get checked out, keep current, and stay proficient. by Tom Griffin

CURRENCY.— We know that complying with FAA and club currency requirements is a step toward maintaining our flying proficiency, but certainly not a guarantee.

FAA currencies are straight forward and well known, referring primarily to flight with passengers. To carry passengers, a pilot must have made three takeoffs and landings in the same category and class aircraft within the past 90 days. Since all of our aircraft are single engine airplanes, satisfying the 90-day requirement in any aircraft takes care of that currency for any club airplane we're checked out in. Same goes for night currency – night currency in any airplane satisfies night currency in other aircraft in which we've been checked out at night. Of course, night currency requires that the three landings must be to full stop. Technically, passenger-carrying currency can be regained by getting the takeoffs and landings by yourself, no instructor required, but the decision (risk) of whether or not to fly with a CFI should be considered carefully.

And, of course, FAA regulations require us to have had a flight review with a CFI within the last 24 months.

MAFC rules add the requirement of a flight review every six months – “six-month check ride.” Simple enough. The club flight review can be conducted in any airplane a pilot is checked out in. But, be careful – at least once a year we are required by the Rules and Regulations (Section VI) to fly the club flight review in the most sophisticated club aircraft we wish to fly. The hierarchy of sophistication is C-152, C-172 legacy (87Q and KK), C-172 G1000 (WT), Archer, then Arrow. For example, a pilot checked out in both the Archer and the C-172, must have completed a six-month check in the Archer within the last 12 months in order to continue to fly the Archer. Conversely, if the pilot takes every six-month check in Archer, none is required in the C-172 –

although it might be a good idea to sometimes fly the check ride in the 172 for the benefit of having a CFI's review in that aircraft.

WT and the Arrow (N55804) have special currency requirements. Arrow currency rules are set by our insurance carrier and outlined in the Rules and Regulations. In order to act as PIC in the Arrow a pilot must have flown an Arrow at least three hours within the last 180 days. This is not an unreasonable requirement, considering the complexity of retractable landing gear and constant speed propeller. If Arrow currency is lost it can be regained with a flight and logbook endorsement by a CFI; then the pilot has 45 days to get three hours of flight in the Arrow to maintain currency.

For WT, the club rules require a flight review (six month check ride) at least once every twelve months. A pilot wishing to maintain currency in both the Arrow and WT should alternate six month check rides in each of those airplanes.

CHECKOUTS.—Club rules require that a pilot be checked out in each type aircraft they wish to fly. Hierarchy of sophistication does not apply to checkouts - only to currencies. For example, a pilot checked out in the C-172 needs a checkout in the C-152 to fly it.

Our rules also require a night checkout in each type aircraft to be flown at night.

Special checkout rules apply to N61WT (our G1000 equipped C-172) and the Arrow. Unless a pilot has significant glass cockpit experience, five hours of instruction is required for checkout in WT. Arrow checkout requirements depend on a pilot's flight hours logged in retractable landing gear aircraft and are detailed in the Rules and Regulations document.

An instrument qualified pilot must get an IFR endorsement with an aircraft checkout. Our currency and checkout rules have been streamlined in the last couple of years to make them somewhat easier to understand. Each club member is responsible for insuring they comply with those requirements. Compliance keeps us legal, safer and keeps us on track for challenging our proficiency as pilots.

No more sore or dirty knees

Accessing the sumps on sometimes requires crawling on the blacktop and can result in you soiling or damaging your clothing. To help alleviate this problem, small car mats were donated and have been placed in all of the aircraft.



Updated Aircraft problem Passenger briefing cards

Just a reminder that copies of the latest version of the "Report a Problem" information cards have been placed in all of our aircraft. In addition, a new set of the Passenger Briefing cards were run off and these were also placed in the corresponding models..

N4287Q

REPORT A PROBLEM!
If you find a problem, please report it as soon as possible.

- Using the data below, start by contacting the Crew Chief. If they are not available, work your way down the list in the order presented.

