

Club Meetings

Board Of Trustees:
9/2/21 THURSDAY

General Membership:
9/18/21 SATURDAY

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(Almost)

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New Aircraft to Be Added To The Fleet (well almost)

At the August 5, 2021 Board of Trustee meeting, a proposal to acquire a drone, and also develop a training program, was approved. The reason for including this topic is that advances in the field of remote controlled aircraft not only for recreational use, but in industry and the military, have expanded especially in the past few years. Some predictions are going so far as to say the practice of human piloted aircraft will pass into the history books along with truck drivers and other human controlled modes of transportation.

The new program will take time to implement even though we already have a small drone to kickstart the program. To understand why this is the case, it is important to step back and first understand the ever increasing FAA regulations are constantly falling into place rapidly. One, that many are not aware of, is a required license, The Recreational UAS Safety Test (TRUST) for the casual remote controlled aircraft hobbyist.

Attributes of the new program:

1. It would offer an inexpensive new flying experience.
2. Club members who lose their medical could continue to fly.
3. This new aviation experience offers a unique challenge to members who want to learn and develop skills.
4. The Wings program has courses that offer flight certificates for drone operation.
5. It could be used to bring in new members who are interested in drones.
6. The future in aviation will be, in both commercial and military spheres, using remotely controlled aircraft.
7. They are relatively inexpensive to buy and maintain.
8. Not far from the airport, in Monmouth County, is a model plane-drone park.
9. We will be using AIRMAP and B4UFLY as tools to insure regulatory practices are followed.
10. There are already members who have the commercial drone license and are interested in providing instruction.

On one side of the picture we have those who wish to obtain the required TRUST Certificate designed for recreational UAS use. This certificate is issued by the FAA and offers those who own a

small drone the opportunity to fly it safely and within FAA guidelines. It is a relatively easy certificate to earn and will be all that many members will find to fully meet their needs.

If you already hold a FAA Private Pilot certificate, you are already half way to the goal line for obtaining the Part 107 commercial type drone certificate..The other half will take you into a new venue, one that spans legal, safety and operational topics. To assist members with this goal, a training program is being created.

As this program is implemented, announcements will be issued so that those interested can then obtain either or both FAA certificates.



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



Most fixed wing aircraft are designed to stall at the _____ first.

Blue Claws Baseball



While the Jersey Shore Blue Claws lost 14 to 7, the MAFC members had a great time at the game played on Thursday August 19. We were seated right behind the Blue Claws dugout with a panoramic view of the field. The weather was perfect and an occasional flyover by small aircraft was punctuated by what looked like a C-17 Globemaster.

We cannot thank the Blue Claws enough for providing a great evening plus seating all of the club members in one group area. Apparently, they liked us so much, they have offered us yet another opportunity to see a game before the end of their season.

The Arrow Assessment Program by Bill Butler

Over the past year there has been many discussions shared with all members on the financial situation of the Club but also specifically on the Arrow. In June, the BOT approved an Assessment plan that would be the final opportunity to retain the Arrow in the Club. An email went out in early June advertising the Assessment Program with details on payment amount, length of the program and dates require for confirmation from members. The interest in the program was well beyond expectations with a total 25 members signing up for the Assessment Program. Originally the BOT had stipulated we needed at least 10 members to sign up for the program, so you can see how successful the program has been.

The details of the program, which was conveyed in several emails throughout June and July, was the required cost of the assessment being \$1250 which equates to 10 hours flight time at \$125/hr. The length of the program runs from August 1, 2021 to August 1, 2022. Those in the program need to utilize the 10 hours over the next year. In addition, should a member in the Assessment Program fly the Arrow beyond the 10 pre-paid hours, they can do so at \$125/hr. Use of the Arrow, of course, is still open to all members checked out or wanting to be checked out in the Arrow; not just those in the program. However for those members not in the program, the hourly cost for the Arrow will be \$145/hr and was effective August 1 of this year.

The BOT has closed signups for the Assessment Program as of August 14, 2021. This was done to ensure adequate availability of the Arrow over the next year for those who have prepaid and are in the program. However as stated above, all members do have access to the Arrow whether in the program or not.

