



May/June 2013

Co-Edited by Charles Burke and Adam Lang

### Club Meetings

General Meeting:  
5/18/13 9:00AM  
N12 CAP Building

Board Of Trustees:  
6/6/13- 7:15 PM

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

### Scheduling via phone

AircraftClubs.com has added a new feature that is especially handy if you find that it is necessary to alter, add or cancel a reservation but are not able to get on line. This means that if you have a last minute change of plans, it will be possible to call in and alter the schedule so that someone else can take advantage of the time slot.

To activate the phone system you will need your Air Craft Clubs Pilot I.D # and your Pin #. If you forgot these numbers, just go to aircraftclubs.com and click on the Phone Access link, when the instructions pop up you will find your data listed in the example!

Once you have your Pilot ID and pin, just dial 866-831-8600 (toll free) or 408-907-2425 and then follow the prompts. The system offers three options:

1. Read Schedule
2. Make a Reservation
3. Cancel a Reservation

If you are not sure what to do, you can say, "HELP" at anytime for more assistance. If you wish to return to the main menu, just say, "MAIN MENU"

For complete details, go to aircraftclubs.com and at the bottom of the list found on the left side of the page, you will see "Phone Access". Click on this option and a full description of the new system will be revealed.



### For Sale / Want / Free



If you would like to sell something, give it away or are looking to buy, post an ad in the newsletter for FREE. Just send your listing to Adam Lang or Charles Burke and it will appear in the next issue.



### Takeoffs are Optional, Landings Are Mandatory



Can you identify this airport?

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### 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),

## Spotlight on member Art Martone

Art Martone was born in Harrison NJ and became so fascinated by aviation that, as a boy, he would walk to Newark Airport just to watch the planes. Building upon this, and an interest in flying for the military, in 1940 he attended the Citizens Military Training Corps at Ft Dix. Endeavoring to sustain his interest in aviation, he became an avid reader of flight books and magazines that were available at the local library. Later, this absorption of flight theory and practical knowledge would come into play during his involvement with flight school.

Desiring to fly in the military, he would visit the Federal Building in Newark hoping to get into the Air Force. His break finally occurred after Pearl Harbor when the Air Force suddenly changed the requirements for the pilot aviation cadet program. This opened the door to becoming a pilot and was quickly sent to Maxwell Field in Alabama for pilot pre-flight training as a cadet. This led to actual flight schools primarily flying P17s, basic BT-13s and advanced AT6 for a total of 214 hours of flight time. Additional training at several other sites resulted in his goal to becoming a military pilot.

Art was commissioned as a Second Lieutenant in the Air Force Reserve and immediately placed on active duty as a P-40 trainee. Completing his P-40 training, he was assigned to the 12th Air Force as a replacement pilot in a P-40 fighter bomber unit. He completed his combat tour with 166 fighter bomber missions. In the interim, he had been shot down twice, awarded two Purple Hearts, the Distinguished Flying Cross and two Italian Service Ribbons. Keeping his flying tradition as a military pilot alive, he joined the Air National Guard in 1947 and retired in 1980.

His military stories are incredible in that he was shot down twice and obviously survived. In the first incident, while recovering after dive bombing a flak 88 defended bridge in Italy, his engine sputtered, the oil pressure indicated zero so he immediately turned to the nearest friendly area at Anzio Beach Head about 25 to 30 miles away. As he approached the beach at 8000 feet a German AA selected him as a target and fired away. A fragment of flak came through the right quarter windshield panel sending shards of plexiglass into his right thigh, forearm and face. He proceeded over a cloud that prevented the flak gunners from tracking and firing at his plane. However, his engine started to run rough and the prop came to a stop. As he glided down through 3500 feet the protective cloud ended and then immediately eyeballed a field to belly land on. He noted dirt mounds on the field with a tank propped up on the backside of each. As he flared and touched down between the mounds, the left wing shattered upon impact and a cloud of dust quickly rose. Suddenly, the P-40 came to an abrupt stop against one of the mounds and flames erupted about 4 feet in front so he had to exit as soon as possible. As horrific as this incident was, he survived and was soon back in the air.

His second brush with death occurred just a few months later when he was on a mission targeting a German caravan. After several passes, he hit his target but when it exploded shrapnel from the vehicle flew up damaging his plane. While attempting to reach the coast, the engine began to fail and he had to bail out from about 4000 feet but got tangled preventing a clean departure. Kicking free of the A/C he pulled the ripcord. The chute streamed up between his legs causing him to blacked. When his vision cleared he lost his left shoe and was being circled by his wingman. The ride was uneventful, but as he approached the ground he felt like being on an express elevator with no way to control the down speed. Contact with the ground was hard, resulting in a few abrasions and a badly sprained left ankle. Looking about, he saw a group approaching him and fortunately they turned out to be friendly and rendered assistance. These people shielded him from the Germans giving him shelter and food for five days while waiting for allied forces to advance fifty miles to the area.

