



BOT Meeting
7/14/22 @ 7 PM
Club House
(THURSDAY)

Membership Meeting
7/16/22 @ 9 AM
(SATURDAY)

Inside this issue:

Page 1

180° Pattern

Page 2

818 Sale NG
Dr. Dara-Program

Page 3

\$100 Burger at S37

Page 4

NO SMOKING

Page 5

Free driving \$

Page 6

Takeoffs
Announcements
Cartoons
High Fliers
Local Airports

A Perfect Landing by Al Miller CFI

The Aviator's quest of the "perfect landing" is a daunting task, as numerous factors and varying conditions seem to conspire to frustrate us constantly. Pattern techniques and proper airspeed are factors to consider in pursuing the goal.

Most Pilots have been taught (rightfully so) that the landing phase, where we are maneuvering the aircraft low & slow, diligence is required to avoid a stall. Mitigating the fear, many Pilots will increase airspeed to ease their concerns. Excess speed may, in fact, make landings more challenging and potentially less safe.

The "rectangular pattern" is the stalwart of a "standard and safe" procedure. Variations of pattern dimensions, shapes and distances from the runway can help simplify and smooth-out landings. In particular, the 180 degree turn from downwind to final involves multiple actions, including: aircraft configuration changes (flaps), descending turns and airspeed adjustments along with wind corrections and other actions.

In lieu of making two separate (and steeper) turns "downwind – base" and "base-final" to maintain the rectangle, a (almost) continuous shallow 180 degree turn at lower (POH recommended) airspeeds has several benefits.

- Lower (proper) airspeed reduces turn radius, allowing shallower bank angles to complete the turn. Since stall speed increases with bank angle, shallower coordinated turns decrease load factor/stall speed and provide a greater safety margin.

- Similar to the "stabilized approach" philosophy, eliminating the necessity of making 2 turns and the resulting adjustments (turn- straight - turn) while descending, a single shallow descending turn allows attention to be focused on the other tasks.

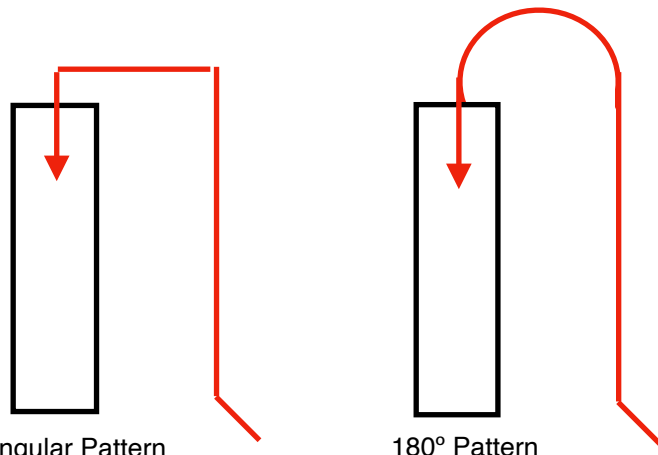
- Proper speed (controlled by pitch) and minor power adjustments to maintain the rate of descent during the turn are simplified.

- High wing pilots can "lift a wing" at 90 degrees, if necessary, to confirm flight path and adjust bank angle to intercept the final course, reducing potential of overshooting the final course. (Remember your "turns around a point" training?)

- This technique also allows Pilots to fly a tighter pattern (lateral distance to runway on downwind), as they become comfortable with proper speed and bank angles that allow the turn to be completed on final, in varying wind conditions

- The lower airspeed on short final and landing ultimately reduces the potential of floating down the runway.

During your next slow-flight training at altitude, practice a shallow 180 degree descending turn at the POH recommend landing approach airspeed and then, when comfortable, pursue the Quest!



Rectangular Pattern

180° Pattern

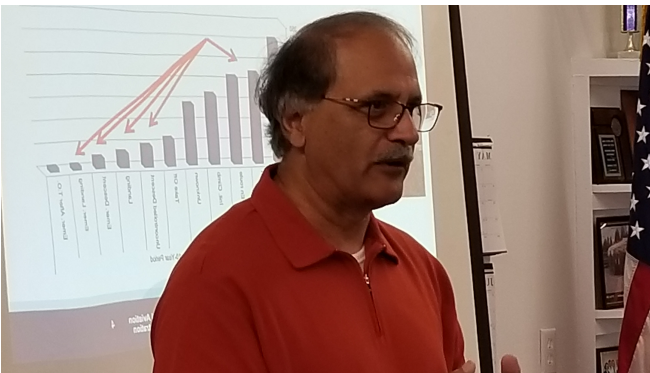
Sale of N67818 A No-Go

The sale of our Cessna 152 N67818 hit an unexpected speed bump when an oil leak was discovered in the engine and it turned out to be not an easy fix. The facility that was tasked with doing the pre-sale inspection discovered a tiny leak traceable to an internal O ring. While the amount of leaking fluid was minimal, the situation could rapidly escalate if, and when, it deteriorated further. A number of possible solutions were proposed but none could be applied. Even simply tightening the bolts could lead to the warping of the main bearings causing them to spin in place. This could lead to oil starvation to the connecting rods and a total engine failure. The bottom line is that the engine requires a total overhaul.



