

Club Meetings

Board Of Trustees:
10/6/16- 7:00 PM
Club House

General Meeting:
10/15/16 9:00 AM
N12 CAP Building
+ Rub & Scrub



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

Where is ~~Waldo~~-N61WT?

Well, according to Darren Mattos, it is up in Lincoln Park (N07).



But according to Bob Tozzi, it was flying up the Hudson at Stewart Airport (KSWF)! It seems that Bob and Tom Griffin flew up there to retrieve the Arrow which had been stranded there because of a flat tire. Bob took some amazing pictures while cruising at 7500 ft.

So, where have you been lately with any of our MAFC aircraft? Please consider taking a few pictures and sharing them, along with a brief story.

You Can't Beat These Prices! by Charles Burke



HEALTHY CHOICES! We will gladly make our entrees fit your diet by substituting the pasta, risotto or fries with broccoli or whole grain pasta. \$1 extra.
GLUTEN FREE OPTIONS! Our risotto is prepared with only vegetable stock and diced peppers - gluten free! We can make many items in our menu gluten free by replacing the pasta with risotto or broccoli.

Good Old Days by Tom Flieger

While cleaning out a folder, I found a copy of the MAFC membership application form that we used back in 1995. While the front of the page was almost the same, the back had some, "Good Old Days" information.

Inside this issue:

Page 1

- Waldo?
- Prices
- Good Old Days

Page 2:

- In Your Bag?
- Important Dates
- Engine Fires!

Page 3

- CAP
- Look Before Leaping

Page 4

- \$100 Hamburgers
- McGuire

Page 5

- Poem
- Rules & Regs

Page 6

- Frost

Page 7

- Spotlight
- Takeoffs
- Of Special Note
- Scully
- Chocks-Missing

Speaking of sharing a story about a flight, here is one involving a trip to Lancaster Airport (KLNS). Art Martone and I recently flew out to Lancaster Airport for lunch. The choice of this location was based upon the recollection of a great meal that was enjoyed a few years ago.

To spare you the details, just check out the menu are note the price at the top! Initially, I thought this was the price for only appetizers but it is for everything on the menu. Bon appetit :-)



Many years ago, 60 Minutes did a piece on the Israeli Air Force and part of the segment dealt with how they modified their American built fighter jets. One change was the installation of a rearview mirror. The unit was actually taken from an automobile then attached in the cockpit. This allowed the pilot to look up and back for enemy aircraft, an area that was obscured without this aid.

While flying a 152, 172 or the Archer, I was never concerned about an enemy approaching from the rear. But I was sometimes frustrated by not being able to peer over my shoulder or down towards the wheels without wiggling a bit or unlatching the seatbelt. An ah-ha moment occurred when the Israeli solution was recalled so I rummaged around and found an old compact mirror that my wife no longer was using. This little tool was thrown into the flight bag and has come into play a number of times.

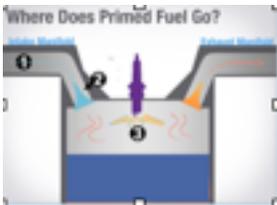
While looking over my shoulder or down at a wheel using the mirror has occurred, it was also handy when I accidentally dropped small objects that had rolled under the seat. It also helped when I had a hard time trying to find the electrical plug located at the top of the front strut while trying to attach the extension cord in the winter, etc. etc etc.

So the next time you come across an unused small mirror, you might consider throwing it into your flight bag and give it a try.

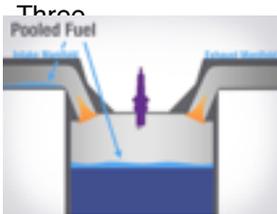
Engine Fire by Parvez Dara ATP, CFII, MEI, AGI

"I read the news today, Oh Boy!" - Beatles It was sobering indeed. The fire, a real one, flames n' all burnt through the plastic and wires and charred the firewall forward. Un-baffled the baffles, melted the plastic and rubber and inflamed the metal casings. When all was said and done, the carbon emblazoned the remains; from the spinner to the firewall. Miraculously no one was hurt. Indeed the pilot was there to view the damage after the fire was extinguished and some firefighters were surveying the scene. It was bad for the pilot and all the pilots viewing the scene.

