

BOT Meeting
11/9/23 @ 7 PM
Club House
(THURSDAY)

Membership Meeting
11/18/23 @ 9 AM
(Saturday)



AOPA Spotlight on MAFC

Inside this issue:

Page 1

AOPA Spotlight
On MAFC!

Page 2

Become a Pilot #4
Wright Answer
Unexpected places

Page 3

Fall Rub & Scrub

Page 4

Spotlights on Knott
and Nasr

Page 5

Change Time
Weighty topic
The ZR-1

Page 6

Quips
Overheard
Answers
Top fliers
Local airports
Cartoon
Paint jobs

The AOPA Club Connector is a portal for AOPA member clubs located all over the country to communicate, share ideas and help solve problems. Each month a series of topics are explored and in October 2023 issue the MAFC was highlighted with two different stories. The first article focused in on our club by providing an overview of our history and then how we evolved as our membership grew. <https://youcanfly.aopa.org/flying-clubs/flying-club-newsletter/2023/october/15/club-spotlight>

This article marked a departure from what the editors of the AOPA Club Connector have historically done in that they tended to focus on the smaller groups who needed assistance in starting and then growing their organization. The MAFC is by no means a new organization and has also shown that, over the years, it has faced a wide range of obstacles and overcame them. So to be selected as an example of what a great club should look like, the editors decided to share the fruits of our labors with all of their member groups. <https://youcanfly.aopa.org/flying-clubs/flying-club-newsletter/2023/october/15/resource-spotlight>

The second article focused in on the Book Of Routes that was developed a number of years ago to address the age old question, where should I fly today? But there is much more to this story than flying from point A to point B and back. Each route was designed with a series of characteristics such as:

- A. Almost all will start at N12 and end at N12
- B. Most have a target midway point.
- C. Most have the same number of legs going and returning
- D. All provide an opportunity to use multiple navigational techniques.
- E. All allow you to ride share with another pilot so that one is flying outbound and the other the inbound leg.
- F. These can be edited to better meet your particular interests and abilities.
- G. All require that you obey all of the rules and regulations set forth by the FAA and other regulatory agencies.
- H. All are different in that some are around-the-corner while others will take you over an hour or more to navigate one way.
- I. All can be flown in reverse order.
- J. Most involve airports, navigational systems, etc. that are found on paper

- K. The attributes listed with each course are simply a few suggestions and should not be considered the only characteristics to be looked at.
- L. Always check TFR listings before heading out! Between sporting events, and other activities, the restrictive TFRs will be a fact of life for years to come.
- M. Many of the courses include way points that take you over a VOR or an airport. You do not have to actually fly over them, they can simply be seen and recognized. If you do fly over these points, be extremely careful and always watch for other traffic. You are the PIC and are solely responsible for the flight.
- N. All course directions are shown simply as general guides, you must verify the numbers and figure in headings involving wind direction.
- O. If a route's attributes state that there is a restaurant or attraction at the airport, *make sure you call first to verify that it is still in business and, if so, that it will be open when you arrive.*

Guide To Becoming A Commercial Pilot, The Wave

by Matt D'Angelo (A multipart series #4)

Hey aviators and future aviators!

For the past decade, you've probably heard rumors and forecasts of the pilot shortage, as well as heard debates as to whether it is real or not. The past few years and the current hiring needs of the airlines are proving the pilot shortage is definitely real...and it's here!

More than most industries, aviation rides waves...ups and downs, times to get in and times to possibly wait it out. What are the swells, the systems which drive these waves? For airlines, it's a very long-tailed network involving the world and local economies, political stability or instability which can drive oil (and fuel) costs up and down, a mandatory retirement age for airline pilots and most recently, a pilot shortage caused in part by a significant change in regulations.

Let's touch briefly on that last point. In response to the 2010 investigation of the 2009 Colgan Air Flight 3407 crash, the "1,500 hour rule" for Airline Transport Pilot (ATP) certification was implemented in July of 2013. This is the primary reason so many pilots are out there "building time". This was an important change, because it came at a time when demand for airline travel was accelerating, larger and more efficient aircraft were coming on line, and fuel costs were low, making air travel much less expensive. More planes, routes and affordable seats led to a steady rise in demand for pilots we're still seeing today. Because these pilots need a much higher level of experience (and the associated time and expense) before they can be hired by the airlines, the industry isn't keeping up with the demand for pilots.

