

Club Meetings

Board Of Trustees: -
7:00 PM 10/5/17
Club House

General Meeting:
9:00 AM 10/21/17
N12 CAP Building



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

Spotlight on: Tom Griffin

Inside this issue:

Page 1
Spotlight

Page 2:
Young Eagles
KNEL Fly-in
Out with the old

Page 3
Rub & Scrub
What is next?
Miss America

Page 4
Maintenance Report
Tom in Locked Up
Important Dates

Page 5
Windsocks
Groups
Unbelievable

Page 6
Rules & Regs
Announcements

I have been a member of the MAFC since March 2011, enjoying the airplanes, the people, and the airport ever since. The club is truly a gem.

I have been flying since 1966, and have flown military airplanes and business jets, as well as our club types. I retired from commercial flying this past April 30th.

My father inspired my interest in flying. He was an engineer designing propellers for the Curtiss-Wright company at their plant in Caldwell NJ, adjacent to what is now Essex County Airport (KCDW). He was also involved in the development of the little known and not quite successful X-19 VTOL, which was test flown at KCDW and subsequently crashed at KACY, both pilots successfully ejecting. My dad aspired to be a pilot at the outset of WWII, but didn't pass the physical. So he and the Aviation Week magazines lying around the house sparked my interest.

My introduction to flying came on my eighth birthday when Dad treated me to a ride at the local airport, Murchio Field, located in Wayne NJ just east of the present site of De Paul Catholic H.S. (where I went to high school). I don't know the type aircraft, but it was a four place single with conventional gear.

I hoped to become an Air Force or Navy pilot after college. However, a neighbor who was a former Air Force pilot and then an American Airlines pilot suggested that the Air National Guard was a better choice. He was currently a member of the 108th Tactical Fighter Wing, NJANG, at McGuire Air Force Base and took me on a visit there when I was 18 years old. That visit sold me on the Guard. I returned to the base in the spring of my senior year of college (1965) to be interviewed by flying Squadron Commander Major Art Martone (whose name and career are familiar to most members of our club). I passed the less than formal over-the-flight-planning-table interview, enlisted in March and finally went to Air Force pilot training at Moody AFB GA in June 1966.

I graduated from pilot training in June 1967, went to Clovis NM for F-100 gunnery training and then returned to McGuire to check out in the Republic F-105B Thunderchief, a big, fast single-engine, single-pilot strike fighter aircraft. I guess my most exciting flying experience was my first takeoff in that airplane – by myself, because we had no two-seat versions – in March 1968. I flew the F-105 for 12 years (accruing much less flight hours than Art); it has always been my favorite airplane.

The unit was never called to active duty for combat deployment during the time I was a member. A lot different now, when all Guard units have had multiple deployments and most pilots have combat or combat support time. But I did get to fly great airplanes. While flying the F-105, I also flew our T-33 support aircraft. This was an interesting airplane, a two-seat trainer version of the Air Force's first jet, the P-80 (later F-80), which flew in the Korean War. I also got to fly the F-4 Phantom and finally the F-16 at Atlantic City Airport.

My introduction to general aviation flying was at Lincoln Park Aripport (N07) in a PA-11 (basically a Piper Cub) in March 1966, a couple of months before Air Force pilot training. The CFI was a grade school friend who eventually became a corporate chief pilot flying Falcons. The first Air Force trainer I flew was the T-41A Mescalero, fancy name for Cessna 172F; first flight was at Homerville GA (KHOE). Pilot training continued at Moody AFB in the T-37 and T-38 jets.

I next flew a C172 at the NAS Lakehurst Navy Flying Club, beginning in 1976. At the Lakehurst club I also got to fly the Beech T-34B, a tandem seat military trainer version of the Beech Bonanza. During the time I was in that club I got to fly wife and kids and my dad to various destinations in Pennsylvania, North Carolina, Maryland, Virginia, New York, Massachusetts, including Nantucket Island – many fun trips.

Continued



When I retired from the ANG in 1998 I began flying the Lear 60 for Flexjet, a Dallas TX based fractional shared business-type aircraft ownership company. In 2005 I transitioned to the Challenger 300/350 and flew it until I retired this April. Flew to lots of big and small airports in those airplanes, biggest being JFK, smallest probably Nevis Island in the Caribbean. Got to go to many Caribbean Islands, Central America, Hawaii, Alaska and Europe. Very fun job, flying excellent airplanes.

