



June / July 2013

Edited by Charles Burke

Club Meetings

General Meeting:
6/15/13 9:00AM
N12 CAP Building

Board Of Trustees:
7/4/13- 7:15 PM

General Meeting:
7/20/13 9:00AM N12
CAP Building

Tire Pressure



Where the rubber meets the runway it is important to make sure that proper air pressure is being maintained to insure both long tire life as well as optimum safety. Aviation tires have a number of unique characteristics that make a simple visual inspection totally inadequate as a way to determine proper inflation. This is because they are designed to have a deflect ratio that is twice that of an auto and three times that of a truck tire. A tire that may simply appear to be filled to a normal capacity may, in fact, be under-inflated.

Aside from FOD (foreign object debris) on the ground, under inflation is the leading cause of tire failure that can even be catastrophic. Lacking proper pressure will cause an abnormal increase in friction between the various layers that make up the treads. The heat generated by internal friction will cause these layers to separate from each other as well as the tire from the wheel. Also, both under and over inflation will cause improper wear on the treads that will reduce the usable life of the tire.

Checking for under-inflation is such an important step that it cannot be overlooked. In fact, a tire that has been operated below 90% of it's rated pressure for any length of time should be considered for replacement. This is because there may be internal damage that is not apparent from a casual observation.

Tire inflation should be checked before each flight because the loss of pressure can be as much as 5% per day in normal operation in certain situations. Tires exceeding this normal rate should be checked for abnormal defects. In addition, changes in temperature will have a significant impact upon pressure during a single flight from a very warm to a very cold environment. The recommended rule is to fill the tire to optimal pressure based upon the coldest temperature that will be experience. Another good rule of thumb is to initially fill the tire with air to 105% of the recommended pressure.

To insure compliance, the POH of the aircraft you are flying should provide you with the proper air pressure figures. Using this data, tires should be checked with a gauge prior to each flight. This is especially true for aircraft that are equipped with wheel covers since direct access to the stems are sometimes difficult to achieve.

For those who wish to learn more about proper tire inflation issues, the FAA has an excellent course # ALC-269, The Importance of Tire Maintenance on Aircraft Safety.

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Ground Crew & Maintenance Contact Information

In mid May, all of the information found on the maintenance contact cards was updated. These cards contain the names and contact data for each plane that includes the Ground Crew as well as that of the Maintenance Officer and his assistant. When a problem is identified, please notify the Ground Crew and also note the issue on the white squawk board in the trailer. You will find one copy of these information cards in the sign-out logbook as well as one in the plane itself.

N4287Q Maintenance



If you find, or experience a problem with N4287Q, please report it to at least one of the following people by phone and/or email.

Crew Chief: James Paglia
tel: 732-793-4598
Asst. Crew: Thomas Griffin
tel: 732-959-8538
tel: 214-725-9873
e-mail: tgriffin@yahoo.com
Maintenance Officer: Dan Coles
tel: 732-922-6974
work: 732-859-3480
cell: 732-859-3480
e-mail: dcoles40@aol.com
Assistant Maintenance Officer: John Periera
Home: 732-416-1137
Work: 732-312-4816
e-Mail: jperiera@man.com

Having just retired from a career is always a great time to look back. So many of the pilots that I have flown with over the years really dislike their aviation careers. I, on the other hand, LOVED mine! When I was growing up, I wanted to do two things, be in the Powder Puff Derby (didn't know you had to be a pilot to do it) and to be a "stewardess" for Eastern Air Lines. That's what girls had to do to fly for the airlines way back then. Well, in 1968 I interviewed there and was turned down. But, in 1985 I interviewed for a pilot position with EAL and was hired. Because I had my flight engineer certificate and it was current, I was put right on the A300 instead of the B727. Eastern was the only airline in the US flying the "bus" at the time, so that made me the first woman flight crew member in the U.S. on that aircraft.