IT IS MANDATORY THAT YOU ACTUALLY ESTABLISH CONTACT WITH THE INDIVIDUAL YOU ARE TRYING TO REACH. DO NOT SIMPLY LEAVE A MESSAGE. IF YOU DO NOT ESTABLISH CONTACT THEN GO TO THE NEXT NAME ON THE LIST

- Post the issue on the squawk board in the trailer.
- Notify the next scheduled pilot if the problem would prevent them from flying.

Crew Chief: James Paglia
tel: 732-793-4568
e-mail: James1.Paglia@hotmail.com

Asst. Crew: Thomas Griffin
tel: 732-929-8338
cel: 214-725-9873
e-mail: tgriffin@yahoo.com

Maintenance Officer: John Periera
Home: 732-349-1292
Work: 732-496-0597
Cell: 732-496-0597
e-mail: maurloalip@msn.com

Assistant Maintenance Officer: Art Templeton
Home: 732-255-5392
Work: 201-315-1589
e-Mail: arttemp@verizon.net

President: Dan Coles
tel: 732-922-6574
work: 732-859-3480
cel: 732-859-3480
e-mail: gchallenge4@aol.com

Update version 214.1

Problem Reporting Cards (example)

Cessna 172 Passenger Briefing
This document satisfies FAR 602.59

Before passengers are allowed to be carried in an aircraft, a passenger briefing must be performed. **This is the law.** It is similar to the ones you see the flight attendants do when you fly in commercial aircraft.

The pilot will go over the passenger briefing with you on the day of the flight. If you have any questions, that would be the time to ask them.

Smoking
There is no smoking in or around the aircraft as well as on the tarmac at any time.

First Aid
There is a first aid kit located behind the rear seat. It is either a white box or a red pouch that says "first aid" on it. Survival equipment will also be located in this area if equipped.

Fire Extinguisher
This airplane is not equipped with a fire extinguisher.

Emergency Locator Transmitter (ELT)
The ELT is a device that helps rescue workers find the aircraft quickly if there is an accident. The ELT is automatically activated and sends GPS co-ordinates to the rescue agency. However, if for some reason the ELT needs to be activated manually you can do so by flipping the switch up to the "on" position. **Only do so if instructed by the pilot.** The pilot will show you where the switch is on the day of the flight.

Emergency Exits
There are three possible escape routes from the aircraft. Please use the following order when trying to exit:

- Side door. To unlock the door, lift the latch up and push the door out.
- Door Windows. To unlock the window, turn the lock 90 degrees counter-clockwise and open the window.
- Baggage Compartment. The baggage compartment door is located behind the rear seats on the pilot side of the aircraft. Unlatch the door and push it outwards.

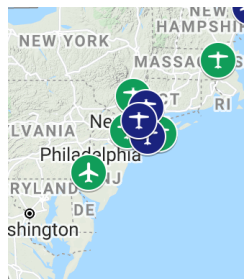
When exiting the aircraft please walk along the tail to the rear and as far away from the plane as possible.

Passenger Briefing Cards (example)



Furnace Creek is the home airport of Death Valley. and it is 210 feet below sea level.

From the Flight Deck series submitted by Michelle Held



FAA's From the Flight Deck video series provides pilots with actual runway approach and airport taxiway footage captured with cockpit mounted cameras, combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

View the map found at https://www.faa.gov/airports/runway_safety/videos/ for From the Flight Deck videos and links to location-specific safety information, as well as content on general aviation safety challenges pilots may encounter. New locations will be added to the map as videos become available

Announcements

N4287Q IS NOW BACK IN SERVICE!!!



Joe Ranauro is now a CFII!



Top Fliers

PILOT	HOURS FLOWN	ACFT
Emily Johnson	18.7	WT, Archer
Mark Herega	17.4	WT
Marino Santos	17	WT, Archer
Arun Ayyagari	15.0	KK, WT, Arrow
Israel Plonczak	13.8	KK, Archer, Arrow



August Calendar

- 5 BOT
- 13-15 Greenwood Lake Air Show
- 18 Atlantic City Air Show
- 22 Membership meeting + Speaker Helicopter fly-in and program & 50-50 (Sun)

Awesome Paint Jobs: Art Templeton



Takeoffs are optional but landings are mandatory



KXLL Queen City