

Club Meetings

Board Of Trustees:
9/1/16- 7:00 PM
Club House

General Meeting:
9/17/16 9:00 AM
N12 CAP Building



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

Fly Safe, Have Fun & Keep Learning! **Aviation Tips for Pilots and Pilots-in-Training** by Matt D'Angelo

Please go around... Part 2

Last month, the importance of "going around" was discussed. In this issue, we have part 2.

So, what is the procedure for a go-around? Consult the current Pilot's Operating Handbook (POH) for your specific aircraft, but for ALL aircraft, the first step is to DECIDE to go-around and stick with that decision!

Always remember your priorities...Aviate, Navigate, Communicate - in *that* order! Too many pilots drop the plane to fly the mic, especially on go-arounds. There is no reason a radio call should be made prior to adding power, pitching appropriately, using lots of right rudder and configuring the plane properly for a go-around. Once you're ahead of the plane, clear of all obstacles, maintaining extended runway centerline with no drift and pitched and configured properly with lots of right rudder, then go ahead and make the radio call, but never put communicating before flying the plane!

On downwind, always have the go-around top-of-mind. You should be setting up for a go-around, then only land if you are stabilized and everything looks, feels and sounds right all the way to the runway. If, and only if, that's the case, the landing is a reward for your flying a stabilized approach!

Practice with a flight instructor along with a periodic review of the FAA's 'Airplane Flying Handbook' and Wolfgang Langewiesche's 'Stick and Rudder' is always helpful!

Remember, a go-around is never a failure, but continuing an unstabilized approach to a landing is. The approach makes the landing. If the approach isn't stabilized, why not enjoy a few more minutes of flying and get it right?

Fly safe, have fun & keep learning!



Inside this issue:

- Page 1**
Fly Safe (part 2)
EAA
- Page 2:**
Revived by model!
State Police
- Page 3**
McGuire Fly-in
Rules & Regs
- Page 4**
Warm WX
- Page 5**
Spotlight On
- Page 6**
Important Dates
Air Victory Museum
Takeoffs are Optional...

EAA – The Spirit of Aviation

The Experimental Aircraft Association (EAA) is an international aviation membership association based in Oshkosh, Wisconsin, with more than 190,000 members in 100-plus countries. EAA's mission is simple: to grow participation in aviation by sharing The Spirit of Aviation. Founded by Paul Poberezny in 1953, EAA brings together people who enjoy recreational aviation in all its forms, whether it's building aircraft, restoring them, flying or simply being part of the flight community.

EAA has many programs to get involved in aviation, including: EAA's chapter network includes more than 900 local grassroots organizations that support and promote flying in their hometowns; EAA Young Eagles and Eagle Flights programs allows EAA members to share their passion for flying with young people and adults; SportAir Workshops throughout the country give people the skills and knowledge to build or restore aircraft; and national air tours bring such iconic airplanes as the B-17 Flying Fortress and Ford Tri-Motor to cities large and small to share flying history.

Perhaps the best-known EAA activity is its annual convention, EAA AirVenture Oshkosh, which brings 500,000 people and 10,000 airplanes to Oshkosh every July. This gathering includes everything that flies, from the smallest ultralight to the largest military transports, and also hosts more than 1,000 forums and 800 exhibitors. Also in Oshkosh is the EAA AirVenture Museum, which showcases more than 100 airplanes that tell the story of personal flight.

EAA's annual membership is just \$40 and opens a world of aviation possibilities. More information is available at www.EAA.org.

(Ripped From the Front Page of The Tattler Magazine-- A marginally true story!) **Art Martone Crashes 5 Times and is Later Revived By A Former Playboy Centerfold Model!!** by Charles Burke

On July 21 Art and I decided to fly up to Blairstown (1N7) for lunch plus take in the great view of New Jersey's Highland region that is enjoyed along the way. It was a very good flight with almost no thermals but there was a bit of a haze that dampened the spectacular view. After landing and shutting down N4287Q, we walked over the the restaurant and found a small booth.



An exceptionally attractive young lady came over and took our order then vanished back into the kitchen area. Art was eager to share a story about how he, and several WW II aviators, had been honored at a ceremony out in Ohio. He went on to note that after the ceremony, the group was driven to a flight simulator which replicated the aircraft designed and built by the Wright brothers. Art decided to give it a try but after five crashes, he decided to call it quits. A major part of the problem was the aircraft simulator lacked any airspeed indicator nor

was there any engine speed control, it ran full throttle! Since there was no sensory feedback on speed, judging the control actions was extremely difficult.

