



BOT Meeting  
4/11/24 @ 7 PM  
Club House  
**(THURSDAY)**

Membership Meeting  
4/21/24 **(Sunday)**

### Get Your FAA WINGS!

The objective of the WINGS program is to prevent the primary causes of GA accidents. WINGS is not an “award” program; it is a proficiency program designed to help improve pilot skills and knowledge. Pilots who maintain their currency and proficiency will enjoy a safer flight experience.

The WINGS program consists of learning activities and flight tasks selected to address the documented causal factors of aircraft accidents. You can participate by selecting the category and class of aircraft in which you wish to receive training. Requirements for each aircraft category and class include specific subjects and flight maneuvers.

All pilots holding a U.S. pilot certificate may participate in the WINGS program.

To participate in the Basic level of WINGS, you need to create an account. To do this:

1. Go to [www.FAASafety.gov](http://www.FAASafety.gov),
2. Click on the link to Create an Account,
3. Enter you email address twice for confirmation,
4. Select “Yes” if you have an airman certificate,
5. Enter your Last Name & Certificate Number,
6. Select and Answer your Security Questions,
7. Go to your email box and retrieve your temporary password,
8. Go back to FAASafety.gov,
9. Log in and Change your password,
10. Go to your Home Page, and
11. Click on the Quick WINGS link

You can earn the 3 Basic Knowledge activity credits through online courses, in-person seminars, and/or webinars .

- = 1 credit from Basic Knowledge Topic 1
- = 1 credit from Basic Knowledge Topic 2

= 1 credit from Basic Knowledge Topic 3

Complete 3 approved Basic Flight activities with your favorite flight instructor.

- = 1 credit from Basic Flight Topic 1
- = 1 credit from Basic Flight Topic 2
- = 1 credit from Basic Flight Topic 3

Once you begin the work, you can go to “My WINGS” under the “Pilots” tab on FAASafety.gov to track your status.

Here you will find all credits to earn a phase of WINGS have been earned within a 12-month period. click “Claim Reward” on the “My WINGS” page. Registration is free and easy. Registration is open to anyone interested in aviation safety. The above are some helpful points to help you through the registration process..

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What were Kitty Hawk's giant sand dunes known as?

- A. King Devil Hill
- B. Kill of the Hill
- C. Kill Devil Hill
- D. King George Hill



**Find the aviation words by Charles Burke**

Located in this matrix are 24 aviation related words. (see list below) When you find one, circle it. Just know that they can be in a horizontal, vertical or diagonal orientation and may be written backwards. It is suggested that you print out the matrix as this makes it easier to work with.

T	H	R	U	S	T	Q	Z	M	L	D	W	Y	J
E	P	R	E	G	N	A	H	A	Z	T	A	X	I
C	A	M	B	E	R	V	B	G	A	R	D	T	E
A	I	L	E	R	O	N	S	N	W	H	A	F	D
P	L	A	N	O	I	T	C	E	S	S	X	I	U
S	P	B	B	P	A	F	T	T	W	W	T	L	T
R	F	F	D	L	K	U	Z	O	S	M	U	P	I
I	X	V	L	K	B	L	R	C	G	T	N	I	T
A	E	R	O	N	A	U	T	I	C	A	L	T	L
B	F	U	S	K	Z	Z	T	H	S	J	Q	C	A
A	C	D	G	P	X	F	S	A	L	T	T	H	C
M	W	D	K	J	C	O	W	L	I	N	G	E	A
A	A	E	J	L	I	F	T	P	P	L	Z	G	E
P	Y	R	D	C	E	I	L	I	N	G	E	M	G

Sectional  
 Tail  
 FBO  
 Ceiling  
 WX  
 Rudder  
 Magneto  
 Altitude

Hanger  
 Slip  
 Aileron  
 Cowling  
 Pitch  
 Stall  
 Aeronautical  
 Airspace

UTC  
 Yaw  
 Taxi  
 Camber  
 Zulu  
 Thrust  
 Drag  
 Lift

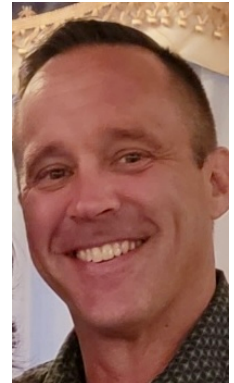
**Spotlight On: Andrew Crowe**

I became interested in flying at a young age. By age 10 or 11 my parents were taking me to airshows such as Kill Devil Hills and Air & Space museums. I was then totally inspired by my father who logged time in his early years in an Aeronca Champ.

