

# MAFC

MONMOUTH AREA FLYING CLUB



NEWSLETTER

September/October 2012

CO-EDITED BY CHARLES BURKE AND ADAM LANG

## Club Meetings

General Meeting:  
09/15/12– 9:00AM  
N12 CAP Building

Board Of Trustees:  
10/04/12– 7:15 PM

General Meeting:  
10/20/12– 9:00AM  
N12 CAP Building

## Happenings...

### WARNING

On August 28, 2012, representatives from the New Jersey Department of Transportation were observed checking to see if the doors were locked on every tied down airplane at N12. Remember, it is illegal to leave an unattended plane unlocked. All aircraft parked or stored for more than 24 hours must be secured by a two-lock system. [N.J.A.C. 16:54-5.1] Also refer to NJDOT, 2 lock system at:

[www.state.nj.us/transportation/airwater/aviation/twolock.shtm](http://www.state.nj.us/transportation/airwater/aviation/twolock.shtm)

### Guest Speaker

At the September 15th meeting, Dr. Jeffrey W. France, DO, FAADEP, FAAP, a local FAA Aviation Medical Examiner, will be our guest speaker. One purpose of this event will be for you to ask questions and explore issues that you feel are important.

Dr. France, has been in practice for 35 years with his office located in Shrewsbury, NJ. He was designated as a FAA medical examiner for class 2 and 3 examinations on November 15, 2010. Dr. France specializes in orthopaedic disability and impairment rating evaluations and also works as a part-time staff physician in the Division of Occupational Medicine of Meridian Health System. In addition to being a physician, he is also a student pilot.



### Selected Aviation Terms

Abeam the runway: 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

Landing sequence: the series of maneuvers (outbound track, base turn, inbound track) prior to landing

Position report: the fact that the crew regularly informs ATC of their current position: resume position reporting

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## Seen From Runway 24



You never know what you will see after departing runway 24 at N12!

On Aug. 7, the U.S. Army Space and Missile Defense Command/ Army Forces Strategic Command conducted the first flight test of vehicle. LEMV (Long Endurance Multi-Intelligence Vehicle). The hybrid air vehicle, measuring a football field in size, stayed afloat above Joint Base McGuire-Dix-Lakehurst, N.J for about 90 minutes and apparently was seen by a number of pilots.

The LEMV is capable of carrying multiple intelligence, surveillance and reconnaissance payloads for more than 21 days at altitudes greater than 22,000 feet. Of particular importance is the persistent stare-type missions and can also be used as a communications relay.

The primary objective of the first flight was to perform a safe launch and recovery of the LEMV. A secondary goal was to verify the flight control system operation. Additional objectives included airworthiness testing and demonstration, as well as system-level performance verification. The base issued a statement indicating that all objectives were met during the first flight. Following a planned and detailed inspection of the vehicle, there will be additional manned flights.

## My Brother's Co-Pilot...

I always remember senior club member Art Martone's words of wisdom on aviation: "If God had wanted Man to fly, he would have given him...(pausing for effect)...MORE MONEY!"

So for those of you who have to work a day-job and need to scrimp and save and hide money from your significant-other to get up in the sky every so often, I have a simple yet elegant solution: Get a brother who's got a couple of planes. Nothing special, for example, a Pilatus PC-12 and an amphibious DeHavilland 450 Beaver would be just fine!

Now I know what you're thinking and you may be skeptical about this whole deal, but let me tell you, I've tried it and it works GREAT!



The Massive DeHavilland 450 Beaver

Seriously, I am fortunate to have a brother who loves to fly and funded his passion by working for Microsoft during the glory years of Windows and Office. He got his PPL in 1999 and encouraged me constantly (like every dang week) to go and get mine...which I finally did in 2000 and not just to get him off my case, but because I really wanted to do it.

In July I had a business meeting in Seattle near where my brother lives and has his aviation "toys".

During the visit we had a real mission: The Beaver had an oil leak and needed to be ferried from Payne Field (KPAE) up to the mechanic's shop in Bellingham (KBLI), about 100 miles north. So on a nice summer day we went to the airport, pre-flighted the plane, climbed in (did I mention how high this plane is?) and took off for Bellingham. This is a fun plane and, being built in the 1950's, is like flying in a time machine. As my brother says: "Everywhere I land it's like my own personal air show!" The power quadrant is massive, the big 9-cylinder

radial engine is loud, and it cruises at about 100 KIA while burning 22 GPH of fuel and about the same amount of oil. To raise and lower the flaps, you have to set the flap angle using one lever, then pump another lever between the pilot and co-pilot seats. Yikes! After this flight, I checked-off a bucket-list item!



