



BOT Meeting
4/13/23 @ 7 PM
Club House
(THURSDAY)

Membership
4/15/23 **(SATURDAY)**

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MAFC's Excellent Fleet!

Reports presented in March by the Maintenance Officer bode well for the club in that the entire fleet will hopefully be back and operational by mid April! The overhauled engine for N93KK was received at N12 on March 7th. But while the engine is back, the oil cooler needs to be replaced along with the left mag (impulse). This replacement will be with an E-Mag (electronic). Additionally, the annual is due at the end of April but this will be addressed along with the engine installation. Another thing that will take place at this point in time will be the Pitot/Static Transponder check and a FAA mandated seat AD. Once the engine is back in the aircraft, the break-in of the rebuilt engine will take place and after that, it will be back in full service.

The engine for our Cessna 152 N67818 came in and was subsequently installed sooner than expected. But that was not the only surprise, the aircraft has already been sold for \$60,000.00. Because of this, the club will not incur the cost of the engine break-in. Details will be shared at the April Membership meeting.



McGuire AFB program March 18, 2023

On Saturday March 18, a contingent of five representatives from the Air Force stationed at McGuire covered topics such as aircraft collision avoidance, ATC communications and the upcoming Thunder in the Pines Air Show. Those who were not in attendance missed one of the best programs ever. The bottom line that came across clearly is that you are flying through some of the busiest airspace in the county and not talking to them puts you and any passengers at great risk.

Because the topics are so important and extensive, a request was made to obtain a copy of their slide set and, if obtained, they will be posted on one or both of our websites.



TSgt Michael Marquez,
KC-10 Boom Operator



Left to right

- Maj Vincent Walker, C-17 Pilot
- Maj Joshua Goring, KC-10 Pilot
- SrA Chelsy Delaney, Air Traffic Controller
- SrA Benjamin Eads, Air Traffic Controller

The Wright Answers*See page 6 for answer*

Where was the Wright Brothers shop located?
 A. Dayton Ohio B. Chicago Illinois C. Scranton Penn
 D. Kansas City Kansas

**KEWR ATC Tower Tour** by David Williamson

Note: Several tours for our members were arranged during the month of March and this is a description of just one group that consisted of Brian McNicholas, David & Tanya Furman, Michelle Dvorak, and David Williamson

We had quite a logistics event arriving at the KEWR ATC tower! Brian started in Lakewood. I drove to the Jon Bon Jovi rest area where Brian picked me up. David and Tanya drove from Brooklyn to Ikea in Elizabeth where we picked them up. Michelle took the train to the Newark Airport station, then the AirTrain to Terminal C where we picked her up. We then all drove together to the tower. Just when we thought we had made a wrong turn, there was the entrance. We got in without incident. I note that I brought my passport thinking we needed to show proof of citizenship, but all the guard seemed to want was a driver's license.

We were met at the door by a representative named Sam. He took us to a conference room and showed us an old aerial photo of the airport to help us get oriented. Then we were off to the tower on an elevator ride spanning 23 stories. Next we climbed a narrow staircase to the actual tower cab. My initial thought was there were not as many people up there as I thought there would be, but Sam said it was not very busy at the time. There was a controller for clearance delivery, ground, local (what we call tower), a coordinator, and a supervisor. Sam explained how they route traffic out and why sometimes depending on the direction of travel there are delays getting out. For example, at the time, southbound traffic was all being routed through WHITE intersection (about half-way between N12 and KMJX) and they were required to provide spacing of 5 minutes in-trail. He also covered how inbound traffic is routed to the 4 airports and how the strong northwesterly wind was reducing their capacity since it prevented use of Runway 11.



Tanya Furman, David Williamson Brian McNichols
 David Furman, Michelle Dvorak,

We also spent some time talking about the Hudson River corridor and especially all of the helicopter traffic they deal with. Sam told us what his ideal initial call-up for transiting the Hudson River would be, and suggested it be varied from complete to brief depending on how busy they sound. He also said that when they are busy he will eventually get back to a VFR calling in.

