

DECEMBER 2022

MONMOUTH AREA FLYING CLUB

BOT Meeting
12/8/22 @ 7 PM
Club House
(THURSDAY)

Membership Meeting
12/17/22@ 9 AM
(Saturday)



Presentation by McGuire Safety and ATC

Before delving into what took place during the program, it can be said with certainty, **ALWAYS TALK TO MCGUIRE ATC ON 126.457 NO MATTER WHAT YOU DO ONCE YOU LEAVE THE GROUND!** As was noted during the presentation, the airspace over N12 and in the area that we do much of our training in, is one of the most complex in the country. To think that a short hop down to Ocean County or over the bay, is not something to worry about, you are dead wrong.

The membership meeting held on Sunday, November 20, 2022 had to be one of the most successful of the year on multiple levels. The attendance was very high leaving many standing or sitting along the walls. A check of the attendance sheet indicated that there were a number of guests from The Jersey Aero Club as well a few unaffiliated with any group. But the single most significant thing was the remarkable information that was presented by the three representatives from McGuire Air Force base.

TSgt Michael Marquez and Captain Luke Wilkinson, who presented an overview of the concentrated flight activity that is taking place around N12 noted that a number of high speed, low flying aircraft literally pass directly over our airstrip on a regular basis. Because the military does not employ ADS-B out for security reasons, there can be military aircraft flying as low as a few hundred feet in our airspace, And with many pilots who simply do not talk to KWRI's ATC, it is very much a potentially tragic accident waiting in the wings.

The final presentation was handled by Bruce Mason, from McGuire RAPCON. His first hand experience in ATC at KWRI provided a long list of reasons for pilots talking to them even if they are only doing training out over the bay or down to Ocean County Airport. He also spoke to the subject of the interplay of control between KEWR, KPHL and KACY as to when an aircraft transits the region. For those not in attendance, you really missed an information packed program.

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Complex Airspace in our area



Captain
Luke Wilkinson



TSgt
Michael Marquez



KWRI RAPCON
Bruce Mason

During the Q & A session that followed the formal presentation, several items of interest were discussed. Here are just a few:

1. KWRI is looking to reinstate the airshow along with fly-ins. Details have yet to be confirmed but will be shared as they are finalized.
2. KWRI wants you to fly approaches...just don't let your wheels touch the runway. They actually encourage you to use any and all authorized approach methods. You must keep in mind that KWRI is an ATC training facility and by requesting them to do an approach, you are providing training exercises for their staff.
3. It was asked if we could retain the squawk code that KWRI assigns us if we will be doing training that involves short time landings in at airports in their control area and they said, YES. What this means is that you must advise KWRI ATC what you will be doing and they will hold the number. While you will drop off their radar during the short stay on the ground, it will automatically reappear when you take off. This reduces work for them and you.

4. As soon as you take off reach out to KWRI ATC and give them your tail number and then wait. When they respond, then provide the usual information such as aircraft type, altitude, and and destination.

5. If you are a student pilot, or a bit rusty talking to ATC, tell them! They are there not only protect lives but also want to help you develop professional skills.

6. Instead of waiting to get up in the air, you can call them at 609-754-2524 and they can give you the transponder code. For IFR flights, they prefer that you contact clearance delivery for clearance and release rather than picking up your clearance in the air, which they may not be able to do if busy.

7. When asked if there were any changes to the airspace in the works, the answer was no. We will be retaining the current designations for some time in the future.

8. Always talk to KWRI ATC if you plan on flying over R5001 because the restricted altitude can vary up to 8,000 AGL on short notice.

9. The A-220 designation means it is an "Alert Area" where you really need to keep your eyes open . It is not restricted air space but it is strongly advised talking to ATC if you plan to transit it.

While this presentation is now behind us, it actually the first step in what will hopefully be the establishment of closer ATC-pilot ties that will manifest themselves in other coordinated programs and events.