The BOT, depending on the Arrow utilization and financial success of the program, may open a similar but shorter Assessment Program early next year with the intent of closing any Assessment Program by August 1, 2022. Whether a new Assessment Program will be initiated after August 1st next year will be reviewed by the BOT and will depend on number of financial, maintenance and utilization factors with the Arrow.

Thanks to those 25 who have committed to the program as it was the only way the Club could continue to retain the Arrow going forward.

New Tie-down System

Until recently, the ropes that we used to secure the aircraft were maintained and replaced by the airport. But because of a recent change in regulations, this task has now become our responsibility.

The nature of these ropes covers topics beyond the obvious criteria such as having sufficient strength to hold a plane in place when high winds prevail. Other important characteristics include, but not limited to:

1. Resist rot and deterioration after prolonged exposure to natural elements and the sun.
2. Are soft and easy to manipulate
3. Will hold a knot
4. Do not unravel at the ends.
5. Have sufficient weight to thwart being swept up and possibly become entangled in a spinning prop.



Initially, it was suggested that we explore replacing the ropes with straps because they are much easier to handle and do not require a knot that must be tied. But this idea was rejected because of a situation that recently arose when a strap was literally sucked into a spinning prop causing damage to an aircraft that belongs to another club.

A potential answer to the situation was found by Chris Kuelzow while at Oshkosh. While perusing the vendor tables he came upon one selling a type of knotless rope system that is actually currently being used on the Arrow. In this system, a metal plate acts like a sliding lock which then is easily release when pressure is applied to the end of it. Chris presented his discovery to the BOT and, after an in-depth discussion, a vote was taken to replace all of our tie-down ropes with these devices. This means -NO MORE KNOT TYING—

But what also will mark a departure from past practices is that after you remove the tie-down system, you will take it with you. In other words, it is not left at N12. The apparatus should be stored in the plastic tub then used at your destination. Again, no more rope tying, well maybe. There may be situations where you cannot fasten the hook end to the ground anchor so it is a good idea to have the ability to use whatever you find on the ramp on other airports.

For those who wish to learn the proper technique used to tie the knot, a short video was made and can be found at <https://m.youtube.com/watch?v=xAcD59DPtVU> We also have a practice tool attached to the end of the trailer.

The transition from ropes to the new system will take place gradually but once you encounter them, please make sure that you know how to attach and lock the system before departing.

Spotlight on Dan Clapp



I grew up in Little Silver, graduated Red Bank Regional High School, and then Old Dominion University in Norfolk, VA with a business degree. My father was an international airline pilot. He flew a DC-8 stretch for Overseas National Airways, then later a 727 for Air Jamaica. When I was a child, he was gone for most holidays. On my birthdays, he'd rent a Piper out of Marlboro and fly me around my school and friends' homes. As a teenager, I remember him switching airlines, getting furloughed, being on-call, and stressing about his seniority. I knew I always wanted to learn to fly, but those negative memories probably kept me from wanting to fly for a career. Although I had countless opportunities to fly with my Dad to Europe and explore various countries during his layovers, I was a dumb-ass teenager who didn't want to be away from his friends....friends that I no longer have by the way. I did get to ride in the cockpit jump seat of the plane he was flying on a few occasions (in the days before 9/11). My Dad is no longer alive. One of my biggest regrets is having not flown with him more commercially.

Meetings and Helicopters

When Henri blew through, the General Membership meeting was cancelled but along with it was the special helicopter presentation. While the next General Membership meeting will not take place until Saturday September 18, the helicopter program has already been rescheduled but will not take place until February 2022. This is because other programs have been confirmed for the intervening months.



The schedule for September is: 2nd BOT, 12th JAC Festival & Barbecue, 18th Membership meeting (**Sat**) Speaker-Dr. Forzani, Basic Med. **Note airshows on page 6.**



Javier Perez
Hernandez



Patrick Mailando

Javier Perez Hernandez, who has served as our Chief Pilot for the past eight months, is leaving his post and is now in training to be a commercial airline pilot. We wish him good fortune and a note of thanks for a job well done. Replacing Javier will be Patrick Mailando. The transfer of positions will officially take place at the September BOT meeting.

