Issue #117

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MONMOUTH AREA FLYING CLUB

BOT Meeting
8/11//22 @ 7 PM
Club House
(THURSDAY)

Membership Meeting
8/21.22/22@ 9 AM
(SUNDAY)

Inside this issue:

Wet to Dry Rate Change by Joe Bonacci,

Because of the volatile prices in fuel costs, it has become virtually impossible to set rates that keep up with the changes taking place almost by the hour. Because of this, intensive research was conducted followed by exhaustive debate seeking an equitable solution to the situation. To this end, the BOT reached the conclusion that a neutral move forward involved the adoption of a dry rate plus fuel assessment rather than just a wet rate pricing that is now in place. At the last membership meeting Nick Billows and Jon Stumph presented a very detailed analysis of the numbers with numerous questions asked and addressed.

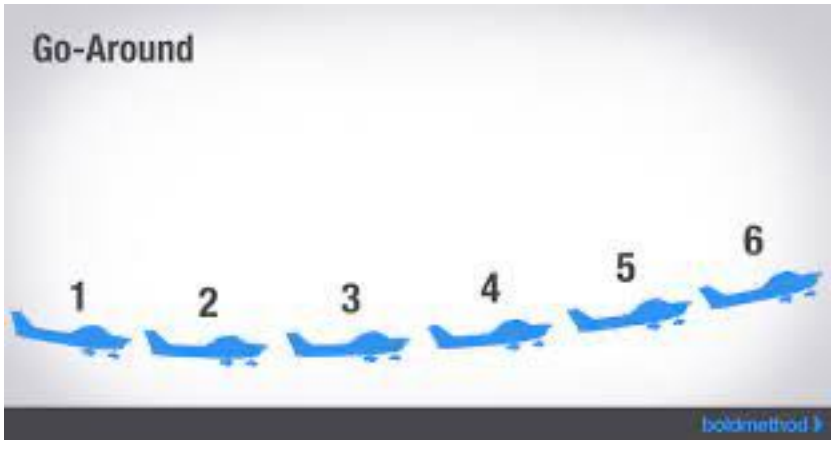
The shift to a dry rate will initially be done without any changes realized by the membership and will be revenue neutral. The new pricing structure will take place with last 900 gallons at $7.35. When that runs out $7.80 will be implemented as price on fuel assessment. As a pilot, you will see the cost of the aircraft dry plus the cost of fuel change accordingly. You will not have to do anything differently, all of the calculations will be done by Flight Circle.

Go Around Decision by Janis Blackburn CFI

Way back in the 70s I overheard a pilot say, “except when I was with an instructor while learning to fly, I’ve never done a go around.” Well, either the world’s best pilot or a pretty arrogant one. I knew this guy from the airport and I’ll go with the later.

We’re taught to aim for the landing zone. We’re taught an approach speed and to have that centerline in front of our nose, except in a crosswind when you might have a “crab angle” in. When on final should we be established that we’re on speed, lined up, and at the proper slope to land where we should?

The airlines teach that at 500 feet if you’re NOT on localizer and glide slope with your airspeed within 5 knots, GO AROUND. Of course, the plane is moving a lot faster than any of ours are and the final is usually a lot longer. So, with my students, I teach at 300 feet, if we are not set up properly, don’t even think about it, go around. It’s always easier and safer to go around from this altitude than from 50 feet half way down the runway.



Club Cars by Charles Burke

One perk that comes with being a pilot involves club cars. No, this does not means a vehicle for a party with drinks! What it does mean is that some airports, including very small facilities, offer a free car, you usually need to just refill the gas used.

Let us say you are heading to an airport that has places to enjoy a $100 Hamburger but they are not on the airport grounds. Don't reject it out of hand, free or very inexpensive transportation my be involved. It just takes a phone call to the airport and then explain that you will be landing and heading to a local restaurant for a meal and inquire if they have a club car. If they do, just ask how you can reserve it and what costs, if any, are involved

I personally have explored this service and it sure is convenient. In some cases, the car is has one foot in the grave and the other is on a banana peel. So what, it may be a piece of junk but it gets you from point A to point B and back. At the other end are official airport club cars that are fit for royalty. There are also some cases where the car itself is worth borrowing and one was at Deck Airport (9D4) in Pennsylvania. It is located out in farm county and was always found to be unattended. But if you called ahead, they had special surprise when you open the garage doors, a pristine 1986 Chevy Malibu station wagon! It was so clean it looked like it just rolled off the assembly line.