By this time the waitress had returned and picks up some of the story especially the part about the crashes. She then begins to profusely thank Art for his service to the nation. The waitress really gets rolling explaining how grateful she and the nation are to the men and woman who were, or still are, in uniform. At this point in time, she wraps her arms around Art's head pulling it into her well endowed chest and starts to plant multiple kisses on his cranium! When she finally release him and goes back to get the check Art, in all of his skill, talent and wisdom says, "We have to come here more often". No truer words were ever spoken :-)

NJ State Police Helicopters Fly in to N12 by Karen Barbagelata

Sgt. Adam Wrede spoke briefly on the structure and purpose of the State Police Aviation Unit at our August 20 membership meeting. He explained there are currently 3 bases in New Jersey, the NorthStar Medivac unit, the South Unit located in Hammonton and the Central Unit located in Trenton. The Central Unit is flying the coast supporting the Marine Services Unit with shore patrols and security details. For the coastal patrol, they frequently assist in locating boaters that are missing or in distress. Their vantage point in the air allows them to scan larger areas and see into places where weeds or other visual obstructions exist for surface craft. This is especially important when the party in distress only provides poor or marginal information on their location, such as, "I'm in the Bay," or "I'm in the middle of the weeds."



Just recently the NJSP Aviation Unit participated in the search for the missing swimmer found off shore August 19. Sgt. Wrede mentioned that when he became involved with the NJSP Aviation Unit he was shocked to learn how many drownings there are in our area; there is approximately one a week during the summer season. He discussed how most drownings are walk-ins; not falls from a boat or land based structure. He said most of them are weak swimmers entering the water after the life guards are off duty. He also said "I've never had to rescue anyone wearing a PFD," (Personal Floation Device aka a life jacket), reminding us of their importance and that especially for weak or tired swimmers, this can make the difference.

Sgt. Wrede when on to tell us the State fleet has five Agusta Westland AW-139 Helicopters and three smaller, Bell helicopters. They routinely patrol for surveillance out of Trenton for outside agencies as well as the State Police. The unit has 32 pilots. To become a member of the NJSP Aviation Unit you must first be accepted into the NJ State Police and graduate from the State Police Academy just like every other NJ State Trooper. Once admitted to the ranks of the NJSP as a Trooper, you are required to serve a minimum of 18 months of normal duty and then you may request assignment to the Aviation unit or other specialty branch of the NJSP. For the Aviation unit, it is required that you have prior aviation experience, at least a private pilot's license, in either fixed wing or rotorcraft. Naturally, the more experience you have the better your chances of being selected. Most Aviation Unit members have 5-6 years on the road, which allows them to know very well how they can assist those on the ground. Initially all new pilots are trained in the smaller Bell helicopters, after 4-5 years in the unit, you may be sent to Agusta training at the facility coincidentally in Whippany, NJ. It's two weeks in the classroom, two weeks in a simulator before you get to fly the new Agusta. Once a year there's a recurrent training program; keeping it fresh is key for safety.

The Agusta operates with 2 pilots on all but ferry operations; 90% of the time the Bell ships also have 2 pilots. The second pilot assists as a tactical officer. They use the larger Agusta helicopters for search and rescue, as it faster, has hoist capability and can carry a greater load.

The NJSP Aviation Unit also performs other sometimes very interesting duty, such as assisting the Secret Service. When the President is in town, they fly with a secret service agent in the helicopter and fly in advance of Air Force 1.

At the end of the presentation Sgt. Wrede answered questions from the members. Some of the questions prompted these responses:

Rescue calls are 2-3 a month where a hoist is possible. They do many searches, including for those eluding police or dementia wanderings.

They do fly the Governor; if it's state business it's covered by the state, (taxpayers like us). If they do take the Governor they only fly in NJ or as far as NYC. The Governor has used the Aviation Unit and the RNC has reimbursed the unit for trips made on their behalf.

When the unit is on Medivac duty a nurse and a medic travel with them. The nurse is also used to allow hospital to hospital transfers. Doctors can only transfer one level down, thus a nurse is required.

