

Club Meetings

Board Of Trustees:
5/5/16- 7:00 PM
Club House

General Meeting:
5/21/16 9:00 AM
N12 CAP Building

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Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

N61WT



Picture by Jeremy Salkewicz

Saving Money: by Charles Burke

With winter now in our rear window, it is time to dust off the aviation gear and begin scheduling flights. But what if you need an extra headset or want some other item that you feel is needed? You can find plenty of vendors ready and willing to sell you just about anything but you will also be paying top price. There is at least one other source for equipment and supplies where bargains can be found and they are auction sites such as E-Bay. While many of you may know about E-Bay are you aware of many other? Have you ever heard of E-Bid, Web Store, On Line Auction, etc .There is a great web site that provides information on them as well as compares their attributes. It can be found at:

<http://online-auction-sites.toptenreviews.com/>

But in this case the emphasis is not about buying stuff but selling those things that you are no longer using since this is the prime season to do this. Many items are seasonal and the best time to sell is when the season is just starting. In the case of equipment used in general aviation, the spring is when this area really starts to get hot. So, start looking around to see what you want to part with and get it out there on an auction site!

Here are a few tips that can help you to stimulate buyers and to get the best price

Tip # 1. Don't mislabel the item. If you put it out with the wrong title or in the wrong section, people may not even see it. The headsets I bought were a good example of this kind of error. The person selling the headsets listed them as "headphones" and he put them in a category that was actually for stereo home equipment. No one bid on them because they did not appear when a prospective buyer typed in "Headset, aviation" or a similar description. So, research what you are hoping to sell then us the correct terms.

Tip #2. If you add a starting price, don't make the mistake of reaching too high. People are looking for bargains and if you start off on the top step, many will not even bother to jump in during the bidding process.

Tip #3. Be very honest with the description, fudging the truth will work against you if the buyer finds that the item is not what you claimed it to be. Buys have the option to rate the seller so if you shortchange someone, it will come back to haunt you.



Tip #4. Take a good picture of the item. I usually use a large blue sheet of paper as a diorama. The best rule of thumb is to look at the background first then concentrate of the object being photographed.

There are more rules that you can explore, many are found right on E-Bay but the best way to sell these items is to sign on and get started with small items that allow you to gain experience with the system.

BUY-SELL-TRADE!

If you have something you want to sell, buy or trade then why not start with other MAFC members? You can post an ad for free and even add a picture. Just contact any of the editors (see names in upper right corner) and send them a description.

\$100 Dollar Hamburger flight to Cherry Ridge Airport N30

By Bob Tozzi and Charles Burke

We finally got a break from a stretch of bad WX and decided to fly to Cherry Ridge Airport in Honesdale, Pennsylvania. The objective was to visit the Cherry Ridge Airport Cafe which was taken over by Marty and Vickie Lane, the couple who had previously been the proprietors at the Sky Manor Restaurant.

The flight is an easy 100 nm direct route utilizing the GPS with a filed elevation of 1357 feet. The runway is about as long as Lakewood with 2986 feet. We parked the plane in front of the restaurant and were greeted by Vickie with a big smile and a warm welcome. Since it was still a little before noon, she gave us a choice of breakfast or lunch menus. We were happy to see that the menu was pretty much the same as it had been at their old place. The great pilot burgers and wraps were still there along with their great prices. During our lunch, Marty came over and chatted and thanked us for making the trip. For anyone looking for a nice trip and meal on a cool day, I recommend that you go visit Marty and Vicki Lane real soon.

**McGuire Fly-In by Mike Souza**

On Saturday, March 19th, McGuire hosted a fly-in to show general aviation pilots what it's like on the other side of the radio. The Monmouth Area Flying Club was well represented at this unique event. Steve Weinberg, accompanied by his son, flew N93KK. Michael Souza, accompanied by his wife flew N268BG. And Art Templeton, flying N55804, brought along an extended family that included his son and grandson. This was a Flying Eagles experience for his grandson making this a major milestone for the Templeton clan.

Our first stop was at the tower where we got to see how they coordinate all of the traffic. They were just as excited to talk to us as we were to meet them. After we got a tour of a KC-10 and a C-17. Our final stop was at the RAPCON (radar approach control). It was a great learning experience seeing how it all works and the importance of flight following. They are hosting another fly-in in September. I definitely recommend going. Whether you are an active pilot or just interested in aviation, I definitely recommend going!