In some cases, the attendant simply handed me keys and pointed to a car in the airport's parking lot. In others, I was asked to sign a release and had to show s driver's license.

But what about insurance? Check with you auto insurance carrier and there is a good chance that your coverage will be also applied to the club car.

So the only thing standing between you, the burger and a club car is telephone call.

IFR All The Way by Patrick Milando

My friend Dean and I had been planning a flight to Martha's Vineyard for some time and after several weather cancellations, it looked liked good weather for the overnight trip. 61WT with the G1000 had a recent oil change and new tire and was perfect for the ride. In August, I got my IFR ticket in a 172s G1000 so I was psyched for this adventure.
The forecast called for brilliant skies with a tailwind to KMVY and some clouds and a slight headwind for the return the next day.

Going out the weather did not disappoint, blue skies and clear sailing. MVY is a very friendly class Delta with a couple wide open long runways. After landing and a pleasant lunch in town, I noticed a weather system that was holding off the coast not projected to hit land until later in the afternoon the next day, so I filed an IFR plan to leave in the morning. At 10am that next morning the pre-flight and runup was super smooth with greens across the board.

MVY tower gave me my IFR clearance pretty much direct to Groton and from there over JFK with some waypoints to N12.
As we taxied out, the weather was still holding with low clouds rolling in.
Up at the assigned 5,000 feet, the clouds became thick, and before long we were in solid IMC. After leveling off, I popped the autopilot on and from there is was only a matter of course correction and adjusting rpm's to keep things smooth.

Smooth though was not in the cards. The system that had been holding off the coast came in and before long we were in rain clouds running into 40kt headwinds. A trip coming out that took just under 2 hours was starting to look like 3 hours in soup coming home. Right about the time Boston center passed us over to JFK approach, I noticed the oil pressure gauge starting to flicker, though still in the green. As we were passing over JFK in total whiteout, the flicker turned into wild fluctuations going from green to red and everywhere in between. What stayed solidly in the green though, was the oil temperature gauge, and since the engine was running smoothly I surmised that it must be a faulty oil pressure reading. Added to that was the turbulence which I thought might be a contributing factor. In any case, my finger was poised to declare an emergency and head for the deck if the oil temperature gauge even hinted at a rise.

The idea of landing the 172 at JKF was not very appealing but I was prepared to do so if need be. JFK handed us off to McGuire and I decided on the RNAV 24 to N12 all the while keeping my eyes pinned on the oil temperature gauge.

We came out of the clouds around 3,500 and rest of the way back was relatively smooth. All's well that ends well.

Club SIM!

At the July BOT meeting, a proposal; was adopted to explore the idea of acquiring and installing an aviation SIM in the clubhouse. As a result of this, a committee has been formed and meeting have bee n held to develop an implementation plan. What makes this unique is that the initiate will attempt to do this at no cost to the membership. This will be attempted by initially building a basic unit utilizing donated hard and software then periodically make updates. At the point in time this article was penned, we already had donations of large screen TV sets, yokes and peddle assemblies. If anyone has Sim components they would like to donate, please contact Charles Burke.

Aviation / Amateur Radio Special Event + Electronics Program

During the Sunday August 21 membership meeting a special program will be offered that introduces the subject of radio communications in non-technical terms setting the stage for a special event the following Sunday. On Sunday, August 28 the MAFC and Ocean Monmouth Amateur Radio Club will stage a hands-on program in the area just outside of our trailer club house. The amateur radio club will be demonstrating their equipment and answer questions about the hobby. Another set of tables will be providing information on aviation in general along with materials covering model aircraft, Civil Air Patrol, US Air and Space Forces, just to name a few. The event is open to all so please consider attending and bring family and friends.

