

MAFC FEBRUARY 2023

MONMOUTH AREA FLYING CLUB



BOT Meeting
2/9/23 @ 7 PM
Club House
(THURSDAY)

Membership
2/19/23 **(SUNDAY)**

2023 Election Results

The annual election of a MAFC President, Vice President and nine Board of Trustee members occurred on Saturday January 21 and Sunday January 22. During the two sessions, Dave Pathe, Girish Mandhwani and Steve Weinberg who worked to implement the election process. These are all dedicated members who devoted a considerable amount of their time and efforts for the benefit of the Club.

Congratulations to the new officers for 2023. We wish them success and a safe flying year. Please

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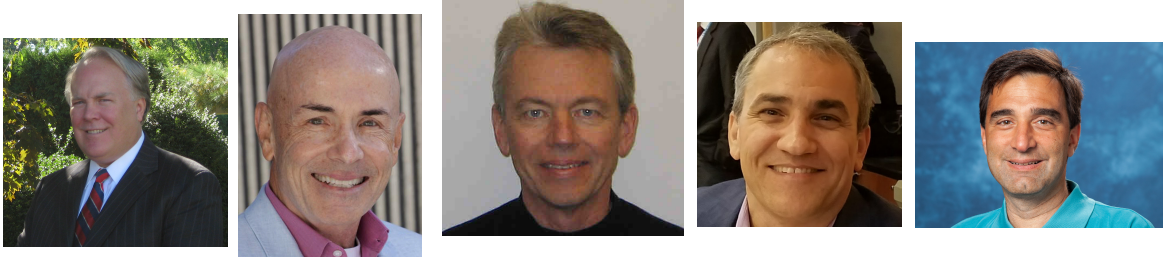
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Darren Mattos President **John Pereira** Vice President **Janis Blackburn *** **Nick Billows*** **Charles Burke*** **Tom Griffin***

*= BOT



Chris Kuelzow* **Patrick Milando *** **Bill Butler*** **Jon Stumpf*** **Dave Trulli***

There are a number of responsibilities and duties to be assigned in the next few weeks. These duties are critical to the running of the club and include, but not limited to:



- 1. Maintenance Officer.
- 2. Operations Officer
- 3. Newsletter Editors
- 4. Membership Officer
- 5. Activities Director
- 6. Chief Flight Instructor
- 7. Treasurer
- 8. Assistant treasurer
- 9. Safety Officer
- 10. Secretary
- 11. Facilities & Plant Manager
- 12. Facebook Administrator
- 13. Historian

If you would like to get involved and be part of this team here is an opportunity for you to take a first step, VOLUNTEER. If you would like more information on volunteering, please contact Charles Burke at chas.burke@outlook.com

The Wright Answers
See page 6 for answer

How many horse power was their engine rated at?
A. 25 B. 28 C. 32 D 35



Meet N738NY, Our New Aircraft!



Type Aircraft: 1977 Cessna 172N
Engine: Lycoming O-320 Series, 160HP
Garmin GPS 530 (The MAFC SIM has several planes with this for training)
Garmin G5 / HSI (The SIM has this on a version of the Arrow)
EDM-730 Engine Monitor



Recommended Study Reference Materials

[190-01112-12_A.pdf \(garmin.com\)](#)

[190-00357-00_K.pdf \(garmin.com\)](#)

[Microsoft Word - PG EDM-730_830_851_740 Rev F TB\(2\).doc \(jpinstruments.com\)](#)

[AeroCruze 100/Vizion PMA Operating Handbook \(bendixking.com\)](#)

<https://www.youtubecom/watch?v=XCLUwYjc4ds>

[Our SIM offers both the Garmin G5 and G530, a great way to learn how to use these devices.](#)

Check Out Information

1. A checkout is required prior to flying N738NY since it is a Technically Advanced Aircraft (TAA).
2. Only members with a Private Pilot or greater certificate, and have at least 100 TT can sign out NY.
3. Pilots should familiarize themselves with instructional materials related to the instrumentation.
4. The autopilot is in the process of being calibrated and is INOP until then.
5. There is a resident iPad mounted that will be activated eventually which will have a basic ForeFlight subscription in order to get traffic and weather. In the meantime, it is suggested you bring your own iPad for traffic and weather. The onboard Flight Stream can be linked to your iPad for easy routing as well as traffic and weather.
6. Flightstream provides two way routing sync via bluetooth.