Prior to EAL I had been flight instructing for 5+ years at Marlboro Airport here in NJ. While there I also flew some charter flights in the Aztec that was based there. I left Marlboro to become a co-pilot at Princeton Airways. Their first woman. We had Islanders, a Nomad (only 18 of them in the country) and a Navajo. I still stay in touch with a couple of the pilots from there. When the airline closed I started as a "freight dog" at Summit out of PHL flying the CV 580. It was like flying a Mack truck-50,000+ lbs and no hydraulic assist. Of course, most freight is flown in the middle of the night. This was not my favorite job but I did see a lot of beautiful sunrises.

Finally, after about 18 months I managed to snag a job with Sun Country Airlines in Minneapolis. They hired me because I had a flight engineer rating and they needed (didn't especially want) some minorities. I was their first and at that time only woman pilot. They had no idea what to do about a uniform so they sent me to a seamstress and the two of us designed one-well she designed I said, "looks good to me." I worked there from October 1984 till March 1985, (great time to be in MSP) when Eastern called!!!! I was gone in a flash. Offered the job on Tuesday at 4 pm, on a flight to Miami on Wed at 9 a.m. and started class at 8 a.m. on Thursday.

I flew there for four years when we went on strike. So, another job gone and I thought it would be the end of my flying career. But, KIWI was born. It was started by a bunch of EAL pilots and flight attendants. I certainly wasn't there on day one but got to spend a wonderful 5 years to the day flying there. Again on the B727, from flight engineer to co-pilot to being the first woman there to train as Captain. Six weeks after the demise of KIWI I landed a job at Spirit. I was on the MD80 and DC9. When they began getting A320s I stayed on the MD80 till the end. I flew the last revenue flight on that aircraft. And, in March I was Spirit's first woman pilot to retire. Lots of firsts-that just means I'm older than others. So, 22,000 hours and lots of great memories. For a kid who had two dreams as a small child, I have been extremely lucky. About the PPD-I flew in the very last one in 1976 from Sacramento, Calif to Wilmington, Del.

Trailer Refurbishment: The MAFC Library:



The study center is rapidly taking shape with the installation of a DVD/Tape player , TV set and a good collection of videos and books. As you enter the trailer you will see a checkout book in a holder attached to the book case. If you wish to borrow any of the resource materials, please take a minute to check them out so that we know where they are. If you wish to view them on the spot, we have a basic study area that consists of a TV and DVD/VRC player located right in front of the case.

The collection consists of books, DVD, video tapes and a few audio CDs. Thanks to the generosity of members willing to share these resources, the entire club will have them available to view or borrow. Hopefully more people will help to build this collection up.

Looking to the future, the plan is to expand this reference center with a larger table, better lighting, more chairs and possibly relocate it to another area once the rest of the trailer refurbishment work has been completed.



New Media Center Library

Trailer Refurbishment: Cont'd--Note:

All of the aircraft cleaning supplies have been moved and are now stored in the kitchen area. Labels have been placed on the doors to indicate what items are in each storage area.

Who Are The Ninety-Nines?

www.ninety-nines.org

THE NINETY-NINES, INC., is an international organization of licensed women pilots from 35 countries with thousands of members throughout the world. The organization came into being November 2, 1929, at Curtiss Field, Valley Stream, Long Island, New York. At that time, all 117 American female pilots had been invited to assemble for mutual support and the advancement of aviation. Louise Thaden was elected secretary and worked tirelessly to keep the group together as it struggled to organize and grow until 1931, when Amelia Earhart was elected as first president and the group was named for the 99 charter members.

Today Ninety-Nines are professional pilots for airlines, industry and government representing woman pilots who teach and those who fly for pleasure; they are pilots who are technicians and mechanics. But first and foremost, *the Ninety-Nines are women who love to fly!*

Each year, local chapters sponsor several hundred educational programs, including aerospace workshops for teachers, airport tours for school children, fear-of-flying clinics for airline passengers, and flight instructor revalidation seminars. For many years, 99s have co-sponsored more than 75 per cent of the FAA pilot safety programs in the United States. Members have worked with the National Intercollegiate Flying Association's student flying competitions since 1948 as judges, runners, and teachers, as well as with funding assistance. More recently, the 99s became sponsors for the Girl Scouts of America offering a merit badge for aviation.