He also showed us their runway incursion detection system. When an airplane is on the runway, anything that crosses any hold-short line will set off an audible alarm. He let us hear a test which just said "test message" over a speaker everyone could hear. He said when the real alarm goes off, everything goes quiet and everyone in the tower cab tries to figure out what is going wrong.

I was very interested to see how much conversation and friendly banter was going on between the controllers. I also got to see someone making an initial call-up, being put into their system, and being given a squawk code and a Bravo clearance.

Sam also mentioned that the last thing they want to do is write up a pilot for doing something wrong. But, when they do, all they do is provide contact info to the FSDO. The FSDO handles the investigation and everything else from there.

All in all, it was a very good experience. When we left, I offered that Sam could give my contact info to any of the controllers who might be interested in going for a ride with me. If it is good for us to see their side of things, it seems like vice versa would be good as well.

The Longest Flight by Dave Pathe

In 1959, Robert Trimm (pilot) and John Cook (co-pilot) finally set off on December 4, 1958 in their Cessna 172, named Zephyr, for a flight that began in Las Vegas and went on to last 64 days, 22 hours and 19 minutes. This set a record that, to this day, has not been broken even by unmanned aircraft.

Their idea was a bit far fetched, stay aloft for a significant span to set a record but the road taken was not without a few bumps. In fact, it was not until their fourth try that they got the plan to work. Actually, there are other issues that come to mind involving food, bodily functions and of course, what it must have smelled like in the cockpit after weeks started to roll by!



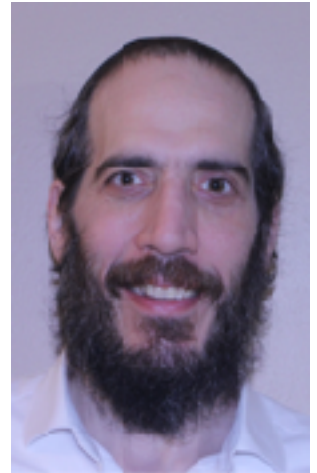
The obvious question is how can they stay aloft in a plane that was not equipped for in flight refueling? Well this is here creative thinking kicks in and they solved the problem by simply flying low and slow over a truck with a large fuel tank on it. They would drop a rope that a helper on the truck would attach to a hose then, once secured, would pump gas up to the Cessna.

If you would like to learn more about this amazing story, here is a link to a CNN story with many more details: www.cnn.com/travel/article/longest-ever-continuous-flight-1959/index.html

Spotlight on Yechiel Benedikt

I have always been a person who seeks opportunities to learn and experience new things. As a teenager I worked on being a good swimmer and took lifeguarding and a Water safety instructor course. Recently, I learned mountain biking, skiing and snowboarding. While learning how to ski I was terrified of the chairlift to the point that I was too paralyzed to lower the restraint bar. I continued until I overcame my fear.

As a child I had a toy airplane and wished I could have one that could actually fly. I remember waking up one day a few years ago and dreaming of becoming a pilot. I am a licensed Clinical Social Worker, Licensed clinical addiction counselor and Doctoral student. After that dream, I had a client who was a student pilot and introduced me to the journey of becoming a pilot and helped minimize the fear around being a pilot. I then applied for my medical but was faced with many obstacles because of my asthma. I am also officially colorblind. I am a very determined person and persistently worked on my medical clearance until I received my 3rd class medical.



I applied to the club about a year and a half ago and when I was accepted I still didn't have medical clearance so I continued to wait. I took one lesson at Elite flight experience and one at Monmouth flight school which were 1.5 to 2 hours each. I was very anxious. Both instructors questioned whether I really want to go ahead with it and if it's worth it for me. One instructor tested me by landing and asking whether I would go up again. I said yes and we went up once more. I look forward to overcoming my fear and appreciate all the kindness and positivity I am experiencing at MAFC.

Flying With the Blue Claws by Tom Russell

Note: This article was written by Tom Russell who, after many many years, retired from the club. In a way, Tom offers us a peek into the club's history as he references people who, in some cases, are no longer with us.