3 MAFC Aircraft at McGuire



Art Templeton and his grandson at KWRI

New Jersey Aviation Education Council by Bob Watkins

The NJAEC is a non-profit organization that works to provide a network for educators, the aviation /aerospace industry and government to share knowledge and resources to promote opportunities/careers that are available in the world of aviation and space on a statewide basis.

Our goal is to create and encourage interest in aviation to students, teachers and guidance councilors. We accomplish this by attending conferences of teachers, guidance counselors, school administrators, etc. Also various members go to schools, Boy/Girl Scout meetings and any other venue that gives us a chance to promote careers in aviation.

We sponsor aviation days at airports around the state where we give students an opportunity to learn theory of flight, navigation, and aircraft mechanics. Also at these days, we have the students fly flight simulators and wrap up the day with an introductory flight. Our most recent aviation day was held at Ocean County Airport. The next aviation day will be on June 4, 2016 to be held at Trenton/Robbinsville Airport.

We have partnered with various organizations throughout the state to get the message out. These organizations include, Mercer County Community College, NJ Division of Transportation-Aeronautical Division, NJ wing of the Civil Air Patrol, Ocean Aire, Air-Mods and the Aviation Hall of Fame Museum of New Jersey just to name a few.

The NJAEC has a strong attachment to MAFC. The officers of NJAEC are Bob Watkins Executive Director, Bob Tozzi Assistant Executive Director, Past Directors have been Janis Blackburn and Tom Fleiger, Charles Burke is also a member. As you can see we are intertwined organizations that are interested in generating interest in aviation.

If anyone in the club would be interested in joining NJAEC please go to our website, <http://njaec.weebly.com/>. We enthusiastically encourage new members from the aviation community to join.

Important Dates In Aviation for May

May 3, 1952: British Overseas Airways Corporation, BOAC, begins service with the Comet 1 jetliner on a route between London and Johannesburg marking the type's first commercial flight.

May 7, 1968: Juan T. Trippe retires as head of Pan American World Airways after 41 years.

May 27, 1960: BOAC opens its first 707 service between London and New York.

**Spotlight on Dan Coles by Greg Pancza**

1. When did you become involved with flying? I've always liked airplanes but it was when I was in the Army in 1970 my interest peaked.
2. Did anyone inspire you? I don't know that I was inspired by anyone person but there were several pilots in the unit I was assigned to in the Army that I admired.
3. Where did you actually learn to fly? I learned to fly at a now closed airport in Marlboro, New Jersey 2N8.
4. What were you flying during your training and where? I did all of my flight training at 2N8 in either a Cessna 150 or 152
5. When did you join the club? I joined the club in 1995 because after finishing my flight training at 2N8 there were no aircraft to rent. When I looked around for rental aircraft I found they left a lot to be desired. However, the MAFC aircraft were in superior condition.
6. If you hold an office or duty in the club, what is it? I have served on the BOT for many years in different capacities. I started by overseeing a paint job on our old Arrow 81T. Then I moved on to assistant crew chief on N93KK. Shortly after, I became the maintenance officer. For the years 2014 and 2015 I was President of the club. Now I am back on the BOT as Maintenance officer.
7. How many hours do you estimate that you have logged to date? I have logged a little less than 400 hours.
8. What other types of aircraft have you flown? Besides being checked out in all of the club planes, when I was in the Army I had some stick time in a Cobra helicopter. I was mainly the auto pilot on cross country flights. I have about 1 hour in a T-34 Mentor and also acted as the auto pilot in a J-3 Cub for about 6 hours.



9. What certifications do you now hold or have in the past? I hold an Airframe and Power plant mechanics certificate I earned at Teterboro School of Aeronautics and a private pilot license.

10. What about your background? My interest in aviation started when I was a child. I would write to the aircraft manufacturers of aircraft requesting information and would receive from them an envelope full of pictures of their planes. My first airplane ride was in a plane that my father's boss owned when I was around 10. My first helicopter ride was in a UH-1H Huey in 1970 when the pilot asked me if I had worked on the helicopter. When I said yes he said "Get in we're going flying". Talk about keeping you honest. After going to A&P school and working as a mechanic a few years, I left the field and went to work in the construction business. But I always maintained my interest in aviation. Then my girlfriend, who is now my wife gave me 5 flying lessons as a Christmas present. After my first lesson I was hooked and as they say the rest is history.

The picture on the right is me working on a UH-1H tail rotor gear box. In the other picture I am standing next to a AH-1G Cobra gunship.