According to the International Air Transport Association (IATA), there were 3.8 billion air travelers in 2016 and this is projected to nearly double to 7.2 billion passengers by 2035. The primary reasons for this growth are development of nations in the Asia-Pacific region and more of their population transitioning from lower income to middle- or upper-middle income. This gives more of the population expendable income to travel, or replace other means of transportation with airline travel. This is especially true in China and India.

On average, 87 new pilots will need to be hired and trained every single day (one every fifteen minutes) for the next twenty years to meet this increasing demand for air travel. There hasn't been a better "pilot's market" for the airlines since the 1950s! If you're considering becoming an airline pilot, now is the time! Keep moving forward and stay positive, but also remember the dynamic nature of waves and swells...



Next time, we'll talk about how to determine which airline is a good fit...

Fly safe, have fun & keep learning!

The Wright Answers

See page 6 for answer



What very early business did the Wright brothers and Glenn Curtiss have in common?

- A - Sold fruits and vegetables
- B - Had newspaper routes.
- C - Started a mail order business
- D - Ran bicycle repair shops

Unexpected Places

If asked to imagine the environment within which major airlines begin you probably will picture a top floor glass encircled corporate office building with a group of executives in suites supported by accountants and lawyer working out



First Flight Island Restaurant & Brewery

the fine print in contracts and funding. Well, you are almost correct . But like all things there are exceptions and one of is found in Key West Florida on the second floor of a building now called First Flight Restaurant & Bar.

Back in 1927, two Army Air Corps Majors began scheduled airmail and passenger service flying between Key West, Florida and Havana Cuba. The name of their new airline was Pan American World Airways (Pan Am). It was the beginning of international air travel throughout the twentieth century.

There is much more to this story and many books have been written about its rise and fall. But this is not why this article is in our newsletter! What it is hoped to instigate is that you take a deep dive into the aviation history of places that you are heading to for a vacation or possibly just passing through. The story of how Pan Am began is just one of an endless series of location that pop up in the most unexpected places. The history of the United States and even early aviation is written along the east coast from Quebec to Key West. Taking the time to look at the amazing stories that these places have to offer can become a key component in your quest for the best vacation ever.



The Fall Rub & Scrub by Charles Burke

This Rub & Scrub almost did not happen for it seemed as if Mother Nature has it in for us on weekends. But contrary to the WX reports, the clouds parted, and the temperature rose allowing for the event to take place on Sunday, October 22nd. There were several things that made this particular Rub & Scrub very special and it is centered around the 29 members who armed themselves with waxes, polishes, window cleaners and assortment of rags to scrub off the dirt and grime. The work ran on for about to hours but it was not because the aircraft were so dirty, but because of the fun this exceptional group was having in making new friends and having a chance to reconnect with others. It was honestly one of the best Rub and Scrub events that we have staged in a number of years!

To those who attendee THANK YOU, THANK YOU, THANK YOU!





Spotlight On Robert Knott



I began my involvement with aviation and lessons when I was around 14 years old, flying with my uncle who is a private pilot up in New Hampshire. He also helped to shape my mind to the importance of being a part of a flying club since he was a member of the Lakes Region Flying Club in NH

Originally, I started training at Eagles View Aviation however I finished my training with Air-Mods Flight School out of Robbinsville when my instructor switched schools.

I currently am a Private Pilot and have 118 hours of flight time logged. mostly in a Piper Warrior but have briefly flown Cessna 172s, the club's Arrow, and my uncle's Yak-52.

On a personal note, I was born and raised in Oceanport NJ. and am currently a Police Officer.

When I was 15 years old I spent the summer visiting family and worked at the Laconia Municipal Airport in NH doing small side jobs and maintenance tasks around the airport to earn flight lesson hours. Although I only logged less than 10 hours of flight time I never forgot about my goal of obtaining my PPL. Fortunately I recently was able to find the time and money to finish my training and obtain my PPL last November.

Spotlight On Wael Nasr

Flying piston airplanes has been my hobby and joy since I started flying in 2000 which was my first flying lesson out of Teterboro airport 23 years ago. This was my first step flying a Cessna 172 and a 172 RG later for my commercial all the way to CFI/CFII and a MEI in a Baron as I was getting my Masters degree in Aviation...later I started teaching out of Doylestown airport on similar planes and also was introduced to the Piper production which I enjoyed a lot.