And they wondered, "could it happen to me?" Yes it could! Ground engine fire in a reciprocating engine is usually a function of too much fuel. They call that "**over-priming**," for a reason. Some basics to consider first. The chemistry of the ignited or combusted fuel goes something like this: $CH_4 + 2O_2 = 2H_2O + CO_2 + 1013 \text{ of Btu/cuft of energy}$. As is well known in the aviation circles the concept goes like this..."Suck, Squeeze, Bang and Blow!"



Right then, now imagine the fuel coming in, into the cylinder from the intake valve. There it is ignited, combusts and expands and the piston pushes the byproduct of hot air out of the outflow valve. This cycle, continues as long as fuel enters, the ignition throws the flame and the piston continues to pump.

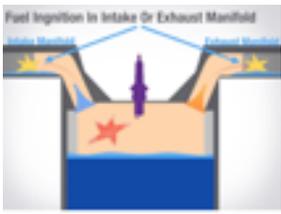


So now let us take on the factor of an impatient pilot who tries to start the engine, you know something like "kick the tire and light the fire" category and cant seem to get it going. Hmm, he wonders maybe I need to put more gas into "it." "It" being the engine. He cranks it again and after a few turns nothing. possibilities occur;

1. The Starter burns out from cranking and a lot of expense is laid upon that haste. The Insurance company gets a call.
2. The engine floods and the smell of gasoline is in the air that the pilot can smell and groan about.

Important Dates In Aviation for October

- October 1, 1969: The Concorde makes its first supersonic flight.
- 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 9, 1999: The Boeing 767-400ER makes it first flight.
- October 12, 1988: Donald Trump buys the Eastern Airlines Shuttle for \$365 million. The deal includes 17 Boeing 727's.
- October 13, 1955: Pan American World Airways announces orders for 20 Boeing 707's and 25 Douglas DC-8's.
- October 14, 1952: BOAC puts the Comet 1 on its route between London and Singapore.
- October 15, 1939: New York City Municipal Airport opens. It will be renamed LaGuardia Airport in 1947.
- October 16, 1955: The Boeing 367-80 makes its first flight.
- October 18, 1979: The McDonnell Douglas DC-9-80 makes its first flight. This aircraft will later be renamed the MD-80.
- October 23, 1990: United Airlines purchases Pan Am's routes to London Heathrow.
- October 24, 1978: The U.S. airline market is deregulated.
- October 25, 1989: The Airbus A340-300 makes its first flight.
- October 26, 1972: United Airlines decides not to take up options on six Concordes.
- October 27, 1958: Pan American World Airways flies the Boeing 707-120 on its route from New York to Paris.
- October 28, 1972: The Airbus A300B1 makes its first flight.



3. A certain amount of air and the igniting spark follows its way back into the intake side of the cylinder and “kaboom!” And the insurance company gets a call again.

Ignoring the starter issue for a later date, let us go knee deep into the “flooded engine” category first. What is a flooded engine?

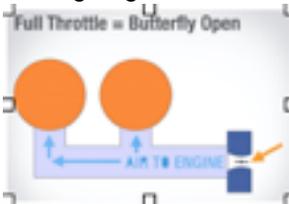
Actually stepping back a bit, one finds that there is an optimal Air-Fuel_Ratio or AFR. That ratio is normally 14.71:1. The ratio is derived mathematically based on the amount of oxygen in the air and the combustible carbon in the octane fuel. Needless to say, I do not want to put myself to sleep either.

So if the 1 in that equation increases, the ratio is compromised. The excess fuel will not burn. Yet if the flooded intake before the valve gets a hold of some air flooding its way back out of the chamber and the spark travels with it, there will be cascade of flames (a serious metal melting fire) headed that way. The heat, flames and all the rest of the unrequited love of conflagration will spread and engulf the engine. Here it is important to recognize that the outflow valve forward the engine is encased in fireproofing because of hot gases as they escape the cylinder, but the inflow side is not fireproofed, since colder fuel travels through it. So expecting the inflow to work as an outflow conduit leads to some bad results; as in charred remains.

Okay, so how do we prevent such an unfortunate series of events from happening?

4. USE THE CHECKLIST - Obvious at it might sound, the engineers have figured it out all by their lonesomes what to do and what not to do. PRIME as needed for a cold engine, but finding a recalcitrant engine, do not keep priming. Give the engine a chance and the starter a little rest in-between.