I learned to fly at Gibson Air Academy based at what was then called Allaire Airport (BLM). Billy Gibson gave me my check ride. While at Gibson I earned my PPL SEL in the Cessna 152. I then joined MAFC in December of 2023.

To date 280 hours have been logged flying a variety of aircraft such as C-152, Piper Warrior II PA-28-161, Piper Archer II PA-28-181 and and the Piper Arrow. I thought it was a good idea (at the time) and received an ample amount of spin entry/spin recovery training in the C-152. Currently, my certification is Single Engine Land.

I was raised in Brielle, NJ where I currently reside with my wife Sandy (retired police officer) and three daughters (19, 15, 10). My oldest daughter is a midshipman (USN) in her second year at The Citadel in Charleston, SC. I am in my twenty sixth year in law enforcement and am currently the Deputy Chief of Operations for the NJ Transit Police Department. After the events of September 11, 2001 the job and life's responsibilities resulted in flying coming to a full stop landing. With retirement in the not so distant future I am looking forward to getting back into the local aviation community and back into the cockpit. My goal is to work towards earning IFR/ Commercial ratings. The camaraderie that I have observed so far at MAFC meetings leads me to believe that I made the right choice in joining the club. People from all backgrounds and professions who enjoy aviation.



**Women in Aviation** by Denise Skinner

A feature story that appeared in a number of news outlets early in March announced the first all female crew on a United Airlines flight out of Newark. By “all female crew” it included the pilot, first officer, the flight attendants customer service representatives and ramp services.



United Airlines All Female Crew

This was great news but it was wondered if this was indeed the first all woman crew? A quick search of the internet revealed a lot more aviation all crew firsts with some dating back to the dawn of aviation itself. It is easy to forget that in the wild and woolly days of aviation, woman pilots, fighting a number obstacles, made history and was Bessica Raiche. On September 16, 1910, Bessica Raiche made a solo flight in a Wright-type plane of bamboo and silk that she and her husband built in their living room, earning her a gold medal as America's first woman aviator.

Another early aviation pioneer was Alma Heflin. Alma’s story began as a child when she witnessed the emergency landing of a small plane in a field near her home. That experience inspired her to become a pilot, and after earning her Bachelor’s degree in education in 1936, she qualified as a private pilot. Soon after, she purchased a new Piper and traveled to Lock Haven, PA, to take delivery.

She impressed the founder William T. Piper, and as a result he offered her an apprentice mechanic job position. Initially, she was ground crew but eventually she moved into sales and began flying the aircraft around the country to potential buyers. She flew extensively and attended air shows and other events.

In 1940 she and Margie McQuin took Heflin's Piper J-4 across country to Alaska. It took the pair 13 days to cross the United States. On her return, Heflin committed to helping the war effort by becoming the test pilot for the Piper O-59 Grasshoppers being produced in Lock Haven for the United States Army. She took her first test flight on 12 November, 1941. As a result, she is believed to be the first female commercial test pilot in history.



Alma Heflin

**Patrick Milando Toots His (French) Horn!** by Dave Pathe

The **NY Times** has a series of articles entitled “*It’s Never Too Late*” which deals with learning new skills or starting new careers later in life. Our Chief Instructor, Patrick Milando, is featured in the March 12<sup>th</sup> edition which talks about his newfound flying career after the pandemic shut down his Broadway musical job in 2020.

The article describes how Patrick, at the age of 67 and already a private pilot with 300 flight hours, decided to get his commercial and CFI ratings and use them to train student pilots. It also helped to pay the bills since his musical work at the Lion King for a dozen years had ended abruptly.

His interest in flying began earlier with the Microsoft Flight Simulator and the gift of flying lessons from his wife at age 60. The article compares the fear of flying (his first C-172 landings) with playing the French Horn in front of a large audience and their similarities.