I joined the club to get back into enjoying flying, going up the Hudson or fly to a nice breakfast somewhere...this will be a change since all I do is fly around the World looking mostly at the stars or below me at the Ocean...but can't say I also do enjoy my current job flying a Boeing 777 as well as previous equipment such as the Boeing 767/757, Embraer 190, a few private jets (Falcons, Lineage 1000, Phenom 300, Piaggio Avanti, and a Sabreliner) Not to make this long but I do want to say that I am looking forward to flying the Arrow and also eventually will get checked out on the SP for glass time.



I received a few awards throughout the years, from sports awards to academic to even some appreciation awards from different employers which I appreciate and value greatly. I know my wife and 2 children (Ebraheem 7 and Jana 5) are very happy they will get to fly in a small plane other than traveling as passengers on airliners.

Time changing



Don't forget that on November 5, we turn our clocks back one hour. This means that the set back from UTC will be five (5) hours



A Weighty Topic



The recent implosion of a mini sub near the Titanic involved water pressure that measured around 5800 PSI or converted to tons would be about 2.9 TSI. These are staggering numbers but help to shape some idea as to the conditions that existed when this vessel literally caved in.

But what about us here on the surface of the Earth. As pilots we are told that the standard is 29.92 inches of mercury which is about average or 14.7 PSI (pounds per square inch). This is interesting but a bit hard for some to visualize. We do not see any impact upon our bodies nor feel any discomfort but this can be a deceptive way to describe what it is like living here at the bottom of the sea of air above us.

So let us take a look at the lowly bowling ball. The average weight of a ball runs about 14.5 pounds. Ah, we are getting closer to a PSI matchup here in pounds per square inch. So what this means is that the next time you are in an aircraft and the barometric air pressure is around 29.92, there literally is a balling ball sitting on every square inch of your body surface. So if you start feeling "under pressure" you really are with all of those bowling balls that you are carrying about.

ZR-1 the Shenandoah

As you depart runway 24, the large hanger at Lakehurst comes into full view. It is, by any measure, the largest hanger on the field. While you have much more important matters to attend to at this point in time, you may want to return to the topic when it is a bit more convenient.



The 224 ft. hanger at Lakehurst is well known as the site where the Hindenburg ignited an inferno that took thirty five lives. Highly graphic movies show people leaping from the burning airship as the hydrogen gas burns with ferocity. But while many perished, it also became a turning point in the quest to for the United States to develop its first rigid airship, the USS Shenandoah. The Shenandoah measured 680 feet in length. But what set it apart from all other large airships was that it was filled with Helium and not Hydrogen.

Interestingly, helium is the second most abundant element in the universe however, it is rare on Earth. Older stars produce prodigious amounts of it but here on Earth helium which is trapped in the ground simply goes up and eventually out of our atmosphere. This is why those helium filled balloons you buy at the party store have become increasingly pricy.

But getting back to the Shenandoah, it was part of the Navy and assigned the tail number ZR-1. On September 4, 1923 it took its first flight. The airship remained on duty until crashed in 1925. While a few others followed, the high cost of maintenance and design issues helped to seal this mode of transportation's fate especially as aircraft began to be more efficient and less costly.

There is much more to this story and hopefully the club will have a chance to obtain much more information by simply exploring the museum that is operated by the Naval Lakehurst Historical Society. www.nlhs.com/

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

Unknown aircraft: "I'm f...ing bored!"
Air Traffic Control: "Last aircraft transmitting, identify yourself immediately!"
Unknown aircraft: "I said I was f...ing bored, not f...ing stupid!"

Frequent Flyer Quips

An airplane will probably fly a little bit over gross but it sure won't fly without fuel.

FREE ADS
IF YOU HAVE ANY AVIATION RELATED ITEMS THAT YOU WISH TO SELL, TRADE OR BUY, CONTACT CHARLES BURKE AT chas.burke@outlook.com

The Wright Answers:

D. Ran bicycle shops



ANNOUNCEMENTS



Top Flyer for September

Kyle Guilbeaux was the high flying pilot for the month, having flown 11.4 hours, all in N268BG.

Takeoffs are optional but landings are mandatory



Queen City KXXL



Awesome Paint Jobs: Janis Blackburn