

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

Membership  
7/15/23 @ 9 AM  
(SATURDAY)

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### United Airlines Service Center Tour by Charles Burke

The story concerning the tour of the United Airlines Service Center located at Newark Airport is actually two tales rolled into one and both worthy of being talked about. Having organized dozens and dozens of trips and tours that include, Boy Scouts, High School students adult students as well as members of the MAFC, I thought that the process of implementing a MAFC tour was easy to do because all of the parameters were the same... until the United Airlines Service Center was undertaken.

Starting things off, you cannot simply pick up the phone and contact this facility. You cannot find it on the internet and calls placed to a number of divisions within United came up empty handed. Basically, it would seem that it simply does not exist. But having heard from several people that the tours of the facility not only take place but seem to be over the top in scope and depth I persisted. Then, out of the blue, a comment made by Tom Griffin that resulted in hitting pay dirt, he knew a fellow who worked at the facility! In quick succession, a call was placed to the individual who provided the name and contact information for the tour guide.

So far so good. I reached out to the tour guide who is also a top ranking quality inspector who explained that he is an employee but also volunteers to conduct the tours on his own time. One thing led to another and it was discovered that he lived not far from where my daughter's family reside and was once a Boy Scout in a troop located in the same town, many many years ago. After realizing that there was now a home town advantage in the mix, the quest to schedule tours began in earnest. It was also when it was realized that this was not going to a simple walk in the park event.

Turns out that they only do tours on Thursdays, Fridays and reluctantly Saturdays. There was a maximum of 20 people per tour because they have to hire security guards for every five guests. There was a lot more but the topper was that they only had parking spaces for about three or possibly four cars in their lot. This prompted the image of a dozen clowns emerging from a Volkswagen Beetle. But make no mistake, he was not joking. Once the details were sorted out, and all-call was e-mailed out we ended up with an almost perfect match of about fourteen people for each group. These figures would dwindle a bit as the actual tour dates approached but not by much. Armed now with dates and group names, the task of pulling the details into the mix began but went surprisingly well. But then a major speed bump emerged in the road and it was a doozy.. the destination did not exist on Google Maps or other similar apps. If you switch from maps to a satellite image, there are no indications of which buildings you are looking at.

Then an epiphany hit, I needed to look for a facility that was near the target site that did appear on Google Maps and the Economy Parking Lot P6 jumped off the screen. When directions were requested for cars driving north on the Turnpike, Google Maps lit up with what looked like a ball of spaghetti that had been tossed against a wall..not joking here. But it did provide a GPS setting to Brewster Road, the street that the United facility was located on. It should be noted that this backdoor approach is something to consider if you have a need to travel to the northern end of Newark Airport. It cuts out the Rt 9 approach along with all of the air travelers heading to the terminals. Getting back to the spaghetti on the wall image, there is no getting away from the fact that locating the connecting roads from the Turnpike to Brewster posed major confusion. But luckily, between the GPS guiding you plus the written instructions that followed made it a breeze for most of those driving. Almost forgot, once you get on the desired Brewster Road, the building you are looking for Hanger 54, is not visible from the road, it is located on the back side of Building 100!





Now we had the data, groups and directions, the next step was to shrink the number of drivers down as much as possible. Armed with the participants's names and addresses, it became obvious that with only a few exceptions, these people were scattered over three states which included New York as well as Eastern Pennsylvania. The rest of the people who were located in New Jersey, were scattered over a wide range of highways and byways. There seemed to only one solution, ask each group to work out the carpooling dilemma by simply communicating with one another and that they did indeed, One excellent idea was to drive up to the Garden State Arts Center Park and Ride facility and hop into the fewest cars possible. This plus a few who created their own meeting places, helped to bring the total number of cars down to the allotted spaces. But in the mix were those who, because of circumstances still had no choice but to drive in alone. Luckily, everything worked out perfectly.

Phase two-the tour! After arriving and being checked in, the groups were led to an area where they stored the spare jet engines. They were not only for aircraft being worked on at Newark, but were also shipped out to other facilities. One engine had the covers off and you could see the complex routing of cables and tubing. Our guide pointed out that that United, like most carriers, lease the aircraft and engines. When it came to jet engines, the group saw several being worked on up close and personally.

Next we saw a brand new 737 MAX being prepared for addition to the flight line. We were guided around the aircraft and then were offered a chance to see what was inside. Much to our surprise, we were even given a chance to sit in the cockpit where they fired up the instrumentation.

This led to seeing aircraft being serviced and finally the stockroom. Along the way, the group learned that the cost of the parts in this facility probably exceeded the budgets of many small countries.

Turning from the hardware to the software side, there is much to be said about the employees. It quickly became obvious that whatever United is doing, they created a rich environment that cultivated long term employees. Many of those who we met had been employed spanning multiple decades. They appeared to be not only the cream of the crop service providers but also extremely dedicated to the work that they perform. We honestly could not say enough good things about the employees who we met.