A few ideas were discussed and one was to offer the potential buyer a discount if they took the aircraft as is but that was turned down and they backed out of the deal. The next apparent step is to simply rebuild the engine then add the cost to the asking price. The broker feels that this is doable since we would be selling a very desirable aircraft with a zero time engine. But the final decisions have yet to be made so stay tuned.

Dr. Dara's Program



At the June 18, 2022 general membership meeting, Dr. Parvez Dara presented a program titled Coordinated Approach. It was outstanding by any metric and those in attendance were riveted in their seats. It would be impossible to condense the information that he shared beyond saying it was based on the concept of energy management. Through a series of Powerpoint slides, Dr. Dara raised a wide range of scenarios and then challenged the members for answers. He would then expand upon the concept being covered lacing in the responses to help the those participating to better understand the guiding principles.

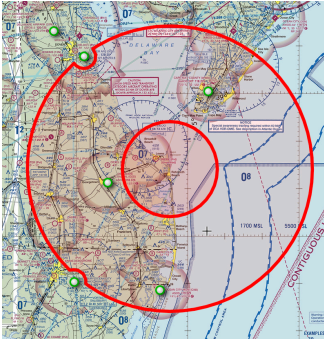
Every effort is going to be made to have Dr. Dara return hopefully later in the year or early in 2023.

Look Before You Leap by Charles Burke

On June 4, a private pilot made a very serious mistake in that he flew directly through the TFR that was created around the location where President Biden and his wife were at. The couple were whisked away by the Secret Service and, at the same time, the hapless pilot found himself now dealing with a few F 18 fighters. Apparently, undaunted, he flew on to KWWD, landed and suddenly found himself surrounded by a whole lot of people who we hope to never see outside of the plane we are flying.

Think it cannot happen to you then guess again? Just because you are have checked all of the resources available on TFRs and may even be using flight following, sometimes things can slip through the cracks. There have been a few that I have been involved with and it was not for a lack of preparation. One that stands out occurred while using flight following. I was following route I-195 heading west towards Trenton and all of the flight reference resources showed clear sailing. Then suddenly I heard ATC, in a stern voice, tell me that I was about to enter a TFR zone! Turned out that the NJ State Police had been pursuing a car and the individual was seen throwing something from the vehicle. Turned out it was a gun that had been used in a robbery and the police had called in their helicopter to assist in the search...instant TFR. The second instance involved R 5002 Warren Grove. After departing N12, KWRI was immediately contacted and asked for flight following. I also asked if R 5002 was cold and was told that it was. A few minutes later, I was directed to immediately divert, it turned out that R 5002 was actually hot and ATC had initially erred in stating it was cold!

While there are a number of steps that can be taken to reduce accidental entry into a TFR zone, it has been found that a multilayer approach works best. One that can be added to your list is to contact FSS. While you can reach them on the aircraft's radio, another is to simply call them right before you are about to depart. The national FSS number is 800-992-7433. This step will open a door to an almost overwhelming amount of information but, unless you need it, just ask for an abbreviated briefing. Also note you can include any specific requests. Sometimes, I limit the request to enroute wx and TFRs.



But to access this system, you need to open an account and this super simple step only requires that you go to and fill out a short form. They just ask for your name, e-mail account and the telephone number that you will be calling from. Once you have the account established, this opens the door to a lot more information such as interactive maps, text services, student pilot information, etc. FYI, when you do call them, they immediately verify you by the telephone you registered under so make sure you give them your cell. Register at www.1800wxbrief.com/Website/#!/

Lastly, there is another reason for contacting FSS and requesting a briefing, it can help to legally establish that you had taken an approved precautionary step should something go wrong during the flight. As they say, “an ounce of prevention is worth a pound of cure”.

\$100 Hamburger S37 Smoketown, PA by Mark Sheprow & Charles Burke

It was an ideal day to fly and 93KK was on the ramp waiting for us. A check of the TAFs showed perfect flight conditions in all directions but we had already decided to head southwest to Smoketown (S37) in Pennsylvania. Smoketown is a small airport that lies under the Lancaster (KLNS) class E approach airspace. With the preflight and run-up behind us, we turned onto runway 6 and throttled up. Once we were at pattern altitude we quickly aligned with our planned route and keyed up 126.475 calling McGuire for flight following and here is where the stage was really set, a direct route through the Philadelphia’s Class B was requested and we got the OK!