Dog Taught to Fly: Referred by Tom Flieger

If you are a student pilot and want to feel a bit depressed, try watching this video in which a dog learns to fly an aircraft. If you find it hard to copy the URL address into your web browser just type in, "Dog flies an airplane" and you will not only find the one that occurred in England but also other real stories from around the globe.

<http://www.smh.com.au/entertainment/tv-and-radio/dogs-taught-to-fly-a-plane-for-british-television-show-20160407-go130l.html>

Dogs taught to fly a plane for British television show

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Oh, The Places You'll Go: by Karen Barbagelata

Many of our members are teachers or married to teachers, so it will be no surprise to any of you that I had to merge my new hobby in to my avocation! Dr. Seuss Day is always big with elementary schools, and this year my class celebrated the good Dr. by reading "Oh, The Places You'll Go." To make things festive, we researched a place we'd love to travel to and put ourselves in a plane to get there. The door was amazingly decorated with 24 students heading out to fly. By the way, my 3rd graders can also identify clouds by type and know what they mean.



Takeoffs are Optional, Landings are Mandatory



N12 Runway Improvements by Charles Burke

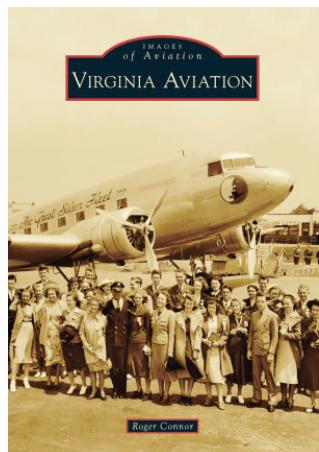
Work being done to improve the N12 taxiways as well as lengthen the runway continues with the end of May as the target date for this phase of the project. Stay tuned!!



Photographs by Nick Billows

Spotlight on: Ollie Lin by Kaushal Soni

1. When did you become involved with flying? I became involved in flying only a few months ago in November of 2015. I happen to live very close to N87 Robbinsville and did a discovery flight. After doing that, I was hooked.
2. Did anyone inspire you? Being an engineer, I've always been fascinated with flight, but there's no one person I would say inspired me.
3. Where did you actually learn to fly? I started at N87 and am about half way through my private pilot training. I'm hoping to finish up here at MAFC.
4. What were you flying during your training (type of plane) and where? My primary training has been in a Piper Warrior. I'm hoping to transition to the Archer first then move over to the Cessnas for some more experience.
5. When did you join the club? I joined the club in April of this year.
6. How many hours do you estimate that you have logged to date? I've probably logged about 35-40 hours to date in my private pilot training.
7. What other types of aircraft have you flown? Only the Piper Warrior and a Cessna 172.
8. What certifications do you now hold or have in the past? None yet, I'm still working on my ASEL.
9. What about your background (education, where born, traveled, family etc. etc) I live in Robbinsville, NJ and have been in New Jersey for about the past 2 years. Prior to that, I lived in Phoenix, AZ. I currently work in technology at a hospital in New Brunswick. I'm looking forward to meeting many of you and learning more about different types of aircraft.



A Good Read- Virginia Aviation by Roger Connor

Virginia has one of the oldest and richest aeronautical legacies in the country. Beginning with the use of balloons in the Civil War, the commonwealth was at the forefront of aerospace innovation, particularly in military aviation. Langley Field and Quantico were key development centers in the maturation of aerial warfare for the Army Air Service, its successors, and the Marine Corps. Norfolk witnessed the birth of the American carrier force and was on the front line in the Battle of the Atlantic. The state is also home to a legacy of civil and commercial activity. The National Advisory Committee for Aeronautics (NACA) laboratory at Langley Field established numerous foundational principles of modern aerodynamics, supported the development of many of the most significant aircraft of the 20th century, and paved the way for travel beyond Earth. Commercial airfields, including Richmond, Roanoke, and Washington's Hoover and National, were at the cutting edge of modern air travel and played host to aviation's elite. These images from local, state, and national archives--nearly all previously unpublished--depict a rich technological heritage.

VFR into IMC---Around 80% of the VFR into IMC accidents are fatal. Half of the pilots involved are instrument rated. These numbers stay the same year after year. When it happens the average time for loss of control is 178 seconds. What usually happens is the pilot continues on as the weather deteriorates. As the ceiling lowers the pilot keeps going lower and lower, and the visibility is also reduced. Visual reference lost.

