

MAFC

MONMOUTH AREA FLYING CLUB



NEWSLETTER

December 2012 /January 2013

CO-EDITED BY CHARLES BURKE AND ADAM LANG

Club Meetings

General Meeting:
12/15/12– 9:00AM
N12 CAP Building

Board Of Trustees:
01/03/13– 7:15 PM

General Meeting:
01/19/13– 9:00AM
N12 CAP Building

Happenings

Deer on N12 Runway

There have been several reports of deer scampering across the runway especially at night so keep a watchful eye out during takeoffs and landings. If there is any degree of satisfaction on having the tables turned on this topic, the National Geographic provided it. They recently featured a story about the Komodo Dragons and the final part was seeing two of them taking out a deer. All it took was one quick bite on the deer's leg and the poison did the trick in short order. Then the two lizards cut through the deer as if it were warm butter. Maybe we should suggest this deer control method to Matt Applegate at N12.



Changes to N12 Runway

As we all know, the runway at N12 was closed recently for a few days while work was being performed to some of the lighting. To gain a better understanding of what was done and why, a call was placed to Mr. Steve Reinman, Manager of Lakewood Airport. According to Mr. Reinman, the work is being done in cooperation with the FAA and NJDOT to regain several hundred feet of active runway space. In the works are plans to remove obstacles that now prevent usage of this space and also increase safety during approach. Part of the upgrade involves the installation of a new Runway End Identification Lights System (REIL).

The system consists of a pair of synchronized flashing lights located on each side of the runway threshold. These lights are effective for:

- Identification of a runway surrounded by a preponderance of other lighting.
- Identification of a runway which lacks contrast with surrounding terrain.
- Identification of a runway during reduced visibility.

While the actual lighting system has been installed, it has not yet been officially commissioned. As soon as this takes place, MAFC members will be notified.

MAFC ELECTIONS

Just a reminder that during next month's (January) meeting we will be having elections of officers and Board of Trustees. Anyone who wants to run or nominate someone for office should contact Ken Ward, who is the chairman of the nominations committee. Ken can be reached at: kenward8078@verizon.net



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Happenings...

Icing

At the November 17th meeting Matt Gomes presented an excellent program , Icing in General Aviation. He began by describing the negative impact of icing on performance and the difference between structural and induction buildup. To give weight to the levels of impact based upon various levels, he underscored that the fact that in General Aviation, any form is dangerous. Compounding the problem, Matt noted that most small planes are poorly equipped to deal with icing and that none of those in our fleet possess anti-icing systems.

To avoid icing, he urged the members to constantly stay abreast of PIREPs, Sigmet's and Airmets now that the winter months have set in. But the bottom line was that you should always be prepared to take corrective measures should you find yourself in an icing situation that could compromise the safety of the plane and those aboard.

At the conclusion of the presentation, several members related their own person stories of icing situations. This helped to underscore the seriousness of this phenomenon.

For more information on icing, consult FAA FAR/Alm 7-1-22 , 7-5-14 and 91.527. In addition, information on icing can be found in the Pilot's Handbook of Aeronautical Knowledge, Matt also noted that AOPA has some excellent reference materials.

Panoramic Sky Views!

A few months ago, a You Tube web site was noted that featured a scale model of a functioning airport. Hear is another site that you might find interesting to go to: <http://www.airpano.com> This is for real and captures a panoramic view of major cities and sites around the world as seen from a plane. So, why pay for all that time on the hobbs meter when you can get a better view with the click of the mouse!



Selected Terms

Abeam: Indicating that the runway is to the side of the aircraft, at a bearing of approximately 90° or 270° relative to the aircraft, i.e. to the right or the left

GPU: ground power unit: independent electrical generator designed to provide an engine with electrical power during turnaround when the aircraft engines and APU are shut down

NOTAM: Notice to Airmen: document giving information about changes to aeronautical facilities, services, procedures or hazards. NOTAM are available in the form of Pre-Flight Information Bulletins (PIB) using a live database.

Happy Holidays!

The Officers and Board of Trustees wish you and your family a wonderful holiday season and a Happy New Year!