On July 31st we loaded the Pilatus and headed out for Chicago Executive (Palwaukee, KPWK) on the first leg of our trip. ATC clearance was SEA J90 OBK Direct at FL270 and after a remarkably uneventful 5 hours, 270kts and 1735 statute miles of watching the autopilot do its thing, we were on downwind for runway 34 at KPWK. Did I mention that the Pilatus has a real bathroom? Good thing! I needed a "comfort break" after about 4 hours. (Sorry for sharing TMI!)

The next day was somewhat more interesting and educational for me. We were given our routing to BLM via DJB HAGUD RBV and the tower cleared us for take-off on runway 34 with a right turn to 050. As we rolled down 34, we heard tower clear an Exec-Jet for a right downwind to 34....so we would be turning across their path.



The Pilatus PC-12 at PAE

Did I mention the Pilatus has a Traffic Alert and Warning System? Good thing! Tower, realizing the situation, asked us to start our turn to 050 shortly after we were airborne, then called the Exec-Jet traffic to us, then called us to the Exec-Jet as they

entered downwind, and at the same time our TAWS called out "Traffic, Traffic" to us. Close but no harm done!



Weather Radar- Nice to have today!

We climbed out in small increments over Lake Michigan to FL270 and after only 90 minutes, ATC began to bring us down due to wx along the east coast. Did I mention the Pilatus has weather radar and can download METARS? Good thing! We watched the radar as McGuire ATC guided us thru the front and flew GPS 32 into Monmouth. When we arrived, it was raining at the far end of the field but still dry at the arrival area. As we pulled up to Columbia Air, a big clap of thunder rolled nearby, so we made it just in time. Another bucket-list item checked-off!



McGuire ATC vectors us thru the front

Later the next week we flew from BLM to GAI to pick up family then to BGR Maine for a short vacation and then a few days later from BGR to BLM where my luxury air travel came to an end. This year I've flown only 8 hours in club aircraft, but in just a few weeks logged 14 hours in my brother's aircraft. Being a co-pilot for my brother and completing a couple of bucket list items that few GA pilots get to do was truly one of the highlights of my aviation life.

-Dave Pathe

## Spotlight On...

### John Estrella



Fascination with aviation began when I was a little boy, always pointing at airplanes watching them soar through the sky and out of site. However, serious interest in flying began in June 2006 when I left my part-time job to work at American Airlines. I remember the first day stepping out onto the ramp in JFK airport and saw these huge Airbus 300 and Boeing 777 airplanes. That day was a life changer. now work for United Airlines and they fly me all over the world.

Several weeks ago I joined MAFC to learn to fly but also to feel like I'm part of something instead of just going to a school. My first flying lesson was on June 23, 2012 and I do admit that it was a little scary. But now that some flight time has been logged, I'm looking forward to a life long relationship with the sky. Currently I am flying in 93KK though I may switch to the Q depending on scheduling since I can only fly on the weekends.

On a personal note, I was born and raised in NJ and grew up in Jersey City. I'm currently living in Hoboken and went to school at DeVry University where a Bachelor's in Network Communications Management was earned. In addition to my part-time at United Airlines, I'm currently working full-time in NYC as a Help Desk Admin. I live for traveling and have been to 19 different countries in the last 5 1/2 years. My favorite destinations so far are Thailand, Italy, and Japan.

Aside from working on my certificate or traveling I enjoy playing golf. I play golf just about every weekend even right after my flight training at local courses around Lakewood. I also enjoy hiking, playing pool, table tennis, bowling, fishing, scuba diving!

## The use of the checklist

Over the years of my aviation career I have had mixed feelings about the use and place of a checklist. When I worked for the airlines the mechanics were responsible to bring the aircraft to and from the gate from the remote parking area. This was usually done in the dark of night in the extreme cold and heat and it was imperative to get an engine started immediately to get either cold or hot air in the cabin to be comfortable. Well after using the checklist for some years we started to not use one to save time due to the pressures of management to not only work all of the maintenance items but to get several aircraft repositioned for departure in the am. Time was extremely critical and manpower was usually low on the list of priorities. It was a rough place to learn as a young man in an unforgiving environment. I was the lowest on the seniority list in my mid 20's and I followed my peers for they were my leaders.

One night my lead man sent me to remote parking with my partner driving an open tug to pick up a DC9 and taxi it back to the gate. It was dark and so cold the fluid in my eyes felt like Vaseline due to the extreme temperature. I ran up the back steps to the cockpit and jumped into the captains seat, no checklist off course. I had probably started and taxied a few hundred aircraft with no checklist by this time. Feeling confident I started the mental checklist. As I hit the start switch the engine spooled up and I threw the fuel to her not realizing I never turned the ignition on, well with the fuel lever up I reached overhead and turned the ignition on, this is not the proper procedure it should be start valve open, ignition on then move the fuel lever up. (As stated in the checklist) Due to the cold weather the fuel did not atomize enough to make a horrific hot start but did pool up in the tail cone belching a large fireball at night in plain view of the tower, they promptly asked if I needed a fire truck and then proceeded to snicker and make jokes on the radio. I was glad to provide them some 330am entertainment. After this I started to think about how many times I had gotten away with not using a checklist and finally it caught up to me. There was no damage to the aircraft but I felt as though I let my crew down whom I had tremendous respect for and my senior partner who took responsibility for my actions.