The Agustas have a fuel capacity 3000 lbs but are usually loaded with 1500-1800 lbs. to allow for passengers and equipment. They burn 1000 lbs an hour at 140 knots and from the three bases can cover most location in NJ with in roughly 20 minutes.

They have searched for folks that didn't close a flight plan, usually due to crashes rather than forgetting to close out and going home.

At the end of the briefing, family and club members explored the wonderful aircraft and peppered the pilots with questions. A terrific time was had by all.

McGuire AFB Fly-Ins and Drive-Ins

At the August 20th membership meeting, Mike Maino of the Ocean Air Support Squadron spoke briefly about the JB-MDL Fly-In/Drive-In program. Mike is the General Aviation Liaison, coordinating the participation and security clearance for the events. He informed us that the program is open to anyone 13 years old or older. Anyone wishing to participate will need to provide their driver's license number and date of birth to gain security clearance prior to the deadline for the event (which is a month in advance); for those who are 13 to 16 or do not have a driver's license contact Mike for instructions.



The tours have recently added new features and are hands-on. This is a safety seminar, with active participation. After the safety briefing, there are tours of the tower and other base facilities. Mike did warn us that it is no longer possible to take photos of the tower; cell phones will be left on the floor below for security reasons. Then there's the RAP-COM experience; the radar staff love to speak with General Aviation folks. Ask questions; they are a valuable resource for information. Currently the Fly-Ins are scheduled twice a year in the Spring and early fall.

The Ocean Air Support Squadron is an all volunteer association of people dedicated to aviation, public safety and homeland security. The Squadron's primary mission is flying aerial surveillance missions along the coastline and inland way points of Ocean county, NJ. The Ocean Air Support Squadron conducts *Sunset Patrol* flights between May and September in support of the Ocean County Sheriff's Department, Emergency Services Unit and the United States Coast Guard by monitoring major road and traffic conditions, locating boaters in distress, identifying and tracking pollution sources, and assisting in search and rescue operations. "That Others May Live" is the motto of the search and rescue community. The dedicated volunteers of the Ocean Black Sheep Squadron respond wherever and whenever they are needed; 24 hours a day, 7 days a week 365 days a year.

Tom will send an email with the information. We should take advantage of these valuable opportunities.



MAFC Rules and Regulations Part 1

Our club is governed by a set of Rules and Regulations which contain both the letter and spirit of the club's core values. To be a part of this organization, it is incumbent upon all members to have a working understanding of what this document contains. The full text can be found on the club's web site but to help you get a focused view, a small section will be included in this and subsequent issues. **If you have your own copy, make sure that it contains all of the changes that have been made to date.**

Monmouth Area Flying Club, Inc. Rules and Regulations July 2016

1. Preface: This document contains the annotated rules and regulations of the Monmouth Area Flying Club ("MAFC"), hereafter referred to simply as the "Club". The official rules and regulations are set in ordinary Roman type; explanations and annotations are set in *Italic type*.

2. These rules were adopted on 12 August 1991, superseding the previous "Rules and Regulations" and "Pilot Information Files." Together with the Bylaws, they comprise the definitive rules of the MAFC. Notices of amendments will be posted in the clubhouse or on the MAFC website or sent to members by mail.

2. General

1. All members are required to participate in the upkeep of the Club. This includes periodically washing & waxing the aircraft, cleaning the clubhouse, web site maintenance, sharing in the administrative duties, etcetera. Remember, this is a Club, not an FBO. As a general rule, treat Club equipment at least as carefully as you would treat your own.
2. All MAFC activities shall be conducted in compliance with all applicable government regulations, MAFC insurance policy terms (See Section 6) MAFC bylaws and rules. If you are not sure that an operation can be conducted in compliance with these requirements, that operation should not be attempted.
3. These rules apply to MAFC members, and to all persons using MAFC facilities or participating in MAFC activities. You are personally responsible for complying with these requirements. The Club is not required to remind you or check up on you.
4. The MAFC clubhouse and activities are open to members. Members' accompanied guests are welcome if they don't interfere with Club business.
5. Except as provided by the MAFC bylaws or rules, Club meetings shall be conducted according to Robert's Rules of Order.
6. In case of an emergency, the pilot in command may deviate from these rules to the extent necessary to meet the emergency. In such a case, the pilot shall report the matter to the Board of Trustees ("BOT").
7. The Board of Trustees is empowered to grant waivers of these rules. The provisions most commonly subject to waivers are indicated in this document.
8. Tampering with Club computers is prohibited. Users should not use up disk space without authorization from an officer of the Club.
9. The Club does not provide any flight instruction services, and no person may purchase flight instruction from the Club. Students pay instructors on a person to person basis. Rates are at the discretion of the instructors.
10. The MAFC President selects the date and time of general membership meetings. The details of the next meeting are announced in the monthly mailing and on the MAFC website. Typically, general membership meetings are held on the third Saturday of each month at 9:00 AM.
11. There shall be no smoking in or near MAFC aircraft, or in the clubhouse.
12. If a clubhouse trashcan is full, seal the trash in a sack and take it to the dumpsters by the FBO. Please separate general trash from recyclables. "Be a good tenant at our airport."