It was finally a nice spring day after a very cold and snowy winter in New Jersey - many years ago. We had new neighbors across the street, two doors down. I saw a man there with a little sailboat on a trailer. I went over to say hello. Art wasn't getting a sailboat ready for the summer. It was an ice boat. The boat was home for repairs before going back to summer storage at the Navesink iceboat clubhouse.

I asked if he went sailing in the summer. (We had two small sailboats, one for each of our daughters.) Art said "No." He went flying. He was a private pilot. He offered take me along some time when he went flying. He was a private pilot.

A few months later I met Art at Allaire. He was there with his partner to fly their twin to Maryland. Art had arranged for someone to meet him at the Maryland airport with a bushel of crabs. They were going to cook the crabs for a party by the pool in Art's back yard.

Frank Fine was president of MAFC when I went to my first meeting. This was a Board of Trustees meeting, in the evening. Frank started the meeting by reminding everyone of the club "All For One; One For All" rule. He wrote his meeting notes on a legal size yellow pad, and demanded silence while he wrote.

When the meeting was over most of the men talked about where they were going to go for beer. (The few women members weren't at that meeting.) Frank was busy talking club business with a couple of board members. I had a chance to talk to Tom Fliieger. When I told Tom that he had been recommended by my neighbor, Art Oberle, Tom told me that Art was president of the Jersey Aero Club. There were about 50 members of MAFC when I joined.

Dave Pathe was elected the next MAFC president.

Dave Pathe was elected the next MAFC president and he asked me to take meeting notes. And to type up all of Frank's hand-written notes. I never did ask Art Oberle for his Maryland blue claw contact person.

There hasn't been enough ice on the Navesink for ice boats for many winters. But last summer there were reports of blue claws under the river bridges.

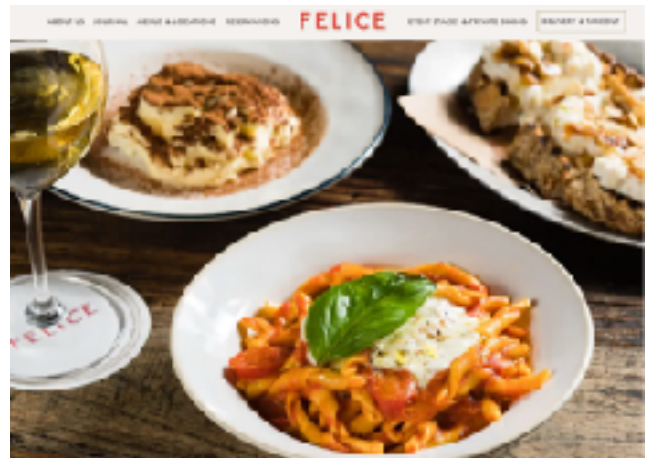
\$100 Hamberger KLNS Lancaster PA by Charles Burke

Lancaster Airpot, (KLNS) has two large runways nestled in the beautiful fields of the Amish countryside just west of Philadelphia Airport and is only an hour from N12. Those with newly minted pilot's certificates who wish to have a "pull out all of the stops" flight might want to consider planning a trip to this great facility. One good additional reason is the nice restaurant Felice (www.felicerestaurants.com/?gclid=EAlaIqobChMIftihtYak_AIVDNuGCh1fzAIVEAAYASAAEgLIffD_BwE) that is right off taxiway A.