New Assistant Membership Officer

The responsibilities of the MAFC Membership Chairman, a post held by Chris Kuelzow, involves a host of duties including managing our Probationary Member Intake as well as coordinating their related follow-up activities. To improve our ability to better support our Probationary Members as they evolve to Full Membership status, our Board agreed to create a new post. Specifically, at the November 10, 2022 Board of Trustee meeting a new position was created - Assistant Membership Officer.

To fill the post, Mark Sheprow volunteered and was unanimously voted in. While his initial assignment is to formally rebuild the Probationary Period program, his overall duties will be focused on providing leadership and real time support for our Probies and their Mentors.

Mark is currently going through an orientation phase but will be up to full speed in a very short time.



Mark Sheprow
Assistant Membership Officer

Congratulations Mark Sheprow!

The Wright Answers

See page 6 for answer



Which brother flew the plane on the day of the famous flight? A. Wilber B. Orville C. Neither, it was a crewman D. Both Flew it

Preheater

As the cooler weather approaches, the need to pre-heat engines begins to be a possibility. The importance of this process cannot be overstated, when the oil is really cold it does not circulate properly and this can result in serious internal damage. To address this issue, The MAFC Rules and Regulations provide guidelines that must be followed.

COLD WEATHER OPERATIONS. In addition to cold weather procedures contained in a particular aircraft's pilot operating handbook (POH), the following procedures are prescribed:

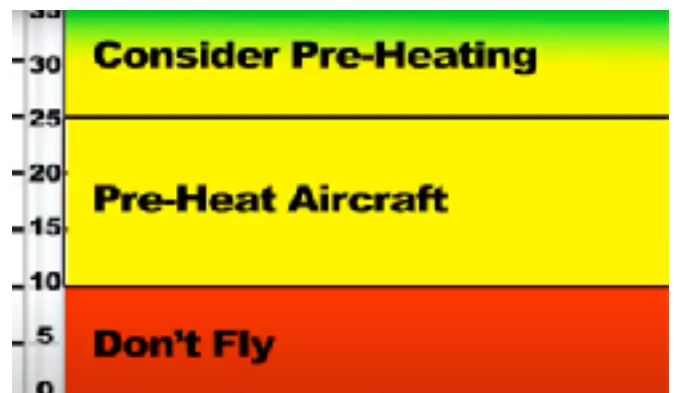
When the outside temperature is between +10°F/-13°C and +25°F/-4°C, proper cold weather techniques, including external preheat, are mandatory. A member must be familiar with the preheating equipment and procedure techniques; Club instructors can provide checkout on use of the equipment.

When aircraft engine components are below +10°F/-13°C, the engine **SHALL NOT** be started until the pilot determines the aircraft engine components have risen above +10°F/-13°C. Cold weather techniques apply until engine component temperatures rise above +25°F/-4°C.

If you find it necessary to preheat the engine, the club has portable propane fueled unit. The Red Dragon and it is stored in the cabinet located on the back of the cloth covered structure that is behind our trailer. However, to use the unit, you must be checked out by a CFI. This is because if not operated properly, the unit, the hose and aircraft can be damaged. More importantly, the operator can be seriously burned.

To help orient you to the use of the pre-heater, a short video was produced and can be found at: <https://drive.google.com/file/d/14UzLzI6Ty1-jCUeZShKxYRQ7yX0mYJaz/view>

WARNING: If you follow the printed directions, there is nothing stating that the red pressure regulator knob should not be touched. But unfortunately, it sticks out like a sore thumb almost begging to be manipulated. To reduce the chances of this happening again, a protective cover has been placed over the knob with a tag saying, DO NOT TOUCH. Please abide by this directive.



FAA Changes to BasicMed Pilots

The FAA concurred with AOPA and individuals who supported a rule making proposal that enables pilots who medically qualify under BasicMed to act as required crew members other than pilot in command—more specifically as safety pilots.

The FAA announced November 16 that Acting Administrator Billy Nolen has signed the final rule that will take effect 30 days after its forthcoming publication in the Federal Register. The rule brings significant change to the relatively small commercial balloon industry, establishing a medical certification requirement for the first time estimated to apply to just under 5,000 pilots. It also includes BasicMed provisions that now enable about 50,000 pilots (and counting) to take advantage of opportunities to fly as a safety pilot, as well as enabling pilots to act as pilot in command during a special medical flight test authorized under FAR Part 67 without holding a medical certificate.