$100 Hamburger- Cherry Ridge Restaurant N30

If you are looking for a destination that takes you over some truly beautiful landscape, consider having your next $100 hamburger at the Cherry Ridge Airport Restaurant located only a few steps from the runway of N30.

The restaurant sits on a sloping hill over the top of the FBO's pilot's lounge. You can access the second floor restaurant through the lounge or via the external staircase. Inside as well as outside seating is available but in all cases, you have a panoramic view of the runway.

To simply view the restaurant's ceiling is worth the trip, it is covered with model planes reflective of a worthwhile hobby all unto itself. Keyed with the aviation theme are the menu items such as the Spruce Goose Omelet, TAKEOFF- Turkey club and the whirlybird special- The very reasonably priced items cover both breakfast and lunch.

Top Gun: Maverick by Charles Burke

My wife and I made a beeline to our local theater to see the new Tom Cruise movie, Top Gun: Maverick on the opening day. The theater was packed and, having seen the original some thirty years ago, were looking forward to this sequel. While the storyline was a bit slow in the first half, it quickly changed pace once the theatrical afterburners were kicked in. The flight scenes that are in the movie are worth the price of the ticket. This film is highly recommended for all especially, pilots and it must be doing something right because here it is weeks later and still at t he top of the charts. Now there is a rumor that there will be a sequel!.

But wait, there is more…After arriving back home, a search of the internet brought out a number of interesting facts that are worth noting. Seems that almost all of the flight scenes in the original film were done on a sound stage but not in this film, they are the real deal. The article noted that when you see the G forces kick in on the pilots, this is real. Even the shot of Tom Cruise flying are real. In fact, several of them went on to obtain their PP license in the process. And oh yes, Cruise is indeed a pilot.

So if you can find some time in your busy schedule, check out Top Gun: Maverick ASAP

Taking The Right Direction by Charles Burke

Recently, you received a message from Joe Bonacci, President of MAFC in which a number of safety issues were raised sighting the destruction of tires, improper aircraft shut downs, controls left in incorrect positions, etc. This also includes trash being left in aircraft as well as filthy instrument screens. Just recently, another pilot and I were faced with a virtual mess on the Nav / Comm screen when a previous pilot tooled through options then left a jumbled mess for us to untangle.

There have always been goofs, errors and omissions, we are only human. But the real concern is both the increase in frequency as well as the lack of professionalism shown by those who fail to take responsibility for what happens. Does this mean that the next step should be to develop investigative systems to track down offenders? I don't believe this is the case but it is time to take stock of who we all are as club members.

The evolution of any group that expands brings with it a diminishing return of the social cohesiveness that existed when it was first initiated. There was a time when you could name every member, or at least recognize a face. But at 170, those days are long gone. Even though I reach out on an almost constant basis to members, there are still times when a name pops up that I do not recognize and have to search Flight Circle hoping to put a face to it.

If any of this rings a bell, why not take even a small step towards changing this situation? It does not take much, just think of how you would like others to treat your personal possessions and you as a friend. If you inadvertently damage something contact the plane's ground crew or any BOT member and tell them what happened. If you see an event coming up, volunteer to help. Even easier, simply attend the event. You really can make a positive difference so please consider exercising the option of being an active and responsible member of MAFC as opposed to a transient renter.

The Takeoff Briefing by Joe Ranauro CFII

The word "briefing" is a term that we hear everyday in the aviation world. At its core the word briefing means " An act of giving precise instructions or essential information". When we are training, the instructor will often hold a pre-flight briefing to explain what the learning objectives are for the lesson and then a post-flight brief to detail what was learned, student performance and goals for next time. Pilots also learn how to obtain a weather briefing for their intended flight. We then learn the importance of giving a passenger safety briefing to prepare occupants for the flight and discuss possible emergencies and how to handle them.

Given that the act of taking off is one of the most critical phases of flight, it makes sense that the pilot/crew should talk about "precise instructions and / or essential information" before departing. Many things are happening simultaneously during the takeoff process. The engine is brought up to max power and is under enormous stress. The pilot has to monitor aircraft systems, maintain runway alignment, correct for crosswinds, rotate at the proper time and climb away at optimal speed while avoiding any obstacles.