Since then he has flown a seaplane over Lake Como in Italy, trained students in single and multi-engine aircraft, run marathons, and now has the enviable task of balancing his music career on Broadway (8 shows a week) with training students. [www.nytimes.com/2024/03/12/business/pilot-learn-flying-french-horn-player.html](http://www.nytimes.com/2024/03/12/business/pilot-learn-flying-french-horn-player.html)

In addition to Patrick’s experiences, the NY Times series has a number of similar articles describing later-in-life career changes including Becoming a Style Influencer, Becoming a Nurse, Becoming an Activist, and more. The article on Patrick can be found with this link and be sure to check out the readers comments:

**Runways and Airports in Antarctica** by Janis Blackburn

Until I booked my trip to Antarctica and learned that we were going to fly in to meet our sailboat there, I never thought about there being airports there. Of course, I knew there was one at the US’s station way down near the pole but never gave it a thought of any others.

Well, before we left Chile I knew we would be flying onto a dirt strip on King George’s Island in the South Shetland Islands. It isn’t truly Antarctica but pretty close—it’s south of the Drake Passage. Because it being a dirt strip, I figured we’d be using a turboprop. Surprise, it was a Bae 146-200 four engine jet aircraft. We were supposed to leave at 1 pm but got word that there had been fog in King George earlier so all of the flights were backed up. This is pretty much a VFR airport. Because of the mountains, they need at least a 1500 foot ceiling. We now arrived at the airport at 4 pm for a 6 pm departure. The flight over took about 2 hours, we were served a nice boxed dinner and then the landing. Sure enough we touched down on a 4239 foot gravel strip.

A small bus drove us a mile or so to the water’s edge where a zodiac was waiting to take us to the Ocean Tramp sailboat which would be our home for the next two weeks. And, the adventure began We sailed south tucking into several islands just off the Antarctic peninsula. We would go ashore and explored penguin colonies or we used the zodiacs or kayaks to investigate the area. We were constantly watching for AND SEEING whales, penguins, and seals. We did land on the peninsula where we celebrated with champagne.

We sailed as far south as 64.3524S. The Antarctic Circle is at 66.335. On our way back north, we passed one of the 50 or so runways that sit on top of a glacier. This one was build almost a hundred years ago.

Being so close to the penguins and seals and whales—one humpback was within 2 to 3 feet of the zodiac I was in—was exciting but being a pilot I was excited when we stopped at Deception Island. Deception Island has a natural harbor. The island surrounds a submerged active volcano. Because of the volcano it has a black sand beach rather than the rocky shores we were now accustomed to landing on. Until 1967 there was a research center owned by Chile on the island. The volcano’s eruption that year buried the center with ash and rock but it did leave several buildings standing. Deception was an important whaling center from 1912-1931. But, why was stopping there exciting for the pilot in me? Well, we learned about Hubert Wilkins, who had been on the Shackleton-Rovett expedition on the “Quest” in 1921-1922. Wilkins felt there was a better way to explore Antarctica than by sea so he build a runway on Deception Island and in 1928 used a Lockheed Vega to begin flying over the peninsula. That runway, which had an S turn in it is no longer there but the hangar survived the volcano’s eruptions.



Patrick Milando





There was so much aviation history that happened here in NJ and it was exciting to stand where other aviation history had taken place.

This was the trip of a lifetime in more ways than one. I had expected to see penguins, whales, seals, and lots of ice bergs but I never thought I'd learn a little aviation history.

### Mayday! from Wikiedia

Aviation is full of terms, abbreviations and phases but one that strikes an ice cold chill in your ear is Mayday. As we all know, this is uttered when there is an extreme emergency. But where did it come from and why was it selected?

The "mayday" procedure word was conceived as a distress call in the early 1920s by Frederick Stanley Mockford, officer-in-charge of radio at Croydon Airport, England. He had been asked to think of a word that would indicate distress and would easily be understood by all pilots and ground staff in an emergency.<sup>[2][3]</sup> Since much of the air traffic at the time was between Croydon and Le Bourget Airport in Paris, he proposed the term "mayday", the phonetic equivalent of the French *m'aidez* ("help me") or *m'aider* (a short form of *venez m'aider*, "come [and] help me").<sup>[4][5]</sup> The term is unrelated to the holiday May Day.