If you were flying in VFR conditions and entered a cloud the 180 degree turn required in the private pilot practical test standards would work but this is reality. The airplane banks left or right. As it banks the nose lowers and the airspeed increases. As the airspeed increases the bank increases more. The airplane is in a steep spiral. The altimeter is showing a rapid descent, the VSI is pegged, the ASI is well into the yellow arc and then passing the red line. Items such as the control surfaces begin to flutter and then fly off and with some help from the pilot as he/she pulls back on the yoke. Then the wings bend back and also flutter away or he/she spirals into the ground.

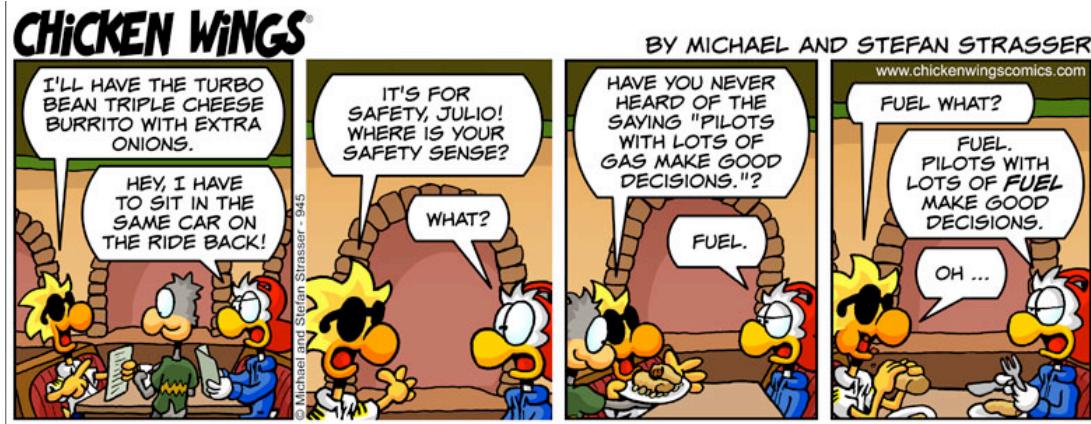


What to do:

1. Reduce power. We don't want to over-speed the engine with a fixed pitch prop. It's not necessary to completely chop the power.
2. Level the wings using the attitude indicator and allow the nose to come up to the level flight attitude. Hold that pitch attitude while keeping the wings level. I say allow because the airplane was trimmed for level cruise and now you are around Vne. The nose will want to come up as you level the wings. You may even have to push to avoid a nose high pitch attitude.

Here you are. VFR but in solid IMC. You didn't panic so you and your passengers are OK. Your instrument scan isn't that rusty. Keep the scan going. Keep the wings level. Do not lose control of the airplane. I say again SCAN. Climb, it's time to worry about CFIT (controlled flight into terrain). Know where you are and the maximum elevation figure on your sectional. Contact ATC and declare an emergency. There may be other aircraft with IFR clearance where you are and you don't want to meet them there. As you climb you may or may not break out on top. ATC can vector you to where there are some holes in the clouds or to an airport that's VFR. If it's really bad, to an airport with a long wide runway for a radar ground controlled approach. When all is said and done you probably won't even be in trouble with the FAA. They'll be happy that you came out of that situation alive.

Most of the time the 178 seconds to live scenario can be avoided with proper preflight planning. Think real hard when the briefer says VFR not recommended. Know the MEFs along your route and airports along the way that you can divert to if things get bad. Become proficient on instruments. Get an instrument rating.



Club Tee Shirts: The tee shirts are in so if you ordered one, contact Girish ASAP!



Safety Note from the President by Tim Flieger

1. The trees on the approach end of Runway 6 are growing ever taller. Since that IS NOT airport property, cutting them or trimming them almost requires an act of Congress. Be very careful making the approach to that end of the runway and stay just slightly above the glide slope if you are using the lights to assess your situation. Otherwise, keep your head swiveling and your eyes focused on those trees, so you don't hit them and possibly have an accident.
2. Tis the season for rapidly changing weather conditions. In addition to the increased possibility of thunderstorms, be especially aware of the possibility of FOG rolling in rapidly from the ocean. If you notice the cloud bank sitting just off the coastline (and it is visible!) especially in the later part of the afternoon AND the wind is coming from the east or southeast, have a plan to get yourself back on the ground ASAP. Remember there are three airports located along the Garden State Parkway - Monmouth Exec, Lakewood and Ocean County (Miller), and if you need to, there is always Old Bridge, Robbinsville and Trenton/Mercer County. A rental car ride home is always preferable to a ride in the back of an ambulance. In a TRUE EMERGENCY, there is always Lakehurst or McGuire (either emergency 121.5 or 124.15).