Getting N738NY, an Adventure in Aviation and Flight Planning by Dave Pathe

This is a short story of how our TAA Cessna 172N was brought to N12 and to recognize Darren Mattos, John Pereira and Girish Mandhwani for their valiant aviation efforts in safely retrieving this aircraft...without a single scratch!! Great job, guys!

The plan was to take the CAP's C201, which had been sold to an individual, out to Lunken Field (KLUK) in Cincinnati where the buyer was waiting and N738NY had been located for its retrieval. Now KLUK is good 500nm away from here, so combined with flight time, doing a thorough pre-flight of the new plane, and then returning another 500nm is a pretty lengthy and tiresome effort. Nevertheless, the decision was made, and rigorous plans were developed to complete the mission in a single day in order to save the high costs of overnight lodging, not to mention airport fine-dining.

But sometimes plans don't always cooperate.

A 6 A M departure was inexplicably delayed to about 8am whereupon the CAP plane made an uneventful flight to Lunken Field arriving in early afternoon. After doing an extensive and lengthy pre-flight of NY, our 3 aviators realized they hadn't eaten for some time and were starving. As most nearby restaurants were closed, the decision was made to fly to nearby Clermont County airport (I69), the home of Sporty's to get a fuel tank dipstick and a quick snack, not necessarily in that order.

The next stop was Morgantown Municipal (KMGW) airport in West VA which was completed in under 2 hours to refuel for the final leg to N12. Weather was starting to become an issue with ceilings starting to lower in the area where the Appalachian ridge was located but further east the weather was VFR. The 3 did not want to fly this unfamiliar aircraft in IMC / IFR at night, so they decided to see if the ceilings were high enough to navigate VFR thru the valley and past the hills. After 10 minutes they realized that would not be prudent and turned around landing again at KMGW. Fortunately, this airport has a nice pilot lounge with comfy reclining easy chairs which our aviators made good use of until early the next morning. The final leg was completed safely despite trying to use a sensitive auto-pilot which made climbs and descents at 1000fpm.

The plane and crew are now at their respective home bases resting comfortably, so if you can, head down to N12 to check out our newest addition to the fleet!

Cessna Fuel Selector Valve after engine shutdown by Mark Sheprow

I recently flew one of our C172s, N93KK. While doing the Preflight walk-around, I pulled the “belly fuel sump & strainer” knob, and no fuel drained out. I’m not an A&P, so I decided to just continue on as normal, see if the engine started, and then I’d shut it down and try to drain the belly sump again. However, upon entering the cockpit and doing the Startup checklist, I found that the “Fuel Valve” selector was in “OFF”. After selecting “BOTH”, I then went back outside and, (big surprise), the belly sump worked as designed.

So, here’s my opinion regarding where to put the Fuel Valve when you’re done flying.

The KK and N4287Q C-172 checklists call this selector simply “Fuel Valve”, and have us select or confirm “BOTH” on three (3) Normal checklists. First on the Startup, again on the Before Takeoff, and yet again on the Before Landing checklist. There is no checklist item about the Fuel Valve on any other Normal checklist.

N61WT (which I haven’t flown) is somewhat different. It calls the fuel selector valve the “Fuel Selector”, and is on six (6) Normal checklists. You select or confirm “Both” on the Preflight, Starting Engine, Run-up, Pre-descent, and Before Landing checklists. Then on the “Securing Airplane” checklist, you’re told to select “Left or Right”.

