MAFC

July 2017 Issue

Monmouth Area Flying Club

Editorial Staff: Charles Burke, Dave Pathe, Karen Barbagelata

Club Meetings

Board Of Trustees: - 7:00 PM 7/6/17 Club House

General Meeting: 9:00 AM 7/15/17 N12 CAP Building

Inside this issue:

What is in My Flight Bag by Charles Burke

ASA IFR Tri-Fold Kneeboard

It is surprising that more pilots do not have a knee board especially those who are in training. The planes in our fleet offer virtually no surface to work off of so you need a clip board which leaves a great deal to be desired. The hard surface is perfect to write on and, if it has a clip, it can hold loose papers in place. But trying to balance it on your lap is a lose-lose no matter how you measure it.

Up until the advent of iPad type devices, there was a wide range of knee boards available ranging from about $20 and up. They almost all had a mini clipboard in the center to secure papers plus a comfortable elastic strap that raps around your leg to hold it in position. My kneeboard also has pockets on either side that allow for other items to be stored such as sectional charts, pens/pencils and even an old fashioned E6B circular calculators. While wearing the knee board, the two side panels hang down on each side of your leg making it super simple to find and retrieve stored items.

Today, there still are a wide variety of knee boards on the market but the vast majority are designed to hold an iPad type device. If this is what you use, they start around $35, have a way to secure the tablet to the top and have an elastic strap for securing it to your leg. But if you are just looking for a way to secure a note pad, these are still available but a little harder to find. A search of the internet turned up a few and one can be found at PilotMall.com https://www.pilotmall.com/product/ASA-IFR-Tri-Fold-Kneeboard/kneeboards for $32.

So, if you are looking for a solution to the problem of having a place to jot down transponder codes, radio frequency assignment from ATC, etc. this may be just what you are looking for and it easily stores in your ever expanding flight bag.

Spotlight on: Jon Jervert

My interest in flying started with a flight over New York City with a friend of the family in a J3 Cub from Teterboro when I was 10; the year was 1955. Although I washed airplanes for lessons at Linden I did not have the money or time to get my license in HS; saving for and then paying for collage consumed my time and resources.

Born in Brooklyn NY, I attended PS 15 in Jersey City and Abraham Clark HS in Roselle. Undergraduate studies at Newark College of Engineering were initially in chemistry however family responsibilities required me to get full time work after completing the freshman year. The rest of my college educating was attending night school during which time I switched from chemistry to electrical engineering receiving a BSEE in 1972. During this time I worked at Colgate Palmolive Research and Development and got married. I continued graduate work in computer science at night while working for the DOD and Boeing.

Continued below

After Boeing I returned to NJ working at Bellcore, Edwards and Kelsey, finishing my career as a consultant overseeing the design and installation of in building first responder radio systems at the Bank of America Building and World Trade One. During my working life I enjoyed traveling worldwide: Europe, Asia, Japan, and Latin America.

After receiving my BSEE in '72 I worked at Fort Monmouth and joined the Fort Monmouth Flying Club, the precursor to the Monmouth Area flying Club, and completed the requirements for a private license. In '78 I moved to Seattle to work at Boeing Computer Services and flew at Kurtzer Flying Service, based at Lake Union, and got a sea plane rating with Alana Kurtzer, a flying legend in Seattle, in '80. Kurtzer started the Service in '28. A history of Kurtzer's flying Service can be found at:

http://web6.seattle.gov/DPD/HistoricalSite/QueryResult.aspx?ID=2147012416.

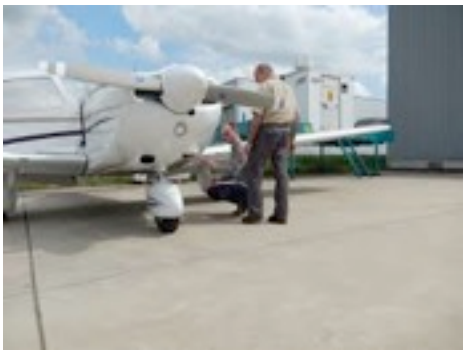
In '80 I joined the Boeing Flying Club flying out of Renton (KRNT} and Bellevue Airport (Closed in '83). Boeing Computer Services was located on the Airport property, really convenient. I moved back to NJ in 1985. From '85 to 2016 working: putting 2 kids through college and so forth halted any flying until a few years after retiring. In December of '15 I joined the Monmouth Area Flying Club.