The pilot also has to watch for traffic, operate the radio and configure the aircraft for climb. I have learned in life to always expect the worst and hope for the best. That process is best spelled out in a code known as " Murphy's Law" Simple stated it says " Whatever CAN go wrong WILL go wrong AND at the WORST possible moment". So what better time for that engine to quit, or alternator to fail or have a flight control issue, than on takeoff.

As simple strategy to help a pilot deal with a possible emergency situation on the takeoff roll is to perform a Takeoff Briefing prior to departure. This briefing should be a complete, well thought out verbal listing of what we are about to do, and what we will do if something isn't right. Here is an example of a takeoff briefing.

1. We are departing RWY ____ , we have _____ feet of runway available
2. We require _____ feet for takeoff at current weight and atmosphere (obtained from preflight planning.
3. There is a crosswind of ____ kts from ____ degrees
4. V speeds are Vr___ Vx____ Vy___V best glide_____
5. We will be using Normal/Short/Soft field technique. We will rotate at ___kts and climb at ___kts on a heading of____ degrees to an altitude of _____ feet
6. If an emergency is encountered on the ground or just after rotation and there is usable runway available, we will stop on the ground and use max braking.
7. If an emergency arises after liftoff and no runway is available and we are 1000 ft AGL and below we will look for a suitable landing are within our windscreen and prepare for emergency off field landing.
8. If we have an emergency above 1000 ft AGL we will consider a turn back to the airport for landing. (1000 ft AGL is the number I teach my students. The "impossible or Improbable turn back to the runway is a topic of much debate and better left for another discussion. It is a number that varies with individual aircraft, weather and pilot experience. More experienced pilots will decide if that number should be higher or lower for themselves after practicing with a CFI).

What constitutes an emergency that requires termination of the takeoff roll? The most obvious is a rough running engine. Other causes are flat tires, flight control malfunction or asymmetry, electrical failure, vibration, or the presence of something on the runway. If we are in VFR conditions and during takeoff the DG starts spinning uncontrollably, are we going to terminate the takeoff roll? In this instance we would continue a normal takeoff and stay in the pattern and land for repairs. The same situation in low IFR would in fact call for terminating the roll and not put ourselves into IFR with a failing vacuum system.

The goal here is to discuss and plan what we are going to do before we do it. Let's have all pertinent information for a safe takeoff queued up and ready for immediate use. We shouldn't have to guess a course of action, fumble in the cockpit for a checklist or try to remember a speed in the midst of an emergency. Remember to fly the plane first, even if that means flying it all the way down to an off-airport landing. Seconds mean everything in an emergency. The 10 seconds you wasted by looking at the checklist for best glide speed may mean the difference from a landing on a nice long Par 5 on a golf course or hitting those power lines just short. If you fly from the same airports frequently, look around on the climb out for possible landing areas. Take note of open fields, bodies of water and obstacles. Situational awareness, especially in emergencies, is a great safety multiplier.

Performing a thorough takeoff briefing will help you stay ahead of the airplane, something which should be practiced in all phases of flight. A few seconds of preplanning could pay huge dividends if like Mr. Murphy preaches, "something goes wrong at the worst possible time". Be Safe, Train Smart and Enjoy the Ride!

Joe Bonacci is now an officially NRA Certified Firearms Instructor (pistol) !

- N738NY will likely be at N12 and ready to fly this month!!

There is a new phone and number for the phone in the clubhouse

732-451-4585

Announcements

Top Fliers for June

PILOT	*HOURS FLOWN*	*ACFT*
Sylwester Sliwiak	**14.7**	**N4287Q, N93KK**
David Shields	**13.0**	**N268BG, N93KK**
Jason Miller	**12.6**	**N4287Q, N93KK**
Israel Thaler	**11.4**	**N61WT**
John DeMillio	**10.3**	**N61WT**

Takeoffs are optional but landings are mandatory

Cross Keys 17N

Awesome Paint Jobs: Art Templeton