Our flying club was my first experience with Piper airplanes, which I've come to enjoy. My most memorable experience with the club was a trip I took last June

in our Arrow with my son, (youngest of five kids) to Homerville GA, the airport where I had trained in the T-41/C-172. We landed there last July 6th, pretty close to the date 50 years earlier that I took my first Air Force flight. We also visited Moody AFB, where my oldest child, a daughter, was born. Very exciting trip – chance to relive long ago events and to spend quality time with the Arrow (and my son, of course).

So here I am retired, with more time to spend flying, less money to spend ON flying, and enjoying this great flying club, great airport (except for the damn crosswind trees), and a terrific group of flyers! Even my wife, Sally, is involved at the club, flying with me to visit son and grandkids in West Virginia, and participating in Janis' Pinch Hitter program. My thanks to Art for the military career and to the club and its members for this flying opportunity.

Young Eagles: From Frank Fine

A Young Eagles Flight Rally & Aviation Day is scheduled for Sunday October 22 and will take place between 1 and 4 PM at N12 Lakewood Airport. Young people between 8 and 17 are invited to participate in this free event. In addition to displays, there will be free plane rides for the children.



This even is being produced by the Experimental Aircraft Association Chapter 315 North Jersey Shore For more information call: Frank Fine – EAA Young Eagles Coordinator – 732-681-5286

Fly/Drive-In at KNEL & Other Tours by Charles Burke

In an effort to offer special events to the membership, work has commenced on a plan to hold a fly/drive-in at KNEL. Preliminary contact was established with the field manager who gave a tentative approval but that is only a small step forward. The military requires a mountain of paperwork and Tom Smock has stepped forward to address this task.

Assuming the chain of command approves the overall event, what to see and what to do is the other half of the equation. There are several things on the list with visiting the Lakehurst Historical Museum being a primary objective. There is also an attempt being made to tour one of the research facilities.

In an interesting revelation, the field manager noted that the request to do a fly/drive-in was unique because no one had ever made it before! As soon as the details have been finalized, the information will be shared with the membership.

Regarding the recent Newark Liberty and tower tours, anyone can sign up to do these exciting activities and this can be done apart from the club. If you wish to take friends, family, organizations, such as school groups, etc. all of the contact information can be obtained for your personal use.

Out with the old by Tom Flieger

At the September BOT meeting, it was decided to do away with the sign in/out sheet(s), and the looseleaf books for each of the planes. These book are pre-computer vestiges of our relationship to the military, where paperwork justified existence. As we are now seventeen plus years into the twenty first century, the BOT decided that simpler is better. The keys are now hung up inside the cabinet over the computer and are attached to a nice color coded hanger (compliments of Victoria Coles). it is only necessary to log out on the computer as we have been doing.

However, as the Boy Scouts say, "Be prepared", so we have a contingency plan should the computer not function. Behind the key board is a log book which will then be used to record the flight data until the computer is up and running again.



Rub & Scrub by Tom Flieger

On September 16, forty plus members, family and friends that came out on a rather warm Saturday to assist with our semi-annual "rub 'n scrub".

It was great to have so many folks there and to get six of our seven planes ready for the winter weather that will be upon us all too soon. As most of you know, 66977 is up at Sussex getting ADSB installed, and that is why it was among the missing. Perhaps we can have a mini rub and scrub for it some time after it returns home.



What's Next

A giant step forward for all pilots is to become involved with the FAA Wings program. This program was created by the FAA to encourage flying, maintain proficiency and to promote safety in General Aviation. Best of all, it is FREE!

Your first step to take in exploring Wings is to sign up. Go to www.faa.gov and in the upper right corner you will see LOGIN HERE. At the bottom of this box you will find, Create an account. Click on that and then fill in the forms that will appear. Once you are registered, it is time to get your feet wet. After you are logged in, select PILOT and then the title, WINGS-Learn More. This will open you up to an overview and answer most of you basic questions. From this point on, select the first level (Basic WINGS-Phase 1) and get started.

Each phase involved a combination of written examinations as well as flight checks. The written examines are taken online and are good for one year. The flight tests are easy in that you already completed many for your certificate and probably repeated them during the 6 month flight check while in the club. If you are interested in pursuing this very worthwhile program, talk to your CFI and get started.