I have flown C-150s, C-152s, C-172s, Taylor Craft on floats, C-180 on Floats, and a PA 28 180.

The flight to Central Jersey (47N) with Charlie Burke turned out to be a trip down memory lane. I did not realize that it used to be Kupper Airport. The Airport where I took lessons prior to 1972. It was not as fancy then and I did not recognize it. If memory serves me, I was a member of the NJ Aero Club then based at Kupper.

The Monmouth Area Flying Club is everything it is cracked up (no pun intended) to be; a friendly group of pilots, of all ages and ratings, committed to advancing and maintaining general aviation. I am glad to be a member.

What are you looking at? A pre-flight checkup (Part 5) by Dan Coles



Okay, you now have the list in your hand, and have checked for fluids on the ground. Now you are ready to go methodically through the check list. This is a time where you don't want to be distracted by anyone. But what exactly are you looking for as you go down the list? For example looking over the prop you might see a nick in it. How big is too big? If you are not sure ask a mechanic to take a look at it. Is the spinner in good shape? Are there any cracks in it? We have had our share of cracked spinners. One of them is mounted to the railing at the clubhouse. A spinner coming off in flight could come back through the wind shield. That could dampen the mood for the rest of the flight.

If it rained after the last flight pay extra attention to the fuel samples you take for water. Do you see any blue fuel stains around the aircraft indicating a fuel leak? When you are checking the sides of the plane are there any wrinkles in the skin to indicate a hard landing and possible structural damage? Are there any cracks or dents in the sheet metal skin? Is the paint around the rivets intact? Missing paint a black circle around it and a dark streak going rearward, the so called "smoking rivet", is evidence of a loose rivet. This should be brought to the attention of a mechanic. I make it a practice to give a small tug on the exhaust stack to make sure it is firmly attached. Use caution doing this if the aircraft just landed as it may be hot. A damaged exhaust system can let hot exhaust gas escape under the cowling in areas where it can cause damage.

When checking the flight controls do they feel firmly attached or is there excessive play in it? Look carefully at the attaching hardware for tightness. Worn, under inflated or flat spotted tires should be obvious. An under inflated tire while taxiing can overheat the side wall of the tire leading to the degradation of the rubber compound. This can cause the tire to fail, and usually at the most inopportune time. An under inflated tire can also flex enough to cause damage to the tube. We have had a lot of flat tires where the tire was in perfect shape and the only thing damaged was the tube. When checking the tires, take the time to roll the aircraft back to fully inspect the tires for severe wear. Aircraft with wheel pants can easily hide a damaged tire so take the time to insure that the tires are in good condition. A tire with a flat spot worn down to the cord should immediately be reported to the maintenance personnel in the club. Also, while you are looking at the tires, check to see if the landing gear struts are properly inflated as stated on the check list.

We have covered some of the areas normally looked at when we preflight an aircraft. No preflight can duplicate the thoroughness of an annual inspection, however performing a thorough preflight will give you piece of mind as you fly. Fly safe!

Simulator Testing: Weather Information in the Cockpit by Dave Pathe

On June 7th I had the opportunity to be one of 16 pilots to fly two simulator scenarios at the ACY Hughes FAA Technical Center for evaluating products which display weather in the cockpits (WITC) of GA aircraft. This testing, run by Kim Mortensen of Hi-Tech Systems in conjunction with the FAA and Western Michigan U was not only a great learning experience and challenge, but also a lot of fun since you get to fly RedBird and Micro-Jet simulators. Did I mention you get paid for having all this fun? If you have a PPL, you too can sign up and make a (very) small fortune in Atlantic City!