Hannah Umberger: Thank you and Farewell

With a combination of sadness and joy, we bid CFI and BOT member Hannah Umberger a fond farewell. Her stop with the MAFC is part of a larger more important journey that began at N12 as an assistant mechanic but quickly expanded as her knowledge and skill base grew. Driven by her desire to further her religious beliefs, the ultimate goal being to help serve as a pilot in the Caribbean doing work through Missionary Flights International. This organization primarily serves those in Haiti, Dominican Republic and the Bahamas. <https://www.missionaryflights.org>

Hannah's journey will take a new turn when she first spends some time with her family then will move to Florida to begin training in the type of aircraft that she will eventually be flying full time. In addition to flying, Hannah will also be assisting in other aspects of the ministry such as managing cargo, office work and possibly mechanical work as well.



Hannah Umberger

Dividends of a Lesson by Mark Sheprow

Our July Member meeting included an informative presentation by the McGuire (KWRI) Rapcon personnel and the recommendation that we contact McGuire whenever we're anywhere near their airspace. The following Thursday, I flew N93KK from N12 to South Jersey Regional (VAY) and then back again. I thought you might be interested in WRI's service for me. It was a VMC day, and I planned to request Flight Following.

I contacted McGuire passing though about 1000' after departing on Rwy 24. I advised them that I planned on flying direct to CYN VORTAC, and then using the CYN R319 ° feeder radial to LOUEY intersection, I would execute the VOR RWY 26 approach to VAY, including the turn in the holding pattern. I climbed to 2800' for cruise. McGuire provided several traffic advisories, but the most interesting was received just as I approached CYN on about a 240° heading. The traffic was a C-17 at 2000', about my 10 o'clock, about 5 miles, on an intercept heading. I saw him. A dark gray plane against the Pine Barrens green wasn't all that visible, and I might not have picked him up on my own at that point. After my turn at CYN to about 320°, the C-17 was about my 7 o'clock, flying maybe a 360° heading, and probably going 250 kts. He was closing on me pretty quickly, and was soon at 8, then 9 o'clock, and still on an intercept heading. The C-17 stated he'd delay a climb from 2000', and I said I'd stay at 2800'. As he got to my 9 o'clock, probably 2 miles, I turned left to go behind his track, and he turned right, passing in front of and below me, continuing direct to Lakehurst and whatever assault training they do there. There never was any real conflict, but had I not checked in with McGuire, it's unlikely I would've seen the C-17 until, at best, he was much closer, abeam me at 9 o'clock and with blue sky behind him as opposed to the earlier forest colors. The early head's up from WRI made avoiding any conflict a lot less tense.

The return flight had its own upside from WRI. As soon as I checked in after departing VAY, I was advised that R-5001 was cold, and I could proceed through it for a shortcut back to N12. So I did. Nearly overflew WRI, then bisected R-5001, and approaching the class D for Lakehurst, I confirmed I could continue overhead, and was told I was cleared as requested as long as I stayed above 2100' I was at 2700', stayed there, and flew directly over the Lakehurst runways. Once clear of Lakehurst's D, I cancelled flight following and my heading was almost exactly on a 45 to downwind for RWY 24 at home.

Before joining the MAFC last year, I had about 25 hours in C-172s in 1973, and maybe 50 more hours ending in about 1980. Almost all of you have flown more and know a lot more than me about flying single engine props. I joined the Air Force in 1974 and flew those big 4-engine cargo jets all around the world from McGuire from 1976 to 2000. And I spent a lot of time flying training around WRI, and I can attest that we little guys are a lot harder to see from fast big jets than you might think. We frequently show small profiles, our colors meld into the ground or sky or clouds, and we're moving slowly so it's harder to pick up relative motion. While unsuccessfully searching for all the traffic around Flying W and Robert J. Miller and along the

shore while flying low level training routes, I used to swear to myself that if I ever bought a plane, I was going to paint the damn thing brilliant neon orange so some 325,000 pounds of flying metal didn't run me over. It sometimes seems like a pain to check in with WRI, and you may fly your whole life without it really making a difference. But, there might be just that one time.....