FAA WINGS Program



Pilot Proficiency Award Program

It does not matter if you are a student pilot or already have your certificate, you should become involved with the FAA's Wings Pilot Proficiency Program because it is a win-win proposition. The FAA's Pilot Proficiency Award Program (Wings) promotes air safety and encourages general aviation pilots to continue training. In doing this it provides an opportunity to practice selected maneuvers in a minimum of instruction time. After you've logged three hours of dual instruction under the program and attended at least one FAA-sanctioned safety seminar, you'll be eligible to receive a distinctive set of wings. You'll also earn a certificate of completion. If you successfully complete a phase of the Wings Program within the period specified by Section 61.56(e) of the Federal Aviation Regulations. Most importantly, you will not need to take the required flight review for that time period.

Many of the course requirements needed to achieve your Wings and the Certificate, can be taken on-line thus allowing you to sit back at home and learn at a casual pace. There is a test at the end of each course but they allow you to immediately readdress any that you got wrong. Many of the courses are totally free so the work required does not involve paying for participation. Most important of all, is that the WINGS program is easier to participate in than it is for me to explain it. This is why you are urged to go to <https://www.faa.gov/WINGS/ppinfo/default.aspx> sign up and get started.

However, there is a caveat that needs to be brought up, the program as listed, can be confusing. This was encountered personally when I thought that there were additional requirements to be fulfilled only to learn that all of the steps had been squared away several months prior. Adding to the mix, they automatically moved me into a new phase that I had no interest or desire to participate in. Luckily, this was easy to resolve with the click of a mouse. The details are not important other than to point out that if you have recently passed your check ride, this counts towards the flight requirements of the WINGS initial phase level.

As laid out in the FAA Advisory Circular 61-91H, the program has twenty phases and offers you a twenty-year recurrent training opportunity. You'll be eligible for more wings every year after earning your first set, each added set marking your progress. There are ten (10) Phases in the Wings Basic level so you have plenty of activities to keep you involved in safe flying practices for years to come.



Spotlight On...

Tony Ciaravino



The earliest recollection of an interest in flying occurred back in Staten Island where I was born and raised before moving to Jackson Twp in 2005. My dad was a builder and I remember working with him one day when I was about 10 years old and it was decided to make a plane with some scraps of 2X4 and plywood. It turned out to be about 5 foot long in length and even had little seat on it. I was convinced I would be able to fly in this thing. This introduction was further reinforced watching shows such as Iron Eagle and Top Gun.

I actually started flying at about 14 then attended Florida Air Academy in Melbourne FL during the summer of 1987 flying a Piper Warrior. We had some interesting trips including a low pass over the Space Shuttle landing strip. I didn't get to log my time, but had a great experience, met some great people and some great exposure to flying there.

Formal training was initiated at American Flyers in Islip NY around 1991 flying Cessna 172s. However, due to family commitments, it had to be suspended for a while. Lessons were restarted at Mac Dan Flight School in CDW flying 172s and 172RG, and this is where my Private and Instrument tickets were earned.

During this time I was working for a charter operator in TEB in sales and was immersed in Aviation loving every minute of it. Unfortunately the charter op moved locations and eventually went out of business. I went into financial services and stopped flying again concentrating on work and spending time with my wife and two girls, now 7 & 9.

I remember one time back in 1994 when I was finishing my private ticket. I was tired of doing all the training and not having fun. My instructor took me over my home in Staten Island. Just as we were circling the house at about 1200 feet, my older brother pulled up. My instructor put the C172 into slow flight and I opened my window and began to yell my brother's name as loud as I could. He was walking towards the door and stopped in mid stride and looked up to the sky. He actually heard me. When I got home he called to ask if I was flying a plane over the house!

Membership in the MAFC started around 2006 after researching what was in the area for me to get back into flying. Because of the variety of planes in MAFC, it was possible to be checked out in the Arrow and Archer. All together, over 398 hours of time have been logged to date. I am a PPSEL Instrument rated with a 1st class medical and am just about to finish up my commercial rating.

I graduated with a Bachelors from Thomas Edison State College and am a Sales Director in Financial Services since 2002. I will continue my flight training after my COMM rating in the next month and work towards getting my CFI and CFII. Hope to become more involved in the club this year an going forward in helping out where ever I can.