My definite advice on securing the aircraft after flight is you do NOT select “Off”, and here’s my thinking. When in “Left” or “Right”, the valve handle is very obviously perpendicular to the “Both” position that we want for takeoff and landing. A simple glance, and you’ll notice if the handle is not where you want it to fly. However, if the handle is selected to “Off”, it’s then parallel to the longitudinal axis of the plane, but 180° away from the desired “BOTH”. While the handle is not symmetrical from one end to the other, if you’re distracted or in a rush or tired or it’s a bit dark outside, and your checklist discipline isn’t as conscientious as it normally is, you might just glance down and NOT notice your fuel is off. I suspect there wouldn’t be enough fuel in the line to start, or certainly not run for long, or the closed valve wouldn’t let any fuel run from the sump anyway. After several likely unsuccessful attempts to start, you’d probably begin looking around and catch the error. Or wonder if you’d flooded the engine, and keep trying. Or think there might be a magneto problem. Or, or, or.... My point is, after shutting down our C172s, just select “Left” or “Right” or leave it in “Both”, and save the next MAFC member who’s flying that plane the chance of not catching the fuel valve being “OFF”. The less errors we start with or face, the more our safety is enhanced, and the more likely we’ll have another incident-free flight.

Now, I’ll pass on some information as regards to selecting either “Both”, Left” or “Right” after shutdown. There just doesn’t seem to be one uniform opinion. The only actual info I can find that seems authoritative points out that if the valve is in “Both” (or, alternatively, if it’s in “Off”), the interconnecting fuel line between the 2 tanks is open. But in “Left” or “Right”, the interconnecting fuel line is closed. When that interconnect is open, both fuel and air can flow between the 2 tanks. (A 05/12/2006 article by the Cessna Pilots Association explains that the flow of air between the tanks is meant to maintain equal air pressure in the 2 tanks as fuel is expended, which should enhance equal fuel usage from each tank when “Both” is selected for flight. However the design is far from ideal and can actually aggravate unequal fuel quantities in the tanks as a flight progresses, especially when the flight starts with full or nearly so tanks. You almost certainly have noticed this on our 172s.) When the plane is parked in a leftwards leaning slope fuel the tanks will not be level, and if the interconnecting fuel line is open, fuel could flow over from the right wing to the left, possibly overflowing out the fuel tank vent. In the case of parking sideways along a slope, selecting “Left” or “Right” is recommended when wrapping up the plane after a flight.

Since Lakewood is level, normally this isn’t an issue for us. An informal survey I did, including a handful of our CFIs, yielded various answers or opinions or preferences as to whether to select “Left” or “Right” or “Both”. Some people just leave it in “Both”, some always select Left or Right. Mostly, I think people do what they were taught. There’s no apparent problem in any of the 3 positions as long as you’re on level ground, so my suggestion is that you just do what you learned or your CFI says. (If the Club leadership ever decides to do one thing or another, we’ll be told, right?) But I’d definitely recommend not leaving it in “OFF” in any normal situation!

Fly more! Have fun! But mostly..... Fly Safe!





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

Heard on the frequency near Sacramento:

Approach: "Piper 1234, are you planning to do an approach into Sacramento Executive?"

Piper 1234: "Affirmative, Piper 1234."

After about 30 seconds of silence, the controller keyed up again and asked in a humorous tone: "Would you like me to pick one for you?"

Submitted by Phil V, Santa Clara

WISDOM FROM MILITARY TRAINING MANUAL
submitted by Nick Billows

'If you see a bomb technician running, try to keep up to him.'

Takeoffs are optional but landings are mandatory



Camden County 19N



The Wright Answers:

The correct answer is D 35 Hp

Top Fliers for December

Brandon Bjelka	21.6	N61WT, N55804
Emily Johnson	17.7	N61WT
Darren Mattos	9.9	N268BG, N55804
Brian Ferraro	6.6	N268BG
Dean Gittlemen	6.3	N4287Q, N93KK

Top Fliers for 2022

Bill Geier	92.8	N61WT, N55804
Marino Santos	87.5	N61WT, N268BG, N93KK
David Shields	83.7	N61WT, N268BG, N55804, N93KK, N4287Q
Dean Gittleman	64.6	N93KK, N4287Q
David Furman	58.4	N93KK, N4287Q

Awesome Paint Jobs: Art Templeton