The purpose of the testing was part of a larger effort to better understand GA pilot performance and decision making leading to improvements in safety. Each participant's knowledge of weather was tested and performance in the sim's was video'd and measured. I had to answer 15 weather questions used on the FAA's PPL test, which quickly reminded me of how much I had forgotten in the last 17 years. After every question you are asked how confident you were of the answer, which for me was mostly 40-60% (OK, call me an optimist!). Next there was a session on a desktop simulator to practice measuring visibility from the air. Good to learn some techniques and practice them as the visibility decreased from 15 to 3 miles. They are concerned about safety when flying from VMC into MVFR or IMC and I sensed this might be part of the sim scenarios.

My first sim session was in the RedBird, which has full-motion but was configured as a fixed platform. The flight plan and WX info had been sent to the participants a week in advance for review and preparation. There was no special weather information available in the cockpit, just written METAR & TAF, the ASOS's and the view out the window. The flight was in Alaska over a river but between 2 mountain ranges. I was hand-flying VFR at 2000' about 30 nm south of Haines (PAHN) over the Chilkoot Inlet with the goal of flying north up to Skagway (PAGY). As you can see, the terrain increases and the gap narrows considerably as you fly north. As I approached Waypoint 2 near Haines, the visibility began to decrease to about 5 nm or so. It was still acceptable for MVFR flight but there was higher terrain that got dangerously narrow, so I decided against continuing and turned around, even though it was only 10 nm more to PAGY. My thinking was if the visibility got worse, I had only 1 option- climb to 7800' without hitting terrain on the way up. Did you notice under PAGY the sectional has "WX CAM" listed? Hmmm? Might be for a good reason!

Redbird cockpit with G1000

Flight to PAGY thru mountains.

The next sim exercise in the Micro-Jet was more interesting. The flight was from Santa Fe southwest to Albuquerque with weather forecast to be moving in from the west. The sim was setup at 8500' on autopilot and there was an iPad weather map with several buttons across the top which would turn blue when there were weather messages to select. In addition, I had to

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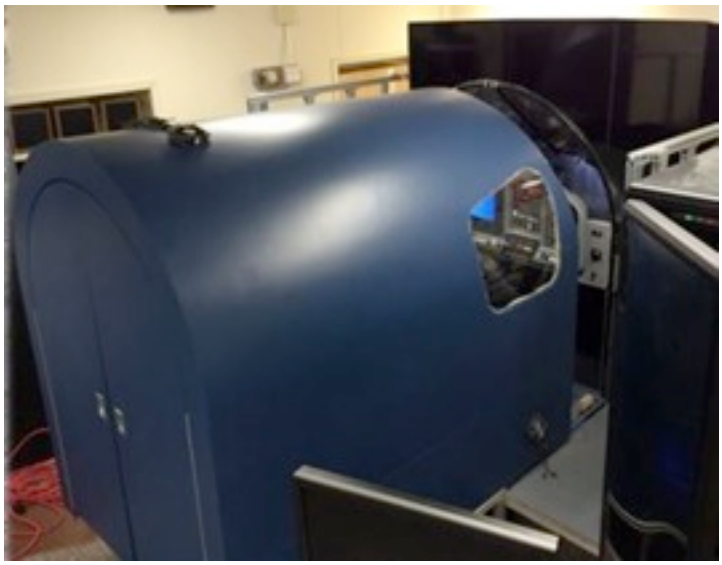
wear a special watch which would vibrate at 3 different levels and alert me to messages of 3 different severities (mild to urgent) on the iPad. The enroute terrain was also an issue, with safe altitude at 11,000'. But it was VFR and a smooth ride, so "What could possibly go wrong?" After a few tedious minutes of sitting and observing, the autopilot tripped sending the plane into a sharp climb which took several minutes to recover and increased my workload. A few minutes later the wristwatch buzzed and I noted some minor wx on the iPad and a non-critical pirep. No change in flight plans. Ten minutes later, I noted the iPad wx had changed to show more rain moving closer to the route of flight. A message with more important wx info was available, but I didn't feel wristwatch vibrations for some reason. Still no reason to change the flight. About 10 minutes later, visibility was still MVFR, but had decreased with some mountain obscurations. I continued but saw that an urgent message was available and the iPad display showed severe wx moving onto KABQ. The message indicated a front arrival with gusts to 50kts and so I made the easy decision to climb and turn around.