This route takes you out over KNEL and KWRI so you get a good idea as to the massive military footprint that these two facilities create. The military setting quickly gives way to farms and forests but as you approach the Delaware river, warehouses dominate the landscape. The geometric pattern that they create, along with the industrial complexes on both sides of the river eventually subside giving way once again to farms, forests and most importantly, golf courses!

Passage through Philadelphia’s Class B was uneventful but the air was thick with commercial aircraft wending their way in and out of KPHL. ATC was busy but accommodated us providing a steady stream of information on other aircraft in our area. While we had our own personal ADS-B in operation, it was reassuring to also have ATC since not all aircraft are equipped with ADS-B Out,

As we parted KPHL’s airspace, they turned us over to Reading KRDG ATC and it was only a short hop to our destination. Now the landscape was dominated by farms and roads that bisected them. After breaking off from flight following we hit a perplexing situation in that the winds dictated landing on runway 10 but the local traffic was all coming and going on runway 28. A quick check of our resources showed that runway 28 is preferred so unless wind direction is higher than your personal standards, you go with the flow. After landing with a slight tailwind, we tied down and began walking towards our target restaurant, Burk and Company which is only about 1/4 mile away. But as we passed a hanger with an open door, we noticed a group of pilots representing owners of Ercoupe planes who welcomed us to stop in and chat. They were very accommodating and provided information on their national organization.

From there it was off to lunch at Burk and Company but to our dismay it was gone and replaced by Hudson Botanical. The actual street address being 2433 Old Philadelphia Pike, Smoketown, PA 17576. 717-621-2374. While there are a number of other restaurants in the immediate area we decided to give it a try. If you would like to see their menu, here is a link.

https://www.google.com/maps/uv?pb=!1s0x89c63b6a94645a25%3A0xab1463ad20516986!3m1!7e115!4shttps%3A%2F%2Fih5.googleusercontent.com%2Fp%2FAF1QipOJ7EdERWoOdD-0QmYZYJol8H99879p6FHI_ryg%3Dw426-h320-k-no!5sHudson%20Botanical%20restaurant%2C%20smoketown%20-%20Google%20Search!15sCglYIQ&imagekey=!1e10!2sAF1QipNR7q25UyLSumoXgUggaeo7QFZTSsMbX72ZPn3l&hl=en&sa=X&ved=2ahUKEwjw4OmwgrL4AhVzkYkEHUrABuAQoip6BAhVEAM

All together, we found that the service was excellent and the food delicious! So, if you are looking for a nice place to have breakfast or lunch that located at the edge of Amish country, you might want to give Hudson Botanical a shot.

Here is one very interesting sight was found in the parking lot.(see picture). My only question was, how do you put it in reverse to back out of the parking space?



No Smoking

When it comes to marijuana and flying, a misstep could lead to serious Federal charges being imposed including the permanent revocation of your pilot's certificate. While some states such as NJ have very liberal laws governing the sale and use of marijuana, the Federal government lists it as a banned substance. This means that the pilot, as well as passengers, cannot legally have marijuana in their possession when you fly. To drive this point home, please refer to this notice from the FAA

www.faa.gov/pilots/transporting_marijuana/media/Illegal_Marijuana_Flights_Toolkit.pdf



But there is yet another side to this issue, while you may not be actually smoking marijuana, you can be still be impacted by it. Should the PIC be unknowingly exposed to marijuana fumes, it can be absorbed into their blood. If you are tested for it, it can show up and the FAA again can take serious action against you. Common sense does prevails here but only to a degree.

The catch is what is known as secondhand smoke and this is a tricky situation and one where we need to take precautionary steps. Being a resident of New Jersey where the sale and consumption of marijuana is legal, there is nothing preventing a pilot, who does not use marijuana, from being impacted by secondhand fumes. In cases where an individual is very sensitive to this substance, it is physically conceivable that a pilot could become impaired even though they were not smoking marijuana. While the idea that a member pilot would smoke marijuana prior to a flight is unimaginable there is a credible chance that a guest could have indulged prior to your arrival. and left the air polluted.

Based upon a number of potentially realistic scenarios, the BOT has opted to take one decisive preventive measure when dealing with secondhand marijuana smoke, all forms of smoking are now banned from the trailer. This step has legal implication because any area designated as being "No Smoking" covers any and all substance that produce fumes. This means that a member who enters the trailer will not need to be concerned that any person has polluted the space thus putting you at risk. To make this clear, a NO SMOKING sign is being posted at the trailer .