The organization's headquarters is located in a two story building complex on six acres at the Will Rogers World Airport in Oklahoma City, Oklahoma and is home to our large archival records, video oral histories, personal artifacts, collections and memorabilia. There are also biographical files on thousands of women pilots from around the world. This is also the site of our 99 Museum of Woman Pilots. *Special Note: Janis Keown-Blackburn is a member of the NJ the Garden State Chapter of the Ninety-Nines.*



Dave Pathe brush with a volcano:

Returning from California to Paine Field (KPAE) in Seattle, Dave's party was routed to Yakima (YKM) VOR and the CHINS8 arrival which brought him right past Mt Rainier. The cloud tops were at about 9-10,000' so most of the 14,000' mountain is underneath the cloud deck (See pic to left). They were at about 15,000' in this photo. Fun approach which had a lot of cloud time and then a visual approach to runway 16L.



SUPER \$100 Hamburger

Last summer the newsletter highlighted several places that you might want to explore the next time your taste buds hankered for a \$100 hamburger. Now that the warmer WX is rapidly approaching, you might be planning to seek out a provider of epicurean delights so here is a portal to the Mother Load via Tony Ciaravino. He suggests that you go to the web site, www.adventurepilot.com. On the home page is asks where you are starting from and the distance that you want to travel. Just enter and hit SEARCH. To test it out, N12 was entered and a distance of 350 nm, this produced a total of 100 suggested establishments. Am sure that within that group you will find something that hits the nail on the head!

But what if you want more than just a hamburger? This same web site is also the key to 590 places for pilots to stay, 241 pilot friendly campsites, 218 aviation museums plus 3012 other things to see and do. By the way, they have a total of 2267 suggested \$100 Hamburger destinations for a total of 6300+ places to set a course to.

One more suggestion, should you decide to try one of the places listed, think about sharing a ride with another club member. One thing for sure, you will have at least one thing in common, a love for aviation. So, don't hesitate to use the newsletter or the e-mail system at www.aircraftclubs.com to let people know that you are interested in sharing the ride. As they say, there are no strangers in MAFC, just friends that you have yet to meet.

The MAFC CFI List

Gary Brooks, Adam Lang, Brian Lucas, Tom Flieger, Neil Wilson, Matt Gomes, Janis Blackburn Joe Stephens and Frank Fine, (Chief Instructor),



A Good Read Biplanes, Triplanes & Sea Planes by Michael Sharp: (From the MAFC Library: Donated by Mike Del)



From the dawn of aviation until the end of World War II--the "golden age" of flight--these 300 influential multi-wing aircraft ruled the skies. Among the classics of the pioneering years and beyond: the Sopwith Camel, the Red Baron's Fokker Triplane, the Fairey Swordfish, and the Consolidated Catalina, as well as popular civil aircraft like the Tiger Moth and Supermarine S.5. Filled with beautiful pictures this book will illustrate the aircraft that once dominated the air.



Takeoffs are Optional, Landings Are Mandatory



Can you identify this airport?

Aviation Terms

CST: See Coast track. CST may also stand for Central Standard Time.

OAT: Outside Air Temperature

Wake turbulence: Wingtip vortices generated behind a wing producing lift. Behind a large heavy aircraft they can be powerful enough to roll or even break up a smaller aircraft.