Warm Weather Flight by Parvez Dara ATP, CFII, MEI, AGI

We were all at the FBO. The three of us; I was the pilot, with my my two non-pilot college friends. They wanted to go flying and it didn't matter what the weather was. Even after mentioning that it was going to be Instrument conditions, they remain unfazed. "we want to see what it feels like in the clouds in a small aircraft!" is what both grown men chimed simultaneously.

On the other hand there were these beautiful relatively still looking clouds overhead at around 2000 feet with a soft underbelly undulating to the rigors of the Appalachian mountain waves currents. The atmospheric hue was a crisp grey with a bit of a yellowish hue thrown in.



"A bit of a yellowish hue?" My mind raced back many years earlier. I had not quite hit the teens then and there we were the three friends who had promised to remain friends forever, now lost to each other in the sea of human life's tumult. But there in the Raspberry tree bearing white raspberries in the bushels, we sat crushing the juice out of nature one raspberry at a time. Meanwhile, the yellowish hue deepened a bit, the colors intensified and just as smartly the first raindrop fell. We chose to ignore it and soon drenched in a deluge we sought shelter in the nearby friend's home. The rain it poured and poured till the streets couldn't take it anymore and let go of onrushing waves and waves of water turning gardens and lawns into shallow swimming pools.

It was the same color this day! I mentioned the weather issues and the two daredevils wanted nothing to do with that. Their reaction against my weather reading judgment was; "Dont be a Chump!" "Chicken, " then there was the "Chicken wing walk around" and a litany of other disparagements that good friends are wont to do. So I suggested that we go have an early lunch and if the weather truly was not changing, then we could continue with our plans. They agreed as long as I paid for the lunch.

Entering the diner, I felt a raindrop on my head. Soon we were seated and I pulled out my smartphone and checked the weather. There were isolated green and yellow spots of radar images suggesting a few scattered cells in the area and one tiny green one overhead. I checked the k-index ("vertical **temperature lapse rate, moisture content** of the lower atmosphere, and the vertical extent of the moist layer." - Mathematically speaking: $K\text{-INDEX } K = (T_{850} - T_{500}) + Td_{850} - (T_{700} - Td_{700})$) The result was not heartening to me; The K Index was listed at 36. (K values +20 indicate some potential for air mass thunderstorms. K values +40 indicate almost 100% chance for air mass thunderstorms). I quietly ordered my lunch and launched on a long conversation about other things.

No sooner had the waiter brought our food, we heard a distinct crackle of thunder and a bright light. Ah, I thought, the tiny green cell had reached out for help from the devil's worksop. The momentary lapse in the conversation was proceeded with a call for dessert and coffee. But the coffee never came. The water broke and the heavens poured down their heavy weight of moisture into a sheet of blur outside the window. The lights in the dinner flickered and then darkness descended for us so we could see nature's display outside. The torrents continued, the lightening flashes and the constant rumble interspersed with a loud bark from nature's displeasure. We paid out the handwritten bill presented to us and thought about escape strategies from the diner towards our vehicles.

That we didn't fly that day, was good thing. The tiny green blobs predictably had grown over the hour we had sat in the diner and merged together with others to create a "train effect,' that left us helplessly running for our vehicles when we thought the rain was letting down a bit. But it didn't. Not at all!

Some summer days, it just is better sitting in a hanger, a diner or at home and wishing we were flying. That was certainly one of those days.