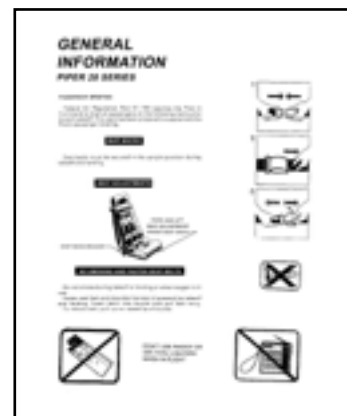
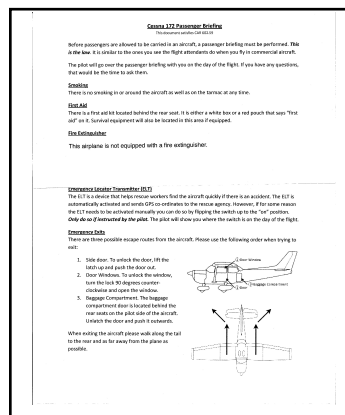
If you bring up a sectional chart and plot a direct route between N12 and KLNS you will find a host of locations that will offer you a chance to test your piloting mantel. The first is a direct line will take you over Lakehurst then McGuire. Next you will have the North Philadelphia Airport (KPHL). After that it is fairly clear sailing. If you want to take the easy way out, you can skirt north and go around these hot spots but if you wish to really exercise your skills, after contacting McGuire, ask for a direct route with flight following and, if they give you the OK, get your radio frequency changing fingers ready for a workout. KLNS is a Class D airspace so this also offers an opportunity to gain experience.

One nice thing about KLNS is that the facility produced a guide around the title, A Pilots Guide to Understanding ATC Operations at Lancaster Airport. It is available for free at <http://files.constantcontact.com/a1cb24da001/90d234ce-fd43-4b6f-a71b-eb71315cd871.pdf?ver=1518016770000>. This eight page guide is a basic introduction to landing or taking off from any Class D facility and might make a handy reference guide even if you chose to skip KLNS.

While this would normally be the conclusion to this article, an interesting notice was stumbled upon while trying to find the address for the guide. Lancaster Airport will remain a Class D facility but it no longer have ATC service as of May 5, 2023



Passenger briefing cards



Every aircraft in our fleet now has a laminated card that provides you with information on what to do if you face a problem. On the back of these cards you will find another helpful reference tool, a passenger briefing card. So the next time you take up friends or family, you can go a long way to help them feel comfortable and secure.

Housekeeping!

Our Lost and Found is literally over flowing. Please stop and take a look to see if there is anything that belongs to you or one of your passengers.



FAA WINGS Program--Pilot Proficiency Award Program by Mark Herega

The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

The **WINGS** - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

You select (in your Airman Profile) the category and class of aircraft in which you wish to receive training and in which you wish to demonstrate your flight proficiency. Requirements for each aircraft category and class include specific subjects and flight maneuvers. To ensure you receive a well-rounded learning experience, only certain flight activities fulfill specific credit requirements. More information about how these subject areas are selected is available on your MY WINGS page.



In almost all cases, arrangements have been made with the FAAS Team to automatically provide WINGS credit after the activity. However, please allow at least 24 hours before inquiring about WINGS credits. Remember, if you have questions about a course or activity, check with the provider. If you have a question about the WINGS Program, contact faasafety@faa.gov

Note that completion of any Phase of WINGS satisfies the requirement for a flight review. So not only will you complete a review of the most common weak areas that have led others to the accident site, but you end up with a flight review, as well!

In addition, we have two excellent resources to help you navigate the **WINGS** Program: the [FAA Advisory Circular on the WINGS – Pilot Proficiency Program, AC61-91J](#), and a [WINGS User's Guide](#).

MEET OUR NEW MEMBERS

Henry Fawcett



James Scotti



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

Flying to Long Island's Republic Airport (KFRG) on dark night, heavy rain appeared out of what appeared to be a clear sky.

To break up the boredom on what had been a very quiet frequency for some time, I said: "Hey, where did all this rain come from?"

An unknown voice forced into an unnaturally deep tone came back from some other aircraft: "From God, son, from God!"

Submitted by Don B, Reno NV



ANNOUNCEMENTS

Takeoffs are optional but landings are mandatory



Hackettstown N05

The Wright Answers:

The correct answer is A. Dayton Ohio

Aviation Quips

Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.

Rule one: No matter what else happens, fly the airplane.

Top Hours Flown in February

PILOT	HOURS FLOWN	AIRCRAFT
Songlin Liu	10.4	N4287Q
Eliyahu Berger	10.1	N4287Q
Motty Perl	7.6	N4287Q
Dean Gittleman	6.1	N4287Q
Sachin Rai	4.3	N4287Q

Awesome Paint Jobs: Art Templeton