His legacy continues and can be seen in the fact that he has logged over 10,000 hours with 2500 hours in the F-105 Thunder Chief. This fact places him as one of the top 10 pilots flying this warbird.

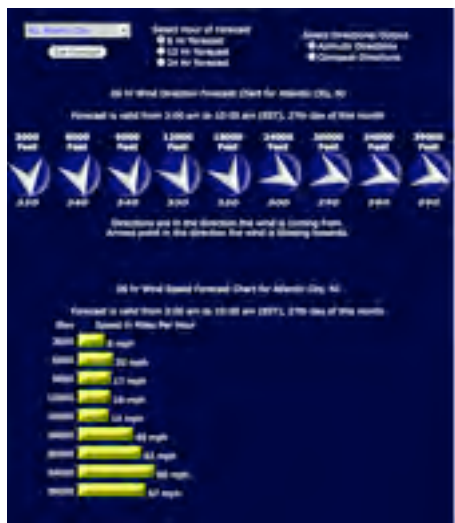
On a personal note, Art has been married to his lovely wife Mary Grace for 66 years and currently resides in Spring Lake Heights. Not one to let grass grow under his feet, he owned several small businesses but now is fully retired. In 1980, he joined the MAFC and once served as President of the club for nearly 10 years..

See more articles on [Aircraftclubs .com](http://Aircraftclubs.com)



**Winds Aloft**

Once the wheels are off the ground and you are gaining altitude, conditions can change dramatically as you begin to encounter the winds aloft. If you recall from the chapters in the Pilot's Handbook of Aeronautical Knowledge, keyed to the subject of weather, the environment changes rapidly as you ascend. One primary factor is the friction that is generated between the moving air and the earth's surface. This friction causes the wind to vary in speed and direction at various altitudes. Also, the higher you travel, there is usually a drop in temperature. So, the higher you go, there is a potential for significant changes that can play an important role in your plane's performance.



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So that you can plan your flights with these factors in mind, there are a number of places where you can locate data on all three aspects and one of is at [www.usairnet.com](http://www.usairnet.com). One nice thing about their winds aloft data is the way it is displayed. The only catch is that the speed is in miles per hour and not knots so be careful when doing wind correction calculations with these figures.

**\$100 Hamburger Story by John DeMillio**



I thought I would share my best \$100 hamburger story. The best trip I had was several years ago and I looked it up today and found it is still there, with the mostly same menu.

It was a trip my girlfriend (at the time) and I were taking for my birthday. I wanted crab cakes so of course we flew to Maryland. The flight was to Ocean City Maryland which turned out to be a very easy and incredibly scenic flight. After parking we went in the operations building and were met at the front counter by a very nice woman. I do not remember her name. I signed in and she asked how long we would be here. My girlfriend told her we were just going to lunch for my birthday. She then told me she would waive the landing fee. I asked about transportation and she gave me a card for this old classic car cab but said I should hold the card for after lunch. She told me she was finished with work for the morning and offered to drive us to lunch. I had found a place on the bay in West Ocean City called Sunset Grill ([ocsunsetgrille.com](http://ocsunsetgrille.com)). Turned out they had fantastic crab cakes with great outside seating and a great view of the bay. I called the crazy classic car cab (I forget the name of the company but the car was an old '60 something Cadillac, and he promptly arrived and for only a few dollars, had us back at the airport. Since it was a short, about 1 hour, flight, I was home in time to make it to work at 5pm.

This trip sure beat the trip to Ocean City NJ and the diner on the field when I did not have cash (thinking I would use my debit card) and found they only took cash. Since I took that trip in the winter, there was no transportation available and I walked 15-20 blocks to the only working ATM in the area.

**Trailer refurbishment update**

To keep our new rug in tip top shape, a vacuum cleaner has been acquired along with a door mat.

The computer system is all new and is now working!

A special thanks to MAFC members Lloyd Ankrom and John Pereira for their donations!



Vacuum by Lloyd Ankrom



Computer by Girish Kumar



Monitor by John Pereira



## Pilot Tip of the Week by Matt Gomes

Runway incursion avoidance an integral part of the FAA Special Emphasis Areas in the PTS, but one of the most overlooked. Most of you are probably thinking, "I always self-announce my intentions on CTAF", or "I keep a regular scan for traffic", but the real question is are you actually doing it to the best of your ability?

Whether it's operating out of N12 or leaving a towered airport on a cross country, it is up to us as the Pilot in Command to ensure we don't create a runway incursion. So when most of us were learning how to fly, our instructor always told us, make sure you announce your intentions on the CTAF. That is all well and good but one of the biggest things that I see is that we don't listen to CTAF. The key thing is developing situational awareness of what's going on around you in the airport environment.