While we are up in the area, it is worth noting that just east of the United facility, on Brewster Road, is a hidden gem that you can take advantage of. If you follow Brewster east, the road suddenly turns south and there is a large gleaming metal clad building on your left, this is Building 80. On your right is a restricted parking lot so don't pull into it but look a bit further down Brewster and there you will find a free parking lot. Park your car and walk back to Building 80 and walk straight in. Ahead you will find an inexpensive and great cafeteria that is open to the public. Some staff comically refer the place as Window in the Turnpike Restaurant!

Building 80. They only serve breakfast and lunch. Lastly, if you walk back outside, there is a large fence with a black covering, just on the other side you will find where runways 29 and 22L converge. Go back to your car and you can sit and watch the action take place right in front of you. Another great vantage lookout is the IKEA store that is located on the other side of the Turnpike and south. On the second floor there is a restaurant (serve great Swedish meatballs) plus you can go out on the terrace and KEWR is spread out in front of you.

Lastly, Many of the pictures taken while on the tour will be shared at the next Membership meeting. In addition, Peter Matthews has compiled a lot of pictures and they can be found at <https://photos.app.goo.gl/rTefUh6898ditJVJ8>

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

In what year did Orville sell The Wright Company?

- A. 1912 B. 1918 C 1915 D. 1917



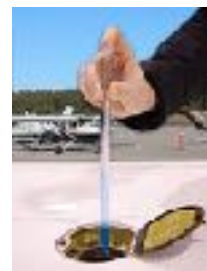
**Changes to MAFC Payment fees**



MAFC will be piloting a new payment method, using direct debit (aka ACH). This method will cost MAFC \$10/month and 0.5% of each transaction. MAFC will be paying these fees from our operating account and not charging our members directly. Those wanting to participate in the direct debit pilot should contact Dave Trulli. Note, we will only need a few members for the pilot. If successful, this will be opened to all members.

### Fuel Tank Dip Sticks

All of our aircraft now have a fuel level dipstick in them. Each type of aircraft uses a different gauge so please do not attempt to use any other dip stick because the readings may be incorrect. If you are not sure how to actually use these, please consult with a CFI



### Atlantic City Air Show



The 2023 Atlantic City Air Show is back and you gotta see it to believe it. The practice runs will take place on Friday August 15 and the actual show will be on August 16

### Super Spotlight On: Patrick Milando: Reproduced with permission from The Journal Publications

If you take a look at the sky the next time you're in Monmouth County, you might just spot a small plane flying overhead. While that's not too unusual for most, many may not realize they're actually looking at a plane flown by Patrick Milando, Broadway musician by night and flight instructor by day as well – when he has time, that is.

“[My life] is a mosaic,” Milando said. “I try to fit everything in here and there, and obviously you have to keep time for yourself. It's not easy to deal with, but I try to make it work.”

Milando serves as chief flight instructor at the Monmouth Area Flying Club, a nonprofit organization located at the Lakewood Township Municipal Airport. The club houses a fleet of six single-engine planes, including Cessna 152s, Cessna 172s, a Piper Archer and a Piper Arrow 200.

“I've been a part of the Monmouth Area Flight Club for a number of years,” Milando said. “I like the idea of having a core of airplanes that we all own so we have an inherent interest in maintaining them. At a school, you pay for the time and the instructor but these are our planes and we really take care of them.”

While Milando said he has always had an interest in flying, it peaked about 10 years ago when he decided to get his private pilot's license. This was his sole certification for several years before the pandemic hit in 2020. Suddenly, Milando found himself with time on his hands and a thirst for new adventure.

“I'm not the kind of person that can sit around and do nothing,” he said. “I got my instrument license, my commercial rating, and then I got my certified flight instructor certification, then a multi-engine rating, a Sea-plane rating and a multi-engine instructor rating. I piled it on in 18 months, and by the time I was finished, I was an instructor.”

After working his way up to the role of chief flight instructor, Milando now instructs eight to 10 students a week and refers to his side job as a “wonderful” part of his life. He specifically feels the most pride for his students after they pass their checkride, a Federal Administration Association practical exam that each pilot must pass before they complete their courses.

“I look at their faces [after the exam], and they're beaming because now they can get in their airplane and fly somewhere which not everybody can do,” Milando said. “It's a wonderful feeling to pass on that knowledge and have them succeed. It feels good as an instructor.”

When Milando isn't training soon-to-be-pilots, you will most likely find him in the orchestra pit at The Minskoff Theater in New York City where he has served as first French horn player for “The Lion King” on Broadway for 16 years.

“It has been really fun,” he said. “You finish the concert and you look out at the audience and they just go crazy, and they're really happy that you've given them that experience. There's nothing like it.”

Milando is responsible for playing in up to eight shows a week, and much like his flight instruction career, he values the end result of his work.



“It’s the same show but not every show is the same,” he said. “When I’m there, I bring my A game as much as I can because a family of four is spending \$1,000 between the parking, the tickets and the meals, and I want to give them the best experience possible.”

So how does Milano balance these two vastly different parts of his life? According to him, with a lot of patience and a hope

“I feel I have a left and right brain operation,” Milano said. “I’ll play ‘The Lion King’ at 3 pm, and then I’ll be down at the airport flying a [Cessna] 172. It’s a commitment to drive down there, but you can easily waste an hour and 15 minutes sitting around at home so why not get in a car and go down and fly?”

