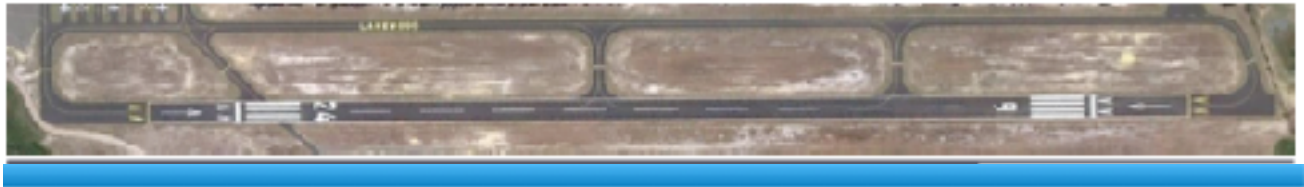


# OCTOBER 2022

## MONMOUTH AREA FLYING CLUB



BOT Meeting  
10/13/22 @ 7 PM  
Club House  
(THURSDAY)

Rub & Scrub  
10/15/22 @ 9 AM  
(SATURDAY)

### Reconstituting The Office

As with any room inhabited by humans, two things that are akin to death and taxes arise, "Dust and Disorder". Our clubhouse is no exception in that the disorder described a good portion of the room and dust pervaded everywhere. But recognizing a problem does not solve it so several BOT members descended upon the facility focusing in on the scheduling room.

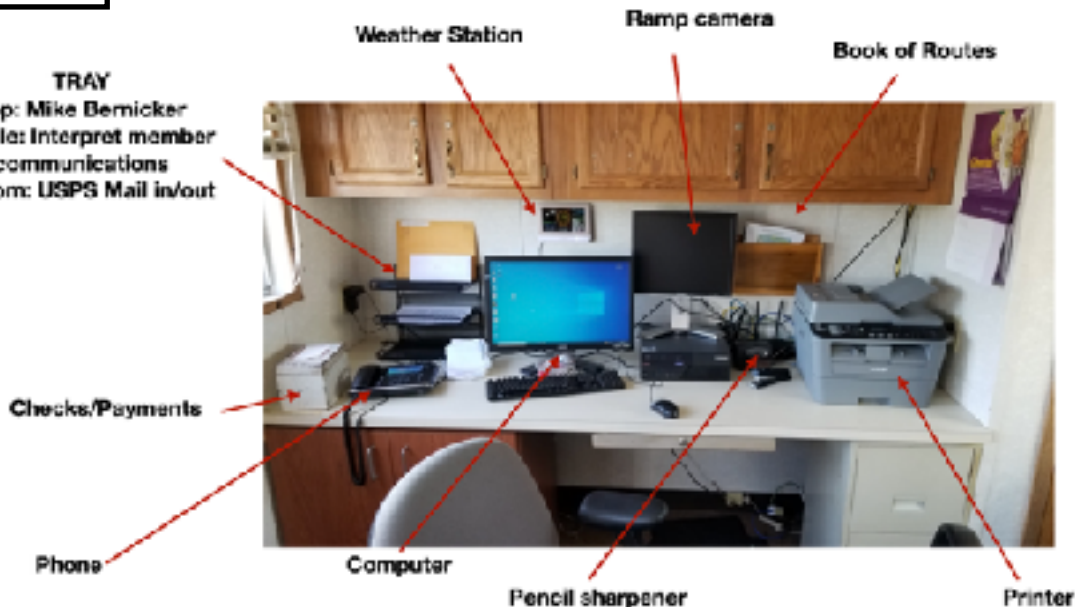
The first step was to determine what was there, what should be retained, where it should go and what to get rid of. A general consensus was reached and, after donning our hazmat suits, we went to work. This involved stripping just about everything from the desk, table and walls. Here is a "Before" shot