5. Flooded engine: This presents with two signs: the smell of gasoline in the outside air and in the cockpit and sometimes a dead starter for the trigger happy pilot. (Imagine that in Leadville Colorado with a density altitude of 11,000 feet a compromised AFR and a burnt starter - you get the point). The answer is simple...Give yourself a tea break, not a coffee one and add a muffin to that. Come back after a few minutes and then starve the fuel (Mixture to idle-cutoff and Throttle to the firewall) and enriched the air to flow back into the chamber. This usually works wonders. While we are at it, let me remind you about a hot engine while I am at it: The simplest thing to remember is as the engine is hot the fuel in the inflow chambers might be vaporized, so a short burst of fuel via the electric fuel pump to rid of the vapors and then use the mechanism outlined in the checklist for a hot start. Simple enough right?



Clearly, a normal engine start that we all experience most of the time is the way to go and if you were to look back into the reasons how that happened; you used the checklist properly and that will continue, but if it doesn't, you now have some experience to remember along the way.

Safe Flying to All.



Civil Air Patrol

At the September 17 MAFC meeting, Colonel Steve Tracy, New Jersey Wing Commander, was a guest speaker. Colonel Tracy's presentation covered the history of the Civil Air Patrol and how it has evolved into a national civil and governmental asset.

Colonel Tracy will be contributing a summary article to the MAFC newsletter in the near future in which he will detail the CAP program. In the interim, if you wish to acquire information on the Civil Air Patrol, you can visit their web site found at www.njwg.cap.gov



Look Before You Leap by Charles Burke



As we go through the preflight check list, it is easy to miss something very basic that can literally have you going nowhere fast. As you circle the aircraft, make absolutely sure that all of the chocks have been removed and that the ropes have been untied. These seemingly obvious steps can be missed especially if you are chatting with a passenger while performing the inspection. If you fail to remove the tail tie-down, you will be in for a very short ride when you attempt to perform the dynamic brake test. If you fail to remove a chock or tie-down rope, the aircraft will start to rotate in a circle. This can lead to not only damaging the wing but possibly cause a serious accident if there is someone standing off to the side. Bottom line, look before you leap.

PS: I have witnessed all of these things happen!

The first is the **Flying Machine Café** (www.flyingmachinecafe.com) at Chester County Airport (KMQS) near Coatesville PA. The airport is about 80 nm from Lakewood Airport – slightly less than an hour flight. The restaurant is attached to the Signature Flight Support FBO with a great view of the aircraft parking ramp and runway – convenient for grading takeoffs and landings.

The MQS airport is about 15 miles west of Philadelphia. A straight line course from N12 takes you through the northern parts of PHL’s Class B airspace. With a little deviation to the north you can fly under portions of the Class B, or a little more diversion will keep you completely clear. If you choose to fly out that way midday on a Saturday it’s likely that Philadelphia Approach will accommodate you with a clearance through the airspace. If you can file IFR, it might be a good opportunity to exercise the ATC system, let them keep you legal and maybe fly a GPS approach. Bonus – the airport landing fee is waived if you patronize the restaurant.



The menu is typical casual dining fare moderately priced. Food is probably 3 ½ stars, but the café’s atmosphere with quality photos of warbirds and other aircraft, and many models “flying” around the restaurant rates five stars.

Another destination with a superb menu is **The Airport Café** (theairportcafe.com) at the **Montgomery County Airpark, Gaithersburg MD (KGAI)**, providing great food and the challenge(?) of dealing with the Washington Special Flight Rules Area (SFRA). As the FAA SFRA instructions state, “the rules may sound intimidating, they are not difficult.” What the instructions do not state is that the Airport Café crabcakes are the absolute best this pilot has ever tasted. They’re amazing - no bread, fresh crab, and a secret pureed shrimp binder. The café serves breakfast and lunch in a simple dining room attached to the FBO, and an outside patio that has great views of the runway and taxiway. The airport is quite busy, particularly on weekends, so there will be a variety of airplanes to see.

The Gaithersburg airport is about 150 nm from N12, so it will be about 1.5 hour flight. The Washington SFRA is generally the airspace within 60 nm of the DCA VOR. There is an FAA course, found on faasafety.com, which must be completed before going into that airspace. The course is not difficult, and you get to print a certificate (which must be carried by the pilot on a SFRA flight). Basically, the procedures require a pilot to file a flight plan which will include a designated entry point and



ETA for the point. A discrete transponder code will be assigned and must be maintained until touchdown. If you’re able to file IFR the process is simpler – file to GAI, fly the cleared route and let ATC keep you out of trouble. Just as it’s best to have company for the hamburger, in the case of the SFRA, it’s a good idea to have another pilot to help with navigating and communicating.