As the years have gone by I have come to have much respect for the checklist in both fields as a mechanic and a pilot. As a mechanic it gives us a procedure to perform maintenance in accordance with the manufacturers maintenance manuals and as a pilot it configures the aircraft for safe flight giving the pilot a piece of mind that all of the items of the checklist have been performed. Whether a mechanic or a pilot it is a good place to start.

Vincent Giglio

First In Flight- Monmouth Executive Airport KBLM

1717 Hwy 34 Hangar 31

Farmingdale, N.J. 07727

732-751-0200

Note: Checklists for all MAFC planes can be found at [www.aircraftclubs.com](http://www.aircraftclubs.com). Here is an example of what you can download.

Cessna 172 - 4287Q Checklist		9/7/2012
(see POH for amplified procedures, no warranties or guarantees apply)		
<b>Preflight</b>		<b>Startup</b>
Cabin:		1. Seats, belts, rail pins - SECURE.
1. Covers, plugs - REMOVE.		2. Occupant belts - SECURE.
2. Windshield - CLEAN.		3. Passenger briefing - COMPLETE.
3. Documents - ARRANGE.		4. Charts - ARRANGE.
4. Hobbs & Tach - NOTE.		5. Circuit breakers - CHECK.
5. Control lock - REMOVE.		6. Beacon - ON.
6. Ignition - OFF.		7. Nav lights - AS REQUIRED.
7. Avionics - OFF.		8. Avionics - OFF.
8. Master - ON.		9. Brakes - CHECK AND HOLD.
9. Fuel gauges - CHECK.		10. Fuel valve - BOTH.
10. Flaps - DOWN.		11. Mixture - RICH.
11. Lights - CHECK (AS REQ'D).		12. Carb heat - OFF.
12. Pilot heat - CHECK (AS REQ'D).		13. Prime - AS REQUIRED.
13. Master - OFF.		14. Master - ON.
14. ELT - AUTO.		15. Throttle - 1/8 INCH OPEN.
Tail:		16. Prop area - VISUALLY CLEAR.
1. Antennas - CHECK.		17. Landing light - FLASH IF DARK.
2. Left-side fuselage - CHECK.		18. Yell CLEAR.
3. Baggage door - CLOSE & LOCK.		19. Ignition - START.
4. Elevator, rudder, trim tab - CHECK.		20. Throttle - 1000.
5. Tail tie-down - REMOVE.		21. Oil pressure - CHECK.
6. Right-side fuselage - CHECK.		22. Airmeter - CHECK.
Right Wing:		23. Mixture - Taxi.
1. Flap, Aileron - CHECK.		24. Flaps - UP.
2. Wing tip, Nav lights/strobe - CHECK.		25. Radios - ON and CHECK.
3. Leading edge, Air inlet - CHECK.		26. 121.5 MHz - MONITOR FOR ELT.
4. Tie-down, chock - REMOVE.		27. Transponder - STANDBY.
5. Tire, Brakes, Strut - CHECK.		28. Circuit breakers - CHECK.
6. Fuel tank sump - DRAIN.		29. Flight instruments - SET.
7. Fuel level - CHECK VISUALLY.		30. Parking brake - RELEASE.
8. Fuel cap and vent - SECURE & CHECK.		31. Brakes - TEST.

## The Calendar

Date	Time	Location	Event
09/15/12		Ocean City, NJ	Ocean City Airport Festival. <a href="http://www.oceancityvacation.com/details/584-ocean-city-airport-festival.html">http://www.oceancityvacation.com/details/584-ocean-city-airport-festival.html</a>
09/15/12	9:00 AM	N12	MAFC General Meeting
09/22-09/23		Hagerstown Regional Airport, MD	Wings and Wheels Expo, <a href="http://wingsandwheelsexpo.com/">http://wingsandwheelsexpo.com/</a>
10/04/12	7:15 PM	Eatontown, NJ	MAFC BOT meeting, Dave Pathe's office, 151 Industrial Way East, Eatontown, NJ
10/06/12	0930	Pottstown, PA	Eastern PA 99s Poker Run. <b>Oct 6 — Pottstown, PA.</b> Heritage Air Field ( <a href="#">KPTW</a> ). Poker Run. Eastern PA 99's Poker Run - Fly the 5 airports in any order. Start 9:30am. Be at terminus (KPTW) by 2:30pm. Draw cards for any airport missed. \$15/hand. No Limit. (Rain Date: Sunday, October 7th) Airports: 9D4 (Deck), KMIV (Millville), KEVY (Summit), N14 (Flying W), KPTW (Heritage Field) – TERMINUS Go/No-Go decision will be posted on website day of event. Proceeds benefit the Ninety-Nines Endowment Fund. Contact Mary, 484-571-8145.