**BEFORE**

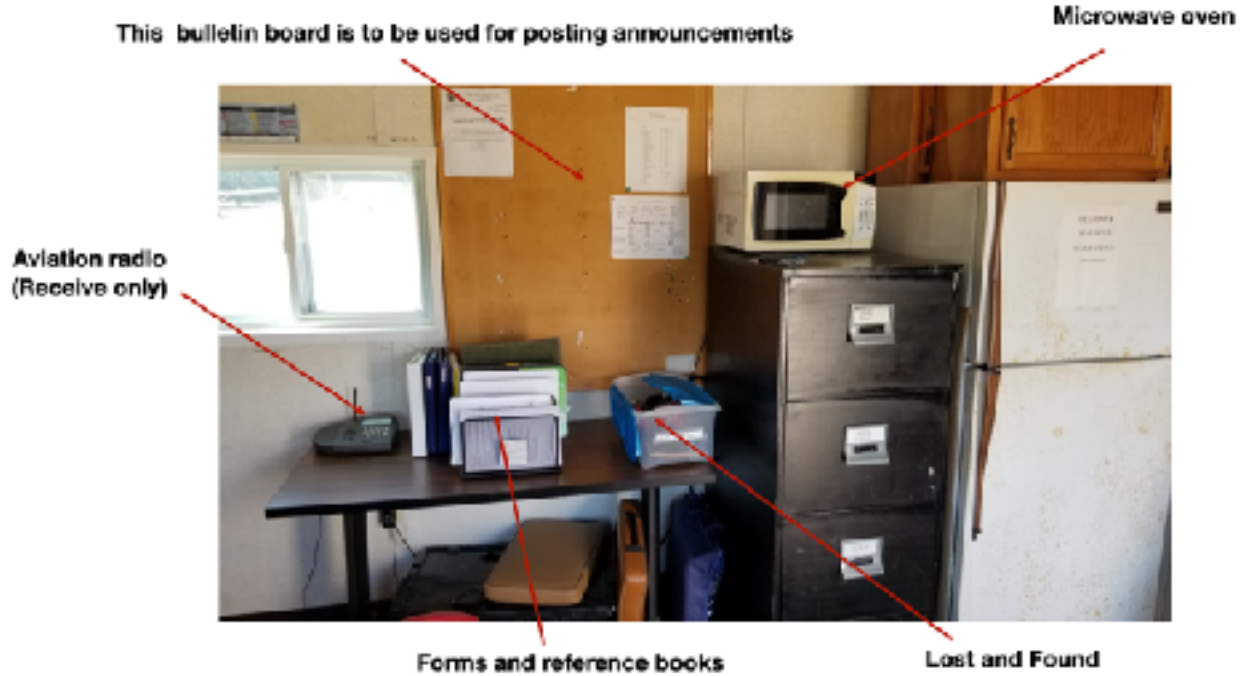


**AFTER**

**TRAY**  
Top: Mike Bernicker  
Middle: Interpret member communications  
Bottom: USPS Mail in/out



But wait, there is more!



Do not post anything on this bulletin board, it is used only for official club reference materials



**The Wright Answers**  
*See page 6 for answer*

- Did the Wright brothers have any siblings?
- A. Yes, there were two others
  - B. Yes, there were five others
  - C. Yes, there was one other
  - D. No.



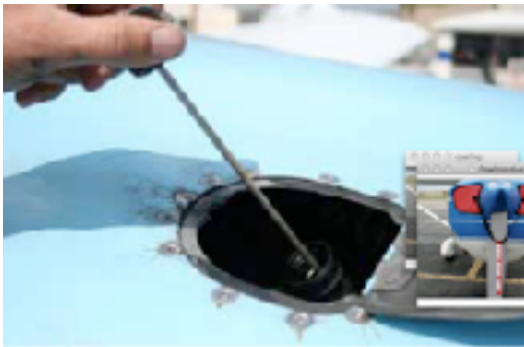
## Aeronautical Decision Making and the Check List

At the September 17, 2022 meeting Janis Blackburn presented an in depth program titled, Aeronautical Decision Making. Individual topics addressed hazards, situational decision making, crew resource management, elements of IMSAFE, and other subjects were also addressed. A copy of the slide set used by Janis can be found on the club's web site

## Dip sticks + Cowling Plug Cord + Knots

For many years there have been three persistent problems which, in turn, generated a number of attempts to resolve them. These problems pose not only safety issues but also have been expensive, especially when you look at the cost of repairs associated with the oil dip stick tubes. To resolve these problems the BOT has gone so far as to actually create a training video (see <https://youtu.be/xAcD59DPtVU>) yet there has not been an appreciable reduction in the problems. Because of this, the BOT has requested that the addressing of these issues be incorporated into the 6 Month check ride list. The requirements are:

1. Demonstrate the correct placement of the cowling plug cord. (Cord goes in front of propeller)
2. Correct tie-down knot (note that a practice simulator rope is attached to the trailer)
3. Application of the correct torque on the oil dip stick knob.



When putting the dipstick back in place, just use two fingers to **gently** apply a light sealing action. When too much pressure is applied, there is a good chance that the next person will find it almost impossible to unscrew it.

The problem is not simply a matter of finding it hard to unscrew the dipstick. If the amount of torque is sufficiently high, it is possible to break the seal where the dipstick tube is attached to the engine block. If this happens, it is feasible that the oil may leak out in flight and cause the engine to seize up. So please don't tighten down on the dipstick, **No pressure is needed when screwing the dip stick back into place**. One way to determine if you are over tightening, try removing the dipstick after you have put in using only two fingers without applying any real pressure. If you have to apply pressure to unscrew it, then it will actually get worse when the engine cools off.