NJ Aviation Hall of Fame by Janis Blackburn

Note: Many of the MAFC members belong to other aviation related organizations and Janis is one of them. In this article she describes their annual Open Cockpit event that was recently staged at the museum, If you belong to another club and wish to share a story, please contact the MAFC news staff and we will be happy to include the information in a future edition.

The weather report was for rain in the morning and then wind in the afternoon. So, those of us who volunteer at the NJ Aviation Hall of Fame open cockpit events really didn't expect to be too busy with patrons for the last open cockpit of the year. Well, weren't we surprised! It turned out to be a beautiful mid-November day, warm and sunny. We had over 120 people come to visit and that kept us busy talking about our aircraft. I usually spend my day in the cockpit of the Convair 880 but we are having a small problem with the door at the moment and it was decided not to open it this time. It'll be fixed during the winter and ready for the first spring open cockpit. They moved me to the Martin 202 instead. This is the last Martin 202 in existence so we're so proud to own it. People always find the cabin of the aircraft interesting with the size of the seats and no doors on the overhead bins. And, that hard little stewardess jump seat.

There were lots of small children visiting with their families and little kids tend to love airplanes. They all get a chance to sit in the pilot seats and manipulate the controls. I explain the yoke and rudder pedals. With the older kids it's always fun to include the instruments and old fashioned radar unit.

One of the best parts of volunteering there for these events is to share information with tweens and teens who want to become pilots. We pass out plenty of information on how to get started. Of course, there's always an adult or two who say that they've always wanted to learn to fly and we, of course, encourage them to go get started.

Along with visiting the outside displays and sitting in the various aircraft, the patrons enjoy two floors of information. They begin with a 10 minute film about the history of aviation in NJ. The various rooms include lots of history, information about space, an area explaining aerodynamics, along with so many other things to see. It wouldn't be the Aviation Hall of Fame without the hall of fame room where plaques and information about the people who have been inducted hang including two from the MAFC, Art Martone and Janis Blackburn.

NJ is lucky to have several aviation museums within such a small state. Each one is unique and interesting. It's difficult for some of them to stay in business since most of their funds come from patron visits and donations. So, to be a part of a successful event is always exciting. Spending time there, helping out at various events, I've had a chance to hold a piece of the Hindenburg, meet a Tuskegee airman and a WASP. Although I've spent many hours flying, it's always exciting to spend some time with a little piece of aviation history.



At The Movies!

Devotion, released on November 24, is a movie based upon a book with the same title, written by Adam Makos. Devotion tells the true story of Jesse Brown, the first person of color to become a U.S. Naval aviator. The film, set in the time of the Korean War, centers around the friendship that develops between him and Tom Hurden his first and only wingman. Cast in the action of war, it depicts the issues of racial discrimination entwined with fighter pilot action that is fast paced and riveting.

Brown's initial accomplishment was being the first African American pilot to graduate from the US Naval Academy and was a recipient of the [Distinguished Flying Cross](#), the [Purple Heart Medal](#), and the [Air Medal](#). He was also the first African-American naval officer killed in the Korean War.

Paired with Tom Hudner, a complex relationship emerges that pulls no punches. Hudner's misguided perceptions set the dynamics of the relationship that soon develops into a bond resulting in both being honored as heroes.

This powerful true story is packed with flight action scenes that kept me on the edge of my seat from beginning to end. You are urged to go and see this inspiring film as soon as possible



Overcoming A Personal Obstacle

In the October 2021 MAFC Newsletter the story of a young woman, Jessica Cox, was featured. What made this newsworthy is that she was armless but had earned her pilot's license using her feet. It is a remarkable and truly inspiring story by any measure. But another case of a person overcoming personal obstacles to fulfill a dream was recently featured in the news, a pilot who is blind.