With that in mind, there a couple good operating principles I want to share with you. First, while holding short of the runway, always look up the final approach path on both ends of the runway to ensure there is no other traffic. Remember, people are allowed to operate without radios and they can be anywhere. The next thing is, prepare the cockpit for departure before you cross that hold short line. I have seen too many times, pilots line up on centerline, then start messing with the GPS or rearranging charts. The important thing is to minimize the time spent on the runway.

So, while you're taxiing around, keep the volume up on the radio and really listen to all the traffic landing and departing, and who is exiting or entering the pattern. When you decide to depart, "look, call, line-up and go!"

## Aviation Terms

**SOB:** Souls (persons) On Board. Also POB, Persons on Board

**NDB:** Non-Directional Beacon. A medium-frequency navigational aid which transmits non-directional signals, superimposed with a Morse code identifier and received by an aircraft's ADF.

**CAS:** Calibrated Airspeed. IAS corrected for air density and compressibility.

## A Good Read: Cessna's - A Masters Expression

History of Clyde Cessna and Cessna Aircraft Co., beginning with 1911 Bleriot through the early cabin series, AWs & DC-6s, racing planes, Airmasters. 120/140s, 170s, 190/195 series. Military Cessnas T-50 and AT-17s. Experimentals.

By Edward H. Phillips



## Got Aircraft Manuals?



## Student Pilot Tip: POH & Aircraft Documents

There are a lot of things that you have to acquire along the way to becoming a pilot and some can be very expensive while others are hard to find. One reference item that is required is the POH (Pilots Operating Handbook) for the planes that you are training in. Just buying a generic version is not a good idea because there are sometimes substantial difference from one model to the next within a specific line. Just try comparing the Cessna 172 L (4287Q) to the one in the 172M (93KK) and you are struck by many changes not only in the scope of information presented but also by differences in operating characteristics.

While many of the original POHs are no longer available, you can find them being offered on the internet. A recent quest to obtain documentation on two of the club's aircraft led to a site that seems to have just about every imaginable document that you could imagine. In fact, they claim to have over 250,000 on file! This service was actually used recently and they did deliver what was need at a very reasonable cost. The firm is Essco and can be found at [www.esscoaircraft.com](http://www.esscoaircraft.com). But, before you go to their site for a specific document, make sure you know the exact model, series and year of production. If you go to the club's web site at [www.flymafc.com](http://www.flymafc.com) and click on each aircraft, you will see a data chart with this information listed.

## The Long Way Home-The Pacific on You Tube

In 1941, the Pacific Clipper, a passenger Pan Am seaplane was on route to New Zealand when Pearl Harbor was attacked. This short video tells the amazing story of what happened to the plane and crew as it took a 31,000 mile secret journey back to New York City.

To view the video, go to You Tube and search for" The Long Way Home-The Pacific Clipper.mrv" Type this in exactly as it is written. Or you can go directly to it using [www.youtube.com/watch\\_popup?v=Ms84WfJwall&feature=pla%20yer\\_embedded](http://www.youtube.com/watch_popup?v=Ms84WfJwall&feature=pla%20yer_embedded)

### Member in the News

Congratulations go out to MAFC member Janis Blackburn who was recently honored with the Alex DeCroce award for outstanding service to general aviation. The award was presented by the Mid Atlantic Aviation Coalition at their annual conference on May 3, 2013 at Newark Airport.

### Happenings

You are invited to attend the next meeting of the New Jersey Aviation Education Council set to be held on May 29, 2013 at the Lakehurst Naval Base, Navy Historical Society Museum, Rt 547 in Lakehurst. The meeting will begin at 10 AM. There are entrance requirements which must be received by May 22, 2013. If you intend to be at this session, please send Jerry Iacona:

1. Your full name, including your middle name spelled out.
2. Date of birth
3. Place of birth
4. If you are a US Citizen

Send this data to Gerry at [jiaconna237@verizon.net](mailto:jiaconna237@verizon.net) or call 609-575-4137



### Oil Dipstick Problem: SERIOUS ISSUE!

It has been reported that too often pilots are over tightening the dipstick cap after checking the oil and this can lead to serious problems. In some cases, the dipstick was so over tightened that pliers were needed to loosen the cap.

In most cases, the plane's dipstick tube is made of a light weight plastic that can crack if excessive torque is applied to it. Should a crack occur, oil could slowly leak from the engine while in flight leading to irreversible and catastrophic damage.

When replacing the dipstick , screw the cap down until it stops and then only apply a small amount of pressure. To see if it has been over tightened, try reversing the direction and see if it easily releases from the seated position. If you are still not sure how much pressure is required, ask any of the club's flight instructors for assistance.