KSAF to KABQ

MicroJet Simulator

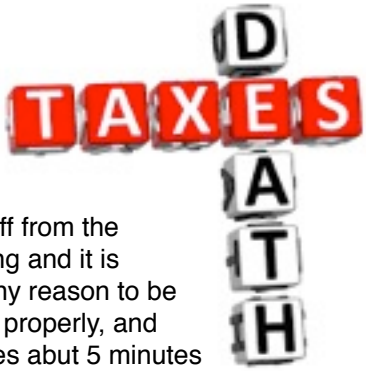


KABQ 201656Z 31009KT 10SM BKN055 BKN075 13/M01 A2998
TAF KABQ 201136Z 2012/2112 VRB05KT P6SM FEW050
FM201700 28011KT P6SM FEW120
FM201900 29011G21 P6SM VCSH SCT060CB BKN100
FM210200 31010KT P6SM BKN110
FM210700 VRB06KT P6SM SCT110

All-in-all, it was a fun half-day of learning, challenges, and sim flights run in a very professional manner by this group. As some of you know, my business is building training simulators for refineries and chemical plants…scenarios involving distractions, increased workload, and troubleshooting false alarms are a key part of training. During debriefings, I was surprised to learn that some pilots never used the wx info available in the cockpit and made some poor decisions. I have a Stratus and iPad so wx, traffic, and other info are part of my scan.

If you'd like to have the opportunity to participate in these tests, email Kim Mortensten (kim.mortensen@hitecsystems.com) and you can be put on the list when pilots are needed. In addition to the 2 GA sims, the facility has multi-million dollar sims for other aircraft such as Boeing 777, Airbus A320, helicopters, and smaller commercial aircraft which are used mainly for testing new products and some training activities. If you have the time and a PPL, I highly recommend you sign up! Did I mention you actually get PAID for having fun flying these sims? Easy decision!

Knots, plugs and oil caps--Oh My!!



Just as with death and taxes, some members continue to: 1. Use the wrong knot on the tie-down ropes 2. Put the cowling plugs in so that the tie string is behind the propeller 3. Over-tighten the oil tube cap to the point where you need pliers or cause the base of the tube to actually break off from the engine. All three items have been covered before in the newsletter yet these issues keep reoccurring and it is costing the club money. So here is a simple solution... the next time you do a check ride, or have any reason to be with one of the CFIs, ask them to see if you are using the proper tie-down knot, putting the plugs in properly, and employing the proper amount of pressure on the oil refill cap. This costs nothing to do and only takes abut 5 minutes to cover all three points. For those who have a problem with the knot, there is a simulated knot tying gizmo bolted to the club's trailer and you can hone your skills there if you so desire. What more can you ask for!!!

$100 Hamburger- Bryse Valley VG18 by Janis Blackburn

We just returned home from a week's vacation in the Shenandoah Valley of Virginia. When I swapped my time share to Bayse, Virginia, I never realized that we were heading to a resort. When we arrived at Bryce Resort and checked in to receive directions to the condo, their map showed an airport. I said, "oh, we could have flown in." The women explained that no it was a little airport.

As we headed toward the condo, we passed the airport and found that the public library and a dog park are all on the same property. Our end unit overlooked the field. I kept an eye out for the owner of the C172 based there but it was never used the week we were there. It was great fun to watch a Piper arrive one afternoon. I never get tired of watching landings.

Bryce Resort is a four season resort offering skiing, snowboarding, and snow tubing in the winter. There was lots of snow making equipment. During the non-snow season they use the ski slope as a mountain bike course. We chose NOT to participate but enjoyed watching the kids and teens take the ski lift and their bikes to the top of the slope and head down the 2+ mile course including jumps. There's a rock climbing wall, swimming pool, euro bungy and summer tubing hill. A zipline begins at the top of the ski lift. On the property is Lake Laura where there are paddleboats, paddleboards, and kayaks for rent. If you're into golf, the resort offers an 18-hole championship golf course. We don't play golf but did take Oreo, our dog, to play a round of mini golf while there.