While Milano’s days are often jam-packed, plans to slow down while continuing to fly and make music, are on the horizon.

“There is a point where you think ‘Maybe I should pass this on to someone else,’” he said. “I can see myself doing a Sea plane operation, flying people down to the Caribbean and the next day, going to play in the Florida symphony – something more along the lines of relaxing and doing it on my own time. It would be fun down the road to say, ‘I’ll play if I want to, and I’ll fly if I want to.’”

### Spring Rub & Scrub

The MAFC Spring Rub and Scrub had a problem getting off from the starting line in May but finally passed over the finish line on June 17th. This event was record breaking in that more people volunteered to apply a little elbow grease than we have seen in many years. THANK YOU VOLUNTEERS!!! Also it was a rare occasion in the all of our aircraft were on the field. The most important thing was that it afforded members and volunteers a chance to meet and cement new friendships.

FYI: The Fall Rub and Scrub is scheduled for Sunday October 22, 2023



**Kneeboard Reference Sheets**

If you use paper charts or simply wish to have a handy airport reference document then consider adding airport kneeboard sheets to your planning package. A handy source for them is to go to AOPA Airports and then type in the airport code. A long list of information will appear but just scroll down and on the left you will see several choices and one of KNEEBOARD FORMAT. Click on it and the sheet will appear. As you will see it has a trove of handy information plus a diagram of the runway(s). To be specific, here is just an abbreviated list of the data that will be on the sheet:

- Nav-aides
- Traffic pattern data
- Runway information
- Lighting What chart it will appear on
- if fuel is available
- Weather services
- Communication frequencies.
- Notices and advisories

The image shows a typical kneeboard sheet for KMXJ Green County. It includes the following information:

- Header:** KMXJ Green County, Some Street, FL.
- Coordinates:** 30° 01' 00" N, 81° 00' 00" W.
- Runway Data:**

Runway	Length	Width	Surface	Lighting
05/23	1114	60	ASPH	INT
13/31	1118	60	ASPH	INT
- Services:** Fuel, Oil, Maintenance, etc.
- Lighting:** Details of runway lighting systems.
- Diagram:** A diagram of the runway layout showing runways 05/23 and 13/31.

Typical kneeboard sheet

**Brian Shul, Fighter Pilot Who Flew World’s Fastest Plane Dies at 75: Submitted by Dave Pathe**



Brian Shul in his mid 1980s in front of the SR-71, which could fly at more than three times the speed of sound and survey 100,000 square miles of the Earth’s surface in a single hour.

*A great article (and obituary) about an American aviator and hero.*

He was near death after his plane was shot down in the Vietnam War but survived to fly the world’s fastest and highest-altitude jet. Brian flew 212 combat missions in Vietnam in his T-28 Trojan and survived numerous medical procedures and operations to later fly the SR-21 Blackbird, the world’s fastest jet more than 2000 hours.

He once said, “I don’t want you to confuse me with anyone that’s heroic or famous or did anything great.” He added: “Leaving your plane in the jungle does not qualify as heroic. I am a survivor.”

This article is from the NY Times and an inspirational story about this pilot’s life and career.

[Brian Shul Dies at 75: Fighter Pilot Who Flew World’s Fastest Plane - The New York Times \(nytimes.com\)](https://www.nytimes.com/2020/01/24/us/obituaries/brian-shul.html)



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

Approaching Wilkes-Barre Scranton Airport, the traffic advisories were scant until after a bit, Approach said: "Archer44939, traffic at your 11 o'clock, slow-moving, type and altitude unknown. I'm not talking to him.

Me: "939 looking."

Approach: "You spot him yet?"

Me: "Negative."

Approach: "Might be a train on the mountain."

Sure enough, there it was! I decided to have some fun and deadpanned: "Traffic in sight."

Not missing a beat, he replied: "Traffic no factor. Switch to tower, have a good day."

Aviation is serious business, but best not taken too seriously!

Submitted by Fred S, Juno Beach, FL



Nuno Carvahlo passed his Private Pilot Test on Thursday at Ocean County Airport. Congratulations Nuno. Tom Flieger instructor

**ANNOUNCEMENTS**

**For Sale: LIKE NEW Stratus 3 with manual, charger and mounting cup \$300.** Contact Bill Butler at 732-772-3777 or email: [wfbutler@att.net](mailto:wfbutler@att.net)



**The Wright Answers:**

The correct answer is **a. 1912**

We are looking to borrow a small PA system for "Movie At The Airport" later in the summer.



**HELP!!**

**Takeoffs are optional but landings are mandatory**



**Awesome Paint Jobs: Art Templeton**



**Penridge KCKZ**

**Top Hours Flown in May**

- Bill Geier 27.5 hours, all in N61WT.
- Marino Santos 20.4 hours, most in N61WT.
- Emily Johnson, Yechiel Benedikt and Bill Butler rounded out the top five.