I often question had I not had the childhood experience, would I have launched in the air given the two major distractions mixed with insinuations of being a wimp? Given the questionable weather forecast of thunderstorm after 8 pm? I cant say. But I am glad, for the experience, to experience another one in complete ground safety.

In these lazy, hazy, crazy days of summer, when humidity is in the 60% or more, your shirt is sticking to your skin and the temperatures are hovering around the high eighties or higher, check the lightning K-Index, it might save your life.

Spotlight on: Tom Basenfelder

My love of flight began when I was very young using a Microsoft Flight sim and F19. This is one of the earliest combat flight sims out there and it ignited a small spark in my love for aviation. But a few years passed before any real training could take place.

This passion for flight slowly grew on its own but once I joined CAP and the Black Sheep that started to fuel my love for flying again. Helping to advance my love for flying were Tom Woods and John Ermack, who had been great mentors in getting me started to fly again.

Actual flight training began only recently in a C172 at ATP flight school training center at KTTN. This program was geared for working towards developing a career in aviation. But the benefits of being a member of this club prompted me to apply for membership.

So far I have logged 5.6 hours of flight time but hope to increase that figure rapidly. The only other flight experience was behind the yoke of a 767 coming back from iraq but that is a funny story to tell at another time.

Right now I live in Barnegat Township and am working on a BS in computer networking and am hoping to use that to become a teacher in a middle or high school. In addition to being a member of the MAFC I am also in the Civil Air Patrol and have received awards for my involvement in that organization.



- September 1, 1966: Boeing announces that production of the 707 is to end.
- September 3, 1970: Air France places an order for six Airbus A300's.
- September 8, 1982: United Airlines puts the Boeing 767-200 in service.
- September 9, 1998: United Parcel Service places an order for 30 Airbus A300-600F's plus 30 options.
- September 13, 1984: Pan Am places an order for 12 A300B4's, 4 A310-200's, 12 A310-300's and 15 A320's.
- September 15, 1956: Aeroflot puts the Tu-104 into service.
- September 18, 1998: Boeing delivers the first 737-600 to Scandinavian Airlines System, (SAS).
- September 22, 1972: The Boeing 727 passes the 1000th sales mark with an order for 14 from Delta Airlines.
- September 23, 1999: The newest Boeing jetliner, the 717-200, is delivered to launch customer AirTran Airways.
- September 24, 1946: Cathay Pacific Airways is founded in Hong Kong.
- September 26, 1967: West Germany and Britain sign a memorandum of understanding, MoU, to develop the A300, a 300 seat wide-body jetliner.
- September 30, 1968: Boeing rolls out the prototype Boeing 747.

Air Victory Museum, South Jersey Regional Airport by Karen Barbagelata

Janis Blackburn, Natalya Afanasyeva and I took a few hours recently to meet the Garden State Chapter of The Ninety-Nines at the SJRA Cafe (KVAY). The Ninety-Nines are an international organization of licensed women pilots from 44 countries and currently have thousands of members throughout the world. While there, we took advantage of the Air Victory Museum and had a informative tour with the docent. The museum houses a collection of service equipment, a library aviation gallery, gift shop, activities for kids and much more.

For those who haven't had their hundred dollar hamburger at SJRA, the Cafe is amazing, with a wide variety of choices and friendly service. Choices included breakfast, sandwiches and salads. Frankly, the peach cobbler looked amazing, and there were many other homemade items. Sadly, I was too full to try that cobbler, so I'm going to have to go back!

The Air Victory Museum was wonderful. Our docent, Fred, an Air Force veteran, gave us a personal and informative tour, and unlike many air museums you could touch and actually sit in some of the aircraft. Their F-4A Phantom II is one of the 45 of its type ever built, and their Tomcat was one of the first in active service, and is a Viet Nam vet. Please take advantage of this valuable resource; it's a true jewel, open most days and a short flight (or drive) from the Lakewood. Admission is \$4 for adults, \$3 for seniors and \$2 for children. If you'd like to support the museum, which is run completely on donations, you can get yearly memberships for \$25 and up. Call them at (609) 267-4488 or use their website at www.airvictorymuseum.com for more information.



Takeoffs are Optional, Landings are Mandatory



Of Special Note!

John Pereira, Tom Griffin and Dennis Smith all completed their G1000 checkouts, Matt D'Angelo Instructor