Within walking distance of the airport/library/dog park you can have lunch at the Copper Kettle. We had dinner there several times during the week and never had a bad meal. Prices range from about $10.00 for their burgers up to about $24.00 for a steak dinner. Both the salmon dinner and the sesame salmon sandwich were great. We had one breakfast there and Harry's eggs were cooked to perfection—he's very fussy about his eggs. Enjoying dinner on the patio, we were entertained by the mountain bikers and listening to the church bells and music at 6 pm.

Sky Bryce airport is on both the Washington and Cincinnati sectionals. Lat/Long: N38 48,957 W78 46.218. 26.6 NM from LDN VOR. (the info doesn't give the radial) Elevation 1263. Runway 5/23 is 2240x50 and traffic pattern is 2400MSL. In the spring and summer be sure to do a weight and balance and be aware of density altitude. Report position on 122.8 VFR day only. No fuel. There is a flying club on the field, I guess that's who owns that C172 sitting there. Sky Bryce flying club.

MAFC Rules and Regulations Part 5

22. The Club provides credits to Club members who fly Club aircraft to/from maintenance facilities,for repositioning between airports, or for diagnosing problems. The schedule of credits is as follows:

For flights up to and including 1.0 hours Hobbs time, the Club member receives a 0.5 hour credit.
For example: For a 0.8 hour flight, the Club member is charged 0.3 hours (0.8–0.5 = 0.3). A 0.5 hour flight is without charge to the Club member.
Each sales slip can have a maximum of one 0.5 credit applied. For flights greater than 1.0 hours Hobbs time, the Hobbs time shall be split 50/50 between the Club and the Club member. For odd Hobbs values, the credit shall be rounded up to the next tenth of an hour. For example: For a 1.7 hour flight, the Club member receives a credit of 0.9 hours (1.7 / 2 = 0.85, round up to 0.9) and is charged 0.8 hours. Any Hobbs time incurred by a maintenance facility is credited at 100%. This type of credit should be itemized separately on the sales slip and simply subtracted from the total time.

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The scope of the hours included in the above calculations consists of the total flight time, including multiple flight segments, associated with a single sign-out (i.e., reservation followed by a sales slip) by the Club member.
The process for determining who will fly a maintenance flight is as follows:The Maintenance Officer, Crew Chief, or a delegate shall advertise the need for a pilot to fly a maintenance flight. If nobody is available to fly the flight, then a person can be assigned to the task. In the event of an assigned flight, the Club shall cover 100% of the cost of the flight.

23. Club members that are involved in an accident or in an off-airport landing must notify a MAFC Board of Trustees member as soon as practical.

24. MAFC aircraft shall be used for non-commercial purposes only. MAFC aircraft or property shall not be used for any business or commercial operations. MAFC aircraft or property shall not be used for any illicit or illegal activity (e.g., transporting stolen merchandise or drugs).

Important Dates In Aviation for July

July 1, 1937: Varney Speed Lines changes its name to Continental Airlines.
July 4, 1975: Boeing rolls out the Boeing 747SP. This aircraft is 48.33 feet shorter then a regular 747.
July 5, 1960: United Airlines puts the Boeing 720 into service between Chicago and Los Angles via Denver.
July 8, 1983: The Airbus A300-600 makes its first flight.
July 14, 1978: United Airlines places an order for 30 Boeing 767's.
July 15, 1954: The Boeing Company unveils its model 367-80. This aircraft will serve as the prototype for both the Boeing 707 passenger aircraft and the U.S. Air Force's KC-135 tanker.
July 23, 2000: Boeing rolls out the latest model of the 737, the 737-900.
July 27, 1949: The worlds first jet powered passenger transport, the British de Havilland Comet, is rolled out at Hertfordshire, England.
July 29, 1959: Qantas introduces the Boeing 707-138 on its route from Sydney to San Francisco.
July 31, 1997: Boeing completes its takeover of McDonnell Douglas.

Archer Primer submitted by Art Templeton

Please note, when unlocking the primer, always turn the knob to the RIGHT (clockwise). Turning it to the left can unscrew the shaft from the cable and it will come completely out.

They are back!!!

Thank you to whoever donated this set of travel chocks after our custom made units flew away.

Takeoffs are Optional, Landings are Mandatory