Does The Runway Shrink On A Hot Humid Day? by Frank Fine – MAFC Chief Flight Instructor

The season is here that brings hazy hot and humid conditions. That should make us think about density altitude. Warm air holds more moisture than cold air and is thus less dense than cold air. Anyone who has flown in both winter and summer has noticed how the plane jumps off the ground in winter and climbs much better due to the cold dense air. In summer on a hot humid day, you notice the take off run is longer and the plane does not climb as well. The engine produces less power and the plane has to reach a greater ground speed to produce the required take off airspeed. (Wind speed considered to be still air.)

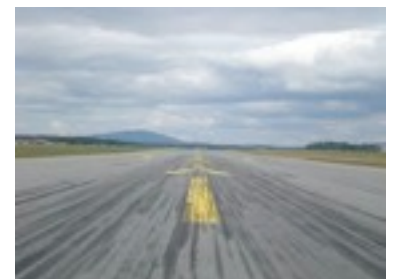
Another thing to think about: On landing at your normal approach airspeed, the aircraft will have a higher ground speed and will require a longer roll out. There may be situations - a short runway or obstacles to clear - where you have to wait until the air cools towards evening before you attempt a takeoff.

If the situation is that close to the maximum performance of the aircraft be sure to get out the performance charts and do the required calculations. Keep in mind that the charts are for a *new plane* flown by a *test pilot* (neither will apply to any MAFC member) and figure in a fudge factor.

How do we find out the density altitude? Contact AWOS for the local airport.

Or use your E6B computer (you don't have to plug it in)

1. Set the altimeter in the plane to standard pressure 29.92 and read the altimeter
2. Read the outside air temperature on the plane's thermometer



With these two values on your E6B set air temperature over the pressure altitude and read the density altitude at the arrow. Then go to the performance tables in the Pilot Operation Handbook and follow the directions to see how much runway you will need. You will also need to figure the weight and while you are at it, calculate the center of gravity or balance.

Also, keep in mind that as the air cools to within a few degrees of the dew point the moisture will condense and become visible such as fog, dew, frost, clouds, rain or snow. As warm air rises it reaches its dew point and forms cumulus clouds. If the air is unstable you will see vertical development (towering cumulus). If these clouds continue to develop they could turn into thunderstorms (cumulonimbus).

On a 90 degree day with a density altitude of about 2000 feet, from the Piper Arrow charts you can expect a ground run of about 1300 feet with no flaps. From the chart with the density altitude of about 2000 feet you might expect an initial rate of climb of about 800 feet per minute. In one minute you will cover 1.6 miles at 96 miles per hours (best angle speed) and no wind. (How far away and how high are those wires?) And don't forget this is based on a new airplane flown by a test pilot.

Remember the old saying "I'd rather be down here wishing I were up there than up there wishing I were down here."

Fly to Delaware without Crossing the Delaware River! by Charles Burke

Yes, it is actually possible to log a flight to Delaware without crossing the river. It seems that Mother Nature has little respect for man-made borders and this is an interesting case of her bending our wills. My wife and I stumbled upon this quirk in our geography while visiting Ft. Mott.

We enjoy day trips and have seen just about every historical site of any importance on the east coast from Quebec to Key West. But, there was another reason for trekking to this remote area located just off exit #1 of the NJ Turnpike, Fort Delaware.

Ft Delaware, located in the river, is a sister facility to Ft. Mott and was the Andersonville of the North during the Civil War. Captured Rebels did not fair well and many died on the island. Lacking burial space, their bodies were shipped over to Ft. Mott where a small graveyard was constructed.

While talking to one of the docents, he pointed out that just north, along the bank of the Delaware, there is a piece of Delaware here on the Jersey side. Following his directions, we took the short drive northwest and did indeed find ourselves in Delaware without crossing the river.

What happened in this location is that the Jersey bank silted in over the years and eventually extended out far enough to cross the original boundary line. As a result, there actually is a bit of Delaware here in NJ. So, if you want to say that you flew over the state of Delaware without crossing the river, just cruise down the coast line and you will be able to boast of this feat.



ps If you do fly to this location double check the sectional chart, it is dense with Class B, C, D and special use airspace.