It is used to signal a life-threatening emergency primarily by aviators and mariners, but in some countries local organizations such as firefighters, police forces, and transportation organizations also use the term. Convention requires the word be repeated three times in a row during the initial emergency declaration ("Mayday mayday mayday") to prevent it being mistaken for some similar-sounding phrase under noisy conditions, and to distinguish an actual mayday call from a message about a mayday call.

Following tests, the new procedure word was introduced for cross-Channel flights in February 1923. The previous distress call had been the Morse code signal SOS, but this was not considered suitable for voice communication, owing to the difficulty of distinguishing the letter 'S' by telephone". In 1927, the International Radiotelegraph Convention of Washington adopted the voice call "mayday" as the radiotelephone distress call in addition to the SOS radiotelegraph (Morse code) signal.

Regarding SOS, unless you know Morse Code, it may seem like an odd combination of letters. But when you see the dots and dashes written out, it looks like ... \_\_\_\_ ... S is three dots and O is three dashes. So call out SOS repeatedly sounds like ... -- ... -- ... -- ... etc.

Civilian aircraft making a mayday call in United States airspace are encouraged by the Federal Aviation Administration to use the following format, omitting any portions as necessary for expediency or where they are irrelevant (capitalization as in the original source):

Mayday, Mayday, Mayday; (Name of station addressed); Aircraft call sign and type; Nature of emergency; Weather; Pilot's intentions and/or requests; Present position and heading, or if lost then last known position and heading and time when aircraft was at that position; Altitude or Flight level; Fuel remaining in minutes; Number of people on board; Any other useful information.<sup>[8]</sup>

Making a false distress call is a criminal offense in many countries, punishable by a fine, restitution, and possible imprisonment.<sup>[9]</sup>

### Other urgent calls

#### Pan-pan

Main article: Pan-pan"Pan-pan" (from the French: panne, 'a breakdown') indicates an urgent situation, such as a mechanical failure or a medical problem, of a lower order than a "grave and imminent threat requiring immediate assistance". The suffix "medico" originally was to be added by vessels in British waters to indicate a medical problem ("pan-pan medico", repeated three times), or by aircraft declaring a non-life-threatening medical emergency of a passenger in flight, or those operating as protected medical transport in accordance with the Geneva Conventions."Pan-pan medico" is no longer in official use.

#### Declaring emergency

Sometimes the phrase "declaring emergency" is used in aviation, as an alternative to calling "mayday".For example, in 1998 Swissair Flight 111 radioed "Swissair one-eleven heavy is declaring emergency" after their situation had worsened, upgrading from the "pan-pan" which was declared earlier.

However, the International Civil Aviation Organization recommends the use of the standard "pan-pan" and "mayday" calls instead of "declaring an emergency".<sup>[14]</sup> Cases of pilots using phrases other than "pan-pan" and "mayday" have caused confusion and errors in aircraft handling.

**Military Aircraft**

Mirage 2000



**ANNOUNCEMENTS**

The Dassault Mirage 2000 is a French multirole, single-engine, fourth-generation jet fighter manufactured by Dassault Aviation. It was designed in the late 1970s as a lightweight fighter to replace the Mirage III for the French Air Force (*Armée de l'air*). The Mirage 2000 evolved into a multirole aircraft with several variants developed, with sales to a number of nations. It was later developed into the Mirage 2000N and 2000D strike variants, the improved Mirage 2000-5, and several export variants. Over 600 aircraft were built and it has been in service with nine nations.

**The Wright Answers:**

C. Kill Devil Hill

**Top Flyers in February**

<b>PILOT</b>	<b>HOURS FLOWN</b>	<b>AIRCRAFT</b>
<b>Daniel Testa</b>	<b>17.5</b>	<b>N4287Q</b>
<b>Songlin Liu</b>	<b>14.4</b>	<b>N61WT</b>
<b>Bill Butler</b>	<b>10.9</b>	<b>N93KK</b>
<b>Michael Siniakin</b>	<b>10.8</b>	<b>N738NY</b>
<b>Chuck McKelevy</b>	<b>7.0</b>	<b>N93KK, N55804</b>

**Welcome NEW MEMBERS!**

- David Byrnes
- Hannah Ricker
- John Annetta
- Luis Ros