Miss America the Pilot

We came very close to having a Miss America who is a pilot! Erin Connor flew herself from Burlington, Vermont, to an airport not far from Atlantic City on Sunday, three days before the contestants met the public in the annual welcoming ceremony on the famous Boardwalk. She completed the 350-mile (563-kilometer) flight in about 2½ hours in a Piper Arrow, with two others aboard. Unfortunately, she did not win but she was an ACE with the aviation world!





This past month we have been continuing with our regularly scheduled maintenance. N55804 has been switched back to mineral oil in the engine. There was an error in the reminder from flight circle which caused us to prematurely change the oil. Please use the oil in the black bottles for this aircraft only.

N66977 is due for an oil change and this will be taken care of at Sussex airport. Three Crown Avionics this aircraft for ADS-B installation. N67818 has had the seat rail A.D. complied with and the engine intake and exhaust valves adjusted at Lakewood. The brake pads were also replaced.

N4287Q was at BP air to repair the beacon, landing light, check on an overheating of the radios and service the nose wheel strut. A flat spot has been reported on one of the main landing gear tires. These tires are not cheap to change and this is entirely avoidable. Keep your feet off the brakes when you land. If you misjudged your touchdown area go around and try again. Landing long or with too much air speed then locking the brakes to stop is not the safest option.

N93KK went to Onsite Aero to have the magnetos replaced with our spare overhauled ones. It also has had an oil change while there. N268BG had a 50 hour service taken care of at Lakewood Monday August 21. Left main gear fairing was reported loose at one of the attaching points. This was repaired at Lakewood.

N61WT's Pilot's side window latch is not working and is locked in the closed position. This will be addressed at the next 50 hour service which is about 4 hours away as I am writing this. Left red navigation light was reported out. The maintenance shop at Lakewood took care of it for us. Please report any squawks promptly to the appropriate club maintenance person. Fly safe!

Tom Flieger- Locked up!! by Charles Burke

A report has been circulating that we almost lost Tom Flieger but luckily, he was rescued! It seems that staying a bit late at N12 proved to be a bit more than he expected. This is because he discovered the FBO had chained the gates, locked the doors and the staff then left for the night confining him to the field! Undaunted by this situation, he made his way to the gate near our trailer only to discover that the lock was facing away from him and the chain was so tight that he could not turn it over so that he could see the combination numbers.

He then resorted to Plan B and called the local constable who dispatched an officer. After proving he was not a KBG agent nor a drug smuggler, the officer helped to spring Tom from what have constituted the largest jail cell ever created.

While this all is a bit funny, at Tom's expense, it does raise an issue especially for those who fly at night. Until the powers to be at N12 do something about the antiquated and, sometimes, inoperable power gate opening/closing systems, you should have your own Plan B in place. But then, there is always the option of firing up an aircraft and flying out :-)



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 Atlantic.
- October 9, 1999: The Boeing 767-400ER makes its 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 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 Concorde's.
- 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.



In a recent issue of Flight magazine, there was an article on reading wind socks. The information is very basic but, like many other things, can be worth taking a second look at. With two wind socks at N12, that sometimes indicate very different conditions, they do help to provide some idea as to what is taking place in and around the runway.

While the direction of the wind sock obviously indicated the directional flow, the simple conical tube also provides some indication of the wind's strength. The windsock actually contains a set of wire hoops that subdivide the length into 5 sections. When there is no wind, the sock hangs limp. But, as the speed increases, the sock lifts and the number of rings that become vertical is correlated to the speed in knots. Each ring that becomes vertical is equal to 3 knots. So if a wind sock has become horizontal by 3 rings, the wind speed is about 9 knots. Usually, the maximum speed that can be indicated is 15 knots so if the entire tube is horizontal, hold onto your britches because things will be a bit brisk out there!

Pilot Groups by Girish Mandwani & Charles Burke

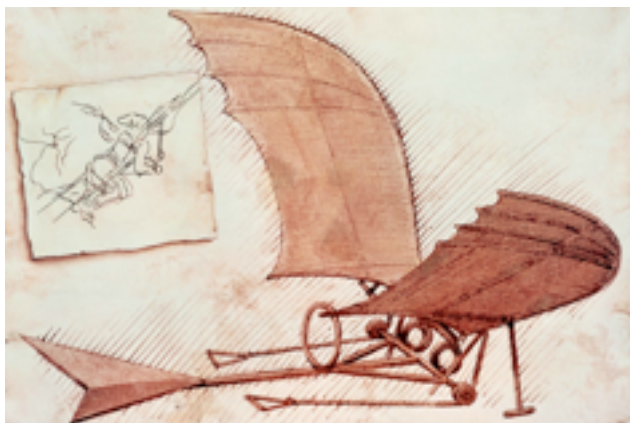
The quest to help members find others in the club to share rides with has now been finalized! The initial step involved setting up three groups, 1. New pilots 2. VFR pilots and 3. IFR pilots. These lists were subsequently e-mailed out to everyone. Now we have an ongoing place to locate the information! The group lists have been posted on the MAFC website www.flymafc.com ! In addition, it will still be periodically e-mailed out to the entire membership. If you wish to be added, removed or have your information edited, just send the request to Charles Burke and the list will be updated.