McGuire Fly-In

While September started out as being way below normal for rainfall, Sunday the 18th just happened to be an exception to the rule. This wrinkle in the WX resulted in the cancellation of the McGuire Fly-in. However, those wishing to still attend the educational training session and the tour were able to Drive-in and take advantage of the great opportunity. According to Mike Maino, the local coordinator for this event, plans for another event are being worked out with his contacts at McGuire. As soon as this information is available, it will be passed along to you.



*Written by A. "Scotty" Laughlan (Deceased April 25, 1980) 3rd Air Transport Sq. (M) 1137th AAFBU, Sookerating, India
Air Transport Command-India China Division, 20th AF*

Ode to a CFI

The golden sun is setting
In the ocean far out west
As I drag my weary body
To my lonely room to rest.

As I lay there dreaming
Of the strife I've had this day
My hazy mind keeps asking
Why does my hair turn gray?

Could it be I'm growing old
From obvious lack of play
Or can it be this job of mine
That makes my locks so gray?

You see I've been quite busy
Just teaching boys to fly
And there are times, believe you me,
When by God I almost cry."

You sweat and slave for days on end
To get them set to go . . .
And then a voice within you cries
No, no, not yet, no, no.

And then that fateful day arrives
That day you start to groan
That day you climb out and say
OK, my boy, she's yours alone.

And there he sits all by himself
You can hear the silence crack
As his fearful pleading eyes just stare
At your humped departing back.

He hesitates a moment,
It seems a year to him.
Before you turn around and wave
And say, "OK, get going, Jim."

And then you see him smile,
A smile that warms your heart,
He gives the ship a gun or two
And turns around to start.

He shoves the throttle forward
You hear the motor roar
You see her spreading down the field
And soon you see him soar/

He lifts her wheels, she's in the air
At last, he's under way . . .
And as he thunders off alone
He doesn't hear you pray.

And in a few short moments
By God, it seems a year!
He's heading down the last approach
Oh Lord! At last! It's here!

You stand alone, all by yourself
Your grief alone to bear
You cannot breathe, you cannot think
With fingers crossed you stare.

He's leveling off too high, you cry!
No, no, by God! Just right
The tail' too high, the nose too low!
That's it! Now hold tight

And then at last it's over
He's rolling on the ground
A perfect three-point landing
A new war bird's been found.

You pause to light a cigarette
And mop your sweaty brow
And do you think we're happy?
Yes sir, by George, and how!

You slave for weeks to get them right
You shout, you laugh, you scream,
And yes, that's right, you feel
It's all a crazy dream.

Then all at once they see the light
It's no longer just a dream
They fly like birds, they do it right ---
At last they're on the beam.

And then at last they leave us
To go on and win the war
Do you think that after that we rest?
Hell no! Here comes some more!

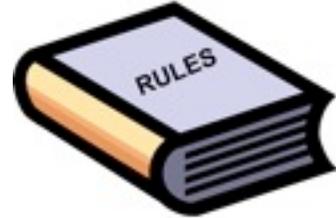
MAFC Rules and Regulations Part 2

3. Required Payments

1. Each member is required to either pay monthly dues. Dues must be received prior to the first of the month or the member will be considered delinquent and subject to a fine as outlined in Section 8.

2. INITIATION FEE: Each new member will be charged a nonrefundable initiation fee. The amount of the initiation fee will be listed on the member application form. Members who leave the Club and decide to rejoin later on will be required to pay the current initiation fee.

3. **PAY AS YOU GO:** In no case will the Club lend money to members or permit deferred payment. Dues must be paid in advance; i.e., dues for the month of June must be paid before the 1st of June. Flying fees and other charges must be paid in advance (via "block time") or immediately as they are incurred. It is a good idea to keep at least one month's dues in your account. You are not allowed to owe the Club money and there is a fine for a delinquent account. See section 8. If a member's balance exceeds \$100, the member will receive a letter and/or email requesting immediate payment. If no payment and/or response is received within 14 days, the member will be considered for termination.



4. **PREPAYMENT ACCOUNTS:** Members may deposit money with the Club to cover future charges. If the balance is sufficient to cover the monthly dues, the member need not take action; the dues will be automatically levied against the account each month. Flying fees maybe charged against the balance when checking the plane back in. Members may prepay any amount at any time either by check or credit card. If a member has a positive cash balance in their account and the member has been inactive for at least two consecutive years, then the member's account balance will be forfeited and placed into the MAFC general fund. A member's balance is considered a liability on the Club's financial books. The Club does not want to maintain long-term liabilities with no end date.