What Did He Say? Submitted by Nick Billows :-)
Never trade luck for skill. Author Unknown-

Revised Aviation Dictionary submitted by Janis Blackburn :-)

CLEAR: A warning shouted two seconds after hitting the starter button!

\$100 Burger + Update by Nick Billows & Charles Burke

Thanks to the sharp eye of a member, an error was noted in the list of New Jersey restaurants that make for ideal \$100 hamburger runs. The error was that the restaurant at Hammonton Airport had closed. But after finding their new telephone number, a call was placed to the restaurant and we spoke directly with the manger who indicated that they had reopened this past January. The Apron Cafe, located at N81 Hammonton, is indeed back open and under new management so we decided to take the short run down there to see for ourselves what they now had to offer.

After securing 268BG, the first thing that you see is a roomy outdoor plaza that contained tables, chairs and umbrellas. A perfect place to enjoy a meal when the weather cooperates. Walking into the restaurant, the one striking feature that did not change is the four blade wooden prop that is attached to one wall. A closer look reveals the impressive craftsmanship that went into making this prop in years long gone by. The interior area has not changed much, it offers a number of tables scattered about the large room and in all cases, a panoramic view of the runway.

Once seated, and with menu in hand, we scanned both sides which revealed a breakfast and lunch menu. This would fit with their daily schedule of operating from 7 AM to 3 PM, every day of the week. The offerings were a nice selection of food and we soon were giving our order to the waitress. Not long after, the waitress appeared with the chicken BTL on a Kaiser roll and a chicken salad. Both were generous in proportion.

By the time we had finished lunch we both agreed that this is a great place to add to your list of \$100 hamburger runs because, the food is great, it is only a short run from N12 and the staff was outstanding.



The Apron Cafe at Hammonton



NOTE: Update on the restaurant at KFOK

In the recently published list of out-of-state restaurants, it was noted that the cafe located at KFOK, Gabreski Airport had closed. But it was recently learned that it had reopened under a new name. Just be careful if you visit, they try to hit you with a landing fee.



Lost & Found

Our Lost & Found box is overflowing with a wide assortment of objects from numerous prescription glasses/sunglasses to equipment parts. It is hard to understand why many of these valuable items have been simply gone *unclaimed!*



Airfest at Cape May Airport, September 3 to 6

Announcements



Wheels & Wings Air Show
Millville AP
September 4 & 5

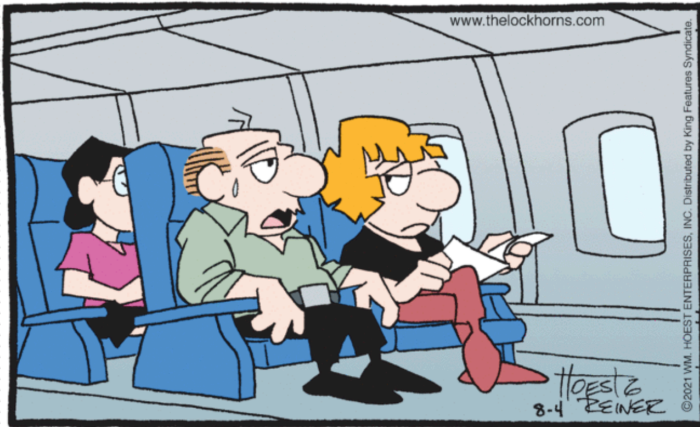


Newark Airline Show
Holiday Inn, Newark Airport
September 11



Top Fliers

PILOT	HRS	ACFT
Mark Herega	17.3	WT, Archer, Arrow
Sylwester Sliwiak	9.7	KK
Chris Kuelzow	9.0	WT, Archer, Arrow
Stephen Weinberg	6.9	KK, Archer
Bill Butler	6.7	WT, 87Q, Arrow



"I'M NOT AFRAID OF FLYING, LORETTA ...
I'M AFRAID OF CRASHING."

September Calendar

- 2 BOT
- 12 JAC Festival & Barbecue
- 18 Membership meeting (Sat)
Speaker-Dr, Forzani, Basic Med
- 26 Fly/Drive to KWWD NAS Aviation Museum

Awesome Paint Jobs: Art Templeton



Takeoffs are optional but landings are mandatory



KVAY South Jersey