## \$100 Hamburger: Sky Manor

Submit photos from your flights with a brief description, to: [adam.t.lang@gmail.com](mailto:adam.t.lang@gmail.com)

Suggested by Richard Hough

Sky Manor is a restaurant located at the SkyManor Airport (N40) in Pottstown, NJ, 47 Nautical miles from N12 on the 275° radial of the Solberg VOR. The restaurant is open Monday & Thursday 9 to 5, Friday 9 to 9, weekends 8 to 7 but closed on Tuesday and Wednesday. The winter schedule changes things a bit so check before heading out there. The menu is casual and basically traditional breakfast and lunch items. If you dine on a Monday, desserts are free. For a complete menu, hours of operation and navigational facts, go to the Sky Manor web page at [www.skymanorairport.com](http://www.skymanorairport.com) and click on Restaurant.



## Weekly Tips For Pilots

A great resource for pilots can be accessed using "The Tip of the Week" from the Pilot's Workshop. (<http://pilotworkshop.com/tips.htm>) There are always interesting articles for both VFR and IFR pilots and, as a new pilot, I have found them to be of great value. The articles are short, to the point and are in written form or video/audio format. Best of all no one tries to sell you anything!

Burt Greene

### Pilot's Tip of the Week

This is a segment from a roundtable discussion that Bob Martens hosted with John Krug and Bob Adelizzi on the subject of ATC, and mistakes pilots make when speaking to controllers.

Note: The focus of this discussion is primarily IFR Communications, however these tips can be applied to many typical VFR scenarios as well.



Press play to listen to this tip

(Note: certain browser settings may prevent the audio button from displaying)

## Jokes, Cartoons, Quotes, etc

### Newest MAFC Student Pilot Plane

The MAFC is proud to announce the acquisition of a new plane designed specifically for the beginning pilot. It is believed that this will make a big improvement in the learning curve.



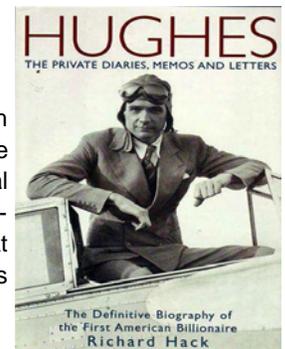
### Takeoff's are optional; Landings are mandatory



## A Good Read...

Hughes - The Private Diaries, Memos & Letters  
by Richard Hack

Howard Hughes was a true American original: legendary lover, record-setting aviator, award-winning film producer, talented inventor, ultimate eccentric and, for much of his life, the richest man in the U.S. Definitive biography explodes the illusion of his life and exposes the man behind the myth. Newly uncovered personal letters, over 11,000 pages of sealed court testimony, recently declassified FBI files, autopsy reports and exclusive interviews reveal a man so devious in his thinking, so perverse in his desires, and so influential that his impact continues to be felt today. Hughes wrote over 8,000 pages of memos, letters & personal notes that chronicle his life and thoughts.



## Important Days in Aviation History

- October 15, 1939: New York City Municipal Airport opens. It will be renamed LaGuardia Airport in 1947.
- October 4, 1958: BOAC flies the Comet 4 on its route from London to New York. This is the first jet passenger flight over the Atlantic.
- October 1, 1969: The Concorde makes its first supersonic flight.
- October 28, 1972: The Airbus A300B1 makes its first flight.
- October 24, 1978: The U.S. airline market is deregulated.
- October 18, 1979: The McDonnell Douglas DC-9-80 makes its first flight. This aircraft will later be renamed the MD-80.
- October 25, 1989: The Airbus A340-300 makes its first flight.
- October 31, 1994: An American Eagle ATR-72-212 crashes in Roselawn, Indiana. Buildup of ice on the wings causes the aircraft to suffer un-commanded aileron deflection causing the aircraft to roll into a nearly vertical position. A design flaw in the anti-icing equipment on the ATR is found to be responsible.
- October 2, 1996: An Aeroperu Boeing 757-200 crashes after a night takeoff from Pasamayo, Peru. Duct tape placed over the aircraft's external sensors during maintenance prevented the crew from have any information about the aircraft's speed and altitude.