## Lost & Found

It is perplexing that items of considerable value remain in the Lost and Found box for months on end. A recent quick peek revealed a power cord for a computer, a headset and a number of eye glasses. Please take a look and see what may be yours and reclaim it ASAP.



## The Atlantic City Air Show by Mike Bernicker



The annual Atlantic City airshow (aptly named "Thunder Over the Boardwalk") took place on Wed, Aug 24. This year's show featured an awe-inspiring performance by the USAF Thunderbirds. An estimated 750,000 people attended the event. Also featured were the US Army Golden Knights Parachute Team, a US Navy F/A-18 Super Hornet Demo and almost a dozen flybys by a wide range of aircraft. If you plan to go to next year's show, here's a little secret if you wish to avoid the crowds. Go the day before for the practice run. You'll see plenty of action and hear lots of noise and you won't have any trouble parking! And to top it all off, the event is FREE. Atlantic City is one of the few NJ beaches that doesn't impose a fee.

## N93KK and Leaks

One of the club's most puzzling and frustrating maintenance issues that seems to confound experts has been the fluid leak that is clearly visible on the front wheel of N93KK. The aircraft has been examined at a number of facilities with tests being taken that included the use of special dyes and even multiple carburetor replacements. But the problem persists. However, there appears to be some progress and it is in the realization that we may be dealing with two simultaneous issues, both a gasoline and an oil leak. The reason for believing this is that after work was performed on the fuel system, the presence of the bluish fuel dye has vanished.

The latest steps taken involved a detailed examination of the engine and sighting of "wet" spots at a few location. One potential source was a drain plug and that was removed, wrapped with a sealant and reinstalled. But there appears to be at least two other potential leak areas. So, stay tuned!



With fall and then winter looking us in the eye, this is a great time to acquire used equipment at a fraction of the cost. In general, it is during these time periods when those who are on the fence about hanging up their wings sometimes take the plunge and call it a day. With that move, a number decide to just sell off their gear which means you can often pick up the best buys in the next few weeks.

I personally have acquired a number of items at a fraction of their original cost and my Sporty's hand held radio is a good example. While they start at about \$150 new, I only paid \$35 and have been using it for well over nine years. I picked up a really good headset for only \$10 and use them when taking up friends. While these examples may sound impressive, it is only a small corner of a much bigger ballpark that can save you a lot of greenbacks.

You can always find plenty of vendors ready and willing to sell you just about anything but you will also be paying top price. There is at least one other source for equipment and supplies where bargains can be found and they are auction sites such as E-Bay. While many of you may know about E-Bay are you aware that there are loads of others? Have you ever heard of E-Bid, Web Store, On Line AlreadyAuction, Craigs List, etc? There is a great web site that provides information on them as well as compares their attributes. It can be found at:

<https://www.toptenreviews.com/best-online-auction-sites>

But what if you are going in the opposite direction and want to sell stuff now? The first tip is wait until next spring. This is when the demand for used equipment grows as new pilots begin looking for stuff. But if you don't want to wait, here is information on selling you gear.

Tip # 1. Don't mislabel the item. If you put it out with the wrong title or in the wrong section, people may not even see it. The headsets I bought were a good example of this kind of error. The person selling the headsets listed them as "headphones" and he put them in a category that was actually for stereo home equipment. No one bid on them because they did not appear when a prospective buyer typed in "Headset, aviation" or a similar description. So, research what you are hoping to sell then us the correct terms.

Tip #2. If you add a starting price, don't make the mistake of reaching too high. People are looking for bargains and if you start off on the top step, many will not even bother to jump in during the bidding process.

Tip #3. Be very honest with the description, fudging the truth will work against you if the buyer finds that the item is not what you claimed it to be. Buyers have the option to rate the seller so if you shortchange someone, it will come back to haunt you.

### **Spotlight On: Brian Weego**



I became involved with flying just a few years ago, actually it was in November of 2020. I'm not sure I can point to a single person or event for the inspiration to obtain my wings but coming from the seacoast of New Hampshire, I had a few neighbors and friends that were/are pilots. Due to the lack of an income tax in the state, many Boston Logan based commercial pilots live in NH and I was always intrigued by the profession.

All of my training to date was done at the former Pease Air Force Base, now called Pease International Tradeport, in Portsmouth NH. So far, all of my hours are in a 1979 Cessna 172N with steam gauges. I am currently working on my PPL and have logged around 20 hours. I joined the club to continue my instruction.