Spotlight on: Neil Linzmayer

As far back as I can remember, I've been fascinated with all forms of flying. Most likely this was sparked when my father flew commercially and I tagged along to drop him off at various airports. One of them being the Red Bank Airport, which no longer exists. Interest also extended into building countless plastic and balsa wood model airplanes as well as RC and U controlled airplanes.

My first experiences as a pilot centered around Morristown Airport (MMU) at Certified Pilot Center while in high school. To pay for my addiction to flying I worked at Certified Pilot Center as a flight dispatcher and next door FBO, Aero Services fueling and washing planes.



I was really inspired by my primary flight instructor, John Ryan, a Vietnam veteran Navy F4 Phantom pilot. John was not only the best instructor ever, but also someone that donated a good part of his life inspiring young people, as well as adults, to explore aviation.

Most of my primary training was done in Cessna 152s, 172s and Piper Arrows. In addition to these aircraft, I have also flown J-3 Cub, CAP 10 (for aerobatic training), Piper Warriors, Ercoupe, T-34A, and the Vision Eclipse Hang Glider.

Currently, I hold Private/Commercial, Instrument rated (not current), tail dragger endorsement and a Hang Gliding Hang 3 rating.

On a personal note, I hold a BA in Computer Science from Fairleigh Dickinson University and worked for various firms in the IT departments. My current employer is Johnson & Johnson located in Raritan, NJ. My beautiful wife and I live in Allentown NJ where we raised two children, a daughter Robin now attending Washington University in St. Louis MO, and our son Neil attending the University of Vermont in Burlington. I'm now looking forward to being involved with the club and getting to know the various club members and hopefully get a chance to share some new flying adventures with them.

First frost... by Matt D'Angelo

Fall is here and dew points are dropping! Soon, we'll see that all-too familiar sign that winter is just around the corner...early morning frost.

Frost on airplanes creates drag, adds weight and potentially changes the shape of aerodynamic surfaces. This results in a dramatic decrease in performance. For these reasons, pilots must remove all frost prior to flight. This is a fall and winter preflight ritual in the northeast.

Solar power is the simplest way to remove frost. Simply reposition the aircraft to line up with the sun and give it some time. Make sure to use chocks after repositioning, so the airplane stays put!

MAFC also has non-toxic RV antifreeze and a spray bottle to help remove frost. The process is quite simple. Spray the antifreeze onto all surfaces (except for windows) and wait a few minutes. This will melt the frost and turn it into slush or melt it completely. Remove the slush or liquid with the Sno-Brüms (snow brushes which don't scratch paint) by pulling or pushing away from control surface hinges. By doing this, slush or liquid doesn't get into the control surfaces and potentially refreeze prior to, or during, flight. Any over-sprayed antifreeze which ends up on the windows should be removed immediately, using WypAlls or similar non-scratching window cloths. Avoid using the Sno-Brüms or anything else (ice scrapers, gloves, heat) on the windows. They can scratch very easily.

Prior to boarding, give the airplane a visual and bare-hand test, checking carefully for any frost which may have been missed. Make sure all slush and liquid has been removed so there is no chance of refreezing. As always, check the pitot tube and static ports carefully.

While this article focuses primarily on frost, please also take a moment to review the MAFC rules and regulations regarding cold weather operations and preheats. Here is a summary of the current rules:

- During cold weather, when aircraft engine components are at 25 degrees F (-4 degrees C), proper cold weather techniques, to include external preheat, are mandatory. If you are not sure of the proper technique, ask an instructor.
- When the ambient temperature is at or below +10 degrees F (-13 degrees C), the airplane SHALL NOT be started until such time as the ambient temperature rises above the temperature previously noted.
- At the pilot's expense, movement of the airplane to a heated facility to expedite the warming process is acceptable.

Proper frost removal, along with a preheat, will set you up for a safe, fun fall or winter flight!

Takeoffs are Optional, Landings are Mandatory



Scully-The Movie

Several members have seen this movie and all gave it thumbs-up!



Of Special Note!

Cyrus Seervain receives a plaque from Tom Fliieger for his first solo flight done in Cessna 152 N66977 on May 23 2016



Rub & Scrub

Mark your calendar! We have a rub & scrub scheduled for Saturday October 15!



Gone Missing

The chocks that were stored in the office have vanished. If anyone knows what happen to them would you please help to retrieve the set.