The Calendar

Date	Time	Location	Event
12/15/12	9:00 AM	N12	MAFC General Meeting
01/03/13	7:15 PM	Eatontown, NJ	MAFC BOT meeting, Dave Pathe's office, 151 Industrial Way East, Eatontown, NJ

Sell/Buy/Trade

Want to advertise your aviation-related items? Submit your items with a brief description, contact info, and picture (optional) to: adam.t.lang@gmail.com

Matt Gomes: 732-889-6122 or matthew.r.gomes@gmail.com

- Garmin GPSMAP 195 with yoke mount, external GPS receiver, and power cord. Also included are the quick start guide, user manual, and carrying bag. \$120
- Sporty's Electronic E6B with case and instruction booklet \$30
- ASA Metal Manual E6B \$15
- ASA Metal Manual E6B with carry case and instruction manual \$20
- Push-To-Talk switch \$25
- ASA Fixed Plotter \$3

Almost bumped into it!

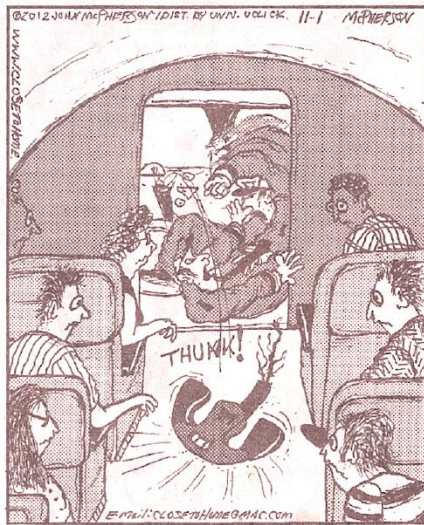
Submit photos from your flights with a brief description, to: adam.t.lang@gmail.com

On Friday Nov 23, Dave Pathe, and Leon Adleman, his future son in-law and co-pilot, were cruising up the Hudson at 1500 ft. when they took this shot. They also passed over the Intrepid with the space shuttle dominating the flight deck.



Jokes, Cartoons, Quotes, etc

Close to Home by John McPherson



"You SAID when we crossed the Rockies, I could fly the plane, you dirtbag!" "Shut up, you#>#@%! GREAT! NOW look what you did!"

Takeoff's are optional; Landings are mandatory



A Good Read (watch)...

WINGS (movie)

The first feature film to win an Academy Award for Best Picture, Wings tells the story of two men (Buddy Rogers and Richard Arlen) in love with the same woman (Clara Bow). Their rivalry grows into a wary friendship once they become fellow fighter pilots in World War I. Director William A. Wellman had the full cooperation of the U.S. War Department, which allowed him to film spectacular aerial dogfight scenes. Gary Cooper appears as a veteran pilot.

Cast: Clara Bow, Charles Rogers, Richard Arlen, Jobyna Ralston, El Brendel, Richard Tucker, Gary Cooper, Gunboat Smith, Henry B. Walthall

Genre: Classic War Stories, Romance Classics, Classic Dramas, Classics



Important Days in Aviation History

- January 30, 1929: Inter-Island Airways Ltd. Is founded in Honolulu, Hawaii. It will later be renamed Hawaiian Airlines.
- January 25, 1930: American Airways is founded. Later, American Airways will grow into the 2nd largest U.S. carrier, American Airlines and later into the world's largest following its acquisition of bankrupt Trans World Airlines on April 9, 2001.
- January 9, 1962: The Hawker Siddeley Trident makes its first flight. The aircraft closely resembles the Boeing 727.
- January 21, 1970: Pan Am puts the Boeing 747 on its route from New York to London. This marks the first passenger flight of the "Jumbo Jet".
- January 7, 1980: Pan Am takes over National Airlines giving Pam Am internal U.S. routes it so long desired. The financial troubles that will lead to Pan Am's demise began here.
- January 3, 1981: Pan Am retires the Boeing 707 from its fleet.
- January 8, 1982: The Airbus A300 becomes the first wide-body to be certified to fly with a crew of two.
- January 11, 1990: McDonnell Douglas announces its newest aircraft, the MD-11. It is designed as a successor to the DC-10.
- January 10, 2001: Trans World Airlines files for its third chapter 11 bankruptcy in less than 10 years. As part of the deal, Trans World Airlines' assets are to be acquired by American Airlines.