On a more personal note, I'm 56 years old and was born in Clinton, MA. As an army/government brat

in Massachusetts, North & South Carolina, Maryland, Germany, Colorado and Colorado, Louisiana and more recently in New York and New Jersey during my career.. I have a BS in Business from Lesley University (also studied civil engineering at Clemson University and am an avid Clemson Tiger football fan), I have an MBA from the University of New Hampshire. I've spent my career in the Energy Industry (primarily Natural Gas and have run the Natural Gas and Power business at Sprague Energy (based in Portsmouth NH) for the past 25 years.

I have a regional sales office in Eatontown, NJ which initially brought me to the Shore. I'm divorced with two adult daughters, 30 & 33, who live in Greenville, SC and Hampton, NH respectively. My home is now in Brick with my girlfriend, Amy, and her children About half my time is spent here and the other half back up in NH. My passions are travel (I am fairly well traveled, primarily Europe), skiing, mycology & foraging, concerts/music festivals, distillation & Clemson football. As I look to wind down my career, I have further interests in aviation, boating, gardening/sustainability and the outdoors (hiking & camping) which I hope to continue to develop.

**Why Do Crew Members on an Aircraft Carriers Kneel Before and Aircraft Departs?**

Here is the answer to that question.



<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutu.be%2FVeZy2ERjdM4&data=05%7C01%7C%7C1243401f37944d4249db08da8785b2a3%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C637971305558235081%7CUnknown%7CTWFpbGZsb3d8eyJWljiM C4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ikl1haWwiLCJXVC16 Mn0%3D%7C3000%7C%7C%7C&psdata=R%2BdDokblv n1%2FufC8Dq01f0kCBdMh8Nx4a1KuFUUpz%2FsQ%3D&psr>

**Seeing the Future of WX Forecasting**

In the October issue of AOPA Pilot there is a short article dealing with the development of a new Aviation Weather Center. It is stressed that what you can now see at <https://beta.aviationweather.gov> is purely experimental and that the actual site may evolve in a totally different direction. But it is still worth taking a look at the site and even trying to use it. The features offered are active so you can plug in airports and see actual TAFS as well as a great deal of other information.

**Going, Going Gone to the Highest Bidder**



The ATC-610 instrument trainer, that had been obtained years ago from Princeton University, has served the club well but but the unit has fallen out of favor as the glass panels take their place in our aircraft. Its fate was discussed and a decision made to offer it to the membership using a simple silent bid system. On Saturday, September 24, with the process now closed, the highest bid was submitted by Michael Berger who now has the task of finding a place in his home to put it. (Put it on the dining room table at your peril! LoL)

**SIMply Great!**

On Friday September 23rd, our club Sim was unpacked and setup in the clubhouse conference room. The equipment consists of a powerful gaming PC, flight yoke, and rudder pedals plus X-Plane 11 simulation software. The existing monitors were found to work but had issues with resolution and viewing menu bars, so it was decided to purchase a new smart tv which will resolve these issues and provide better high-resolution viewing.

After the new monitor is added, a basic SIM User Training course will be offered to those who wish to use it for instruction or just "plane" flying. The SIM will be ready for use soon, so stay tuned for further updates and information. And remember, our SIM was made possible entirely thru member donations!





Occasionally I read about ATC and pilot communications which are worth sharing.

The following transmissions were heard on CTAF at Ruby airport (PARY) in Ruby, Alaska:

**Aircraft 1:** "Ruby traffic this here is Jackson and I'm gonna land."

**Aircraft 2:** Another plane on the ground taxiing for take-off called, "Ahh Jackson, what's your location?"

**Aircraft 1:** "I am at this little bitty pond that looks like a duck!"

**Aircraft 2:** "Ahh Jackson, can you be more specific?"

**Aircraft 1:** "Daffy Duck!"

Only in Alaska, I guess. Courtesy of Jim Gibertoni, Fairbanks

### ANNOUNCEMENTS



#### Fall Rub and Scrub

The fall Rub and Scrub is slated for **Saturday October 15** with a rain date of **Sunday October 16**. Please check your calendars and if you are available, sign up to be part of the cleaning crew! We will meet at 9:00 AM

#### WISDOM FROM MILITARY TRAINING MANUAL submitted by Nick Billows

'Yea, Though I Fly Through the Valley of the Shadow of Death, I Shall Fear No Evil. For I am at 50,000 Feet and Climbing.

*The Wright Answers: Wilbur and Orville were two of seven children so the correct answer is B. Five.*

#### Takeoffs are optional but landings are mandatory



Cross Keys 17N

#### Top Fliers for August

PILOT	HOURS FLOWN	ACFT
Marino Santos	13.3	N288BG, N93KK
John DeMillo	10.7	N55804, N4268BG
Jason Miller	8.5	N4287Q, N93KK
Dean Gittleman	6.5	N4287Q, N93KK
David Shields	6.5	N288BG

#### Awesome Paint Jobs: Art Templeton