If you want to e-mail everyone in a particular group, here are the links that will shotgun you invitation out to them with just one click of the mouse!

- New Private Pilots--- mafcShareFlightPP@googlegroups.com
- VFR Pilots ----- mafcShareFlightVFR@googlegroups.com
- IFR Pilot----- mafcShareFlightIFR@GoogleGroups.com

Unbelievable! submitted by Art Templeton



By the way, what does he trim up for "best glide" when he runs out of fuel?

Leonardo DeVinci dreamed of man taking to the air and designed an apparatus that was modeled after birds. He never got around to fabricating his invention but it seems that after a few centuries, it was lifted from paper and turned into a functional system. This is a link to a truly breathtaking video show two men flying alongside of jet aircraft.

<https://www.youtube.com/embed/pNaZCDhvh88>

MAFC Rules and Regulations Part 6 (cont'd)

5. You shall meet the following Insurance requirements before operating MAFC aircraft:

- Have a current and effective medical certificate (unless a pre-solo student pilot).
- Satisfy the FAA's flight review requirements.
- Receive a checkout from, and written approval of, an MAFC-approved flight instructor in the same make and model as the insured aircraft.

Additionally, you shall meet the following Insurance requirements before operating the Piper Arrow (PA28R-200):

- A. Have a Private, Commercial, or Airline Transport Pilot certificate.
- B. Have at least 100 hours of total logged flight time.
- C. Have at least the following logged pilot time in the same make and model (PA28R-200) prior to acting as pilot in command:
 - a. 10 hours, if you have less than 50 hours of logged flight time in retractable gear aircraft.
 - b. 5 hours, if you have more than 50 hours of logged flight time in retractable gear aircraft.
 - c. 1 hour, if you have more than 500 hours of logged flight time and more than 100 hours in retractable gear aircraft.
- D. Have at least 3 hours logged pilot time in the same make and model (PA28R-200) in the preceding 180 days. A Club member may receive dual flight instruction in the same make and model (PA28R-200) from a certificated flight instructor to meet the Arrow requirements.

6.. The Club insurance policy applies when the aircraft is in flight (including moving forward for takeoff and during the landing roll) while being operated by a Club member who holds a valid FAA pilot certificate. The Club insurance policy also applies whenever the aircraft is not in flight, regardless of the situation (e.g., at its tie down, taxied by a club member, taxied by a non-club member, pulled by a tow bar, etc). Additionally, the Insurance policy does NOT cover Club Members when MAFC aircraft are:

- Used for a commercial purpose.
- Flown outside of the policy territory. (The policy territory includes areas in Canada and United States that are south of 67° North Latitude, and all of Mexico. It does not include Bermuda, Central America, or Cuba)
- Used to unlawfully traffic in, or carry, persons, drugs, narcotics or other contraband.
- Operated by a student carrying another occupant unless one of these occupants is a Certificated Flight Instructor on board for the purpose of instructing or examining that student pilot.

Part 7. Student Pilots: Additional Restrictions

1. No student shall solo during the hours of darkness (sunset to sunrise).
2. No student shall solo when the wind (including gusts) exceeds 15 knots, or a crosswind component of 10 knots.
3. No student shall conduct Remain Over Night (RON) flights.
4. No student shall solo unless the plane has a working com radio. No student shall solo cross-country without a working nav radio and transponder.
5. No student shall operate solo at unpaved fields. Students are permitted to operate at unpaved fields with their instructors.

Of Special Note!

Bill Fence: Checkout in C172M,
Matt D'Angelo Instructor

Uri Paskind: VFR Checkout in
N61WT, Matt D'Angelo Instructor

Kaushal Soni: VFR Checkout in
N61WT, Matt D'Angelo Instructor

Bill Geier: VFR, IFR and Night
Checkout in N61WT, Matt D'Angelo
Instructor