Twenty two year old Katya Armstrong had piloted a Cessna 172 starting from her home state of Arizona on a journey over a five day period taking her into a number of western states. It should be noted that while landed at the Collage Park Airport in Maryland, Katya was not alone. On the journey she had a co-pilot who provide input so that this courageous young woman could fly safely even with her visual limitations.

As noted in the article, emerging from the left seat, she paused to unfold her cane then made her way to a group of fiends and supports. The flight was planned to coincide with October being designated as the International Day for the Prevention of Blindness. Initially she had planned to land in Washington DC but WX issue forced her to divert to College Park in Maryland. All things considered, she more then achieved her goals.

Armstrong's blindness began when she was only 14 and tests showed it was caused by an autoimmune issue. Today, she has only limited sight that is similar to tunnel vision but a great deal of distortion. But she was still able to make out striking vistas of patches of green as she sailed over forests and brown areas with rocks that were actually rooftops of homes.

Just as it was noted in the October 2021 issue, she reminds us that one of the biggest obstacles in life is the image that we see of ourselves in or minds mirror. In her case, her vision is 20/20





ANNOUNCEMENTS

Overheard Overhead-Dedicated to the "fine art" of Pilot and ATC communications.
by Dave Pathe

I was flying home in NJ during the worst part of the COVID-19 pandemic and heard:

Spirit 936: "Atlantic City Approach, Spirit 936, 5000."

Approach: "Spirit 936, descend and maintain 3000, direct PRSTY. And if you don't mind me asking, what's your passenger count today?"

Spirit 936: "We only have 2 passengers on board."

Me: "Only 2 passengers and they still don't have enough leg room!"

Unknown: "Ouch, but sometimes the truth hurts."

Of course, Spirit Airlines is a discount carrier famous for their limited seat pitch.

Submitted by Dave L, Ocean City

WISDOM FROM MILITARY TRAINING MANUAL
submitted by Nick Billows

'It is generally inadvisable to eject directly over the area you just bombed.'

The Wright Answers: The correct answer is Orville Wright flew the plane

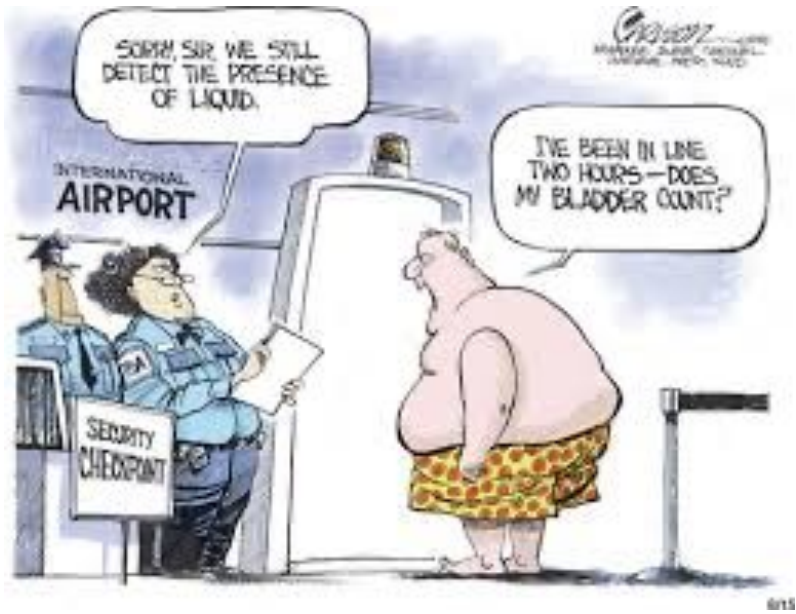
Takeoffs are optional but landings are mandatory



Tenton Mercer KTTN

Top Fliers for October

Pilots	Hours Flown	Aircraft
Bill Geirer	21.6	N61WT, N55804
Emily Johnson	17.7	N61WT
Darren Mattos	9.9	N268BG, N55804
Brian Ferraro	6.6	N268BG
Dean Gittlemen	6.3	N 4287Q, N93KK



Awesome Paint Jobs: Art Templeton