Hundred Dollar Hamburgers But For You, Only \$5 : Featuring NJ places by Charles Burke

With the flying season in full swing, it is time to look for a few \$100 Hamburger destination to consider on your to-do list. To help you locate the best of the best here are a number of places located right here in New Jersey!

Flight Deck Diner, Cape May Airport KWWD, 507 Terminal Dr #102, Rio Grande, N.J. (609) 886-1105. 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 KWAY, 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 609-547-5018 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 7

Focaccia 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-----

Next month we will feature \$100 Burger runs outside on New Jersey

Driving To / From The Airport by Charles Burke

As the price of petroleum fuels hits an all time high, the cost of gas for your car is right up there at the top. Here is a tip that came about purely by accident. Many newer cars have a series of options that can be brought up and viewed somewhere around the odometer. I have periodically turned it to MILES TO EMPTY but a few weeks ago, realized that one option was AVERAGE MPG. So I flipped it on and saw I was averaging about 24 MPG. A few days later, there was a story that appeared on the news that gave tips on getting better milage. Included in the list was the proper air inflation pressure in your tires. Along with this there were suggested basic driving techniques. Among them was a suggestion that you accelerate and decelerate at a slower rate plus drive at a lower speed.

Armed with my AVERAGE MPG built in calculator, I tried to implement the suggestions. Here is what happened after a three week test run—I went from averaging 24 MPG to 34 MPG. At no time did anyone ever blow there horn for me to accelerate faster not slow down quicker. On open roads, such as the Parkway, the Cruise Control was turned on and set for the posted road speed. What this translated into was:

34 miles - 24 miles = 10 miles average driving for free after burning 1 gallon of gas. Something to think about on your next drive to or from the airport. That is a savings of about \$25 or 120 miles for a 12gal fill-up!

Super big shout out to Chris Kuelzow, MAFC's newest Instrument Rated Pilot! Great job! Well done. Patrick Milando Instructor

Announcements



Awesome Paint Jobs: Art Templeton



Calendar change

July 16 (Saturday) To be determined.
August 21 (Sunday) How aviation radio works.

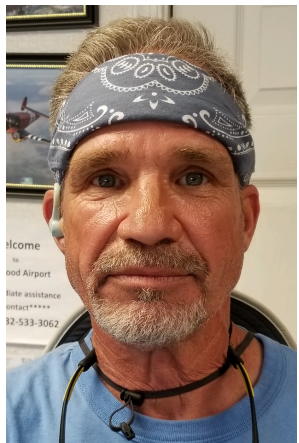
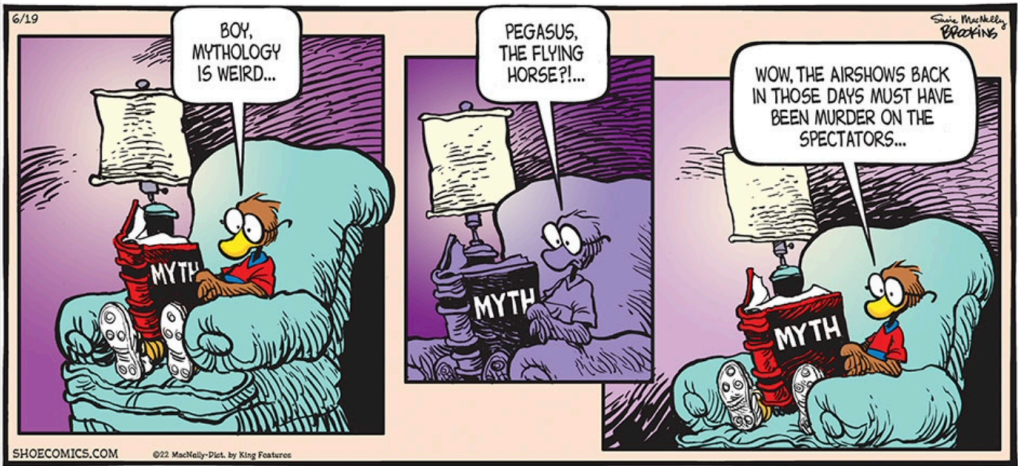
Takeoffs are optional but landings are mandatory



Top Fliers for May

Jason Miller	10.7	N4287Q, N93KK
Israel Thaler	9.9	N61WT
John DiMillio	7.4	N61WT
Brian Ferraro	7.4	N61WT, N55804
Dean Gittleman	6.7	N4287Q, N93KK

Ocean City, NJ 26N



Meet Dan Watson
Our newest N12 FBO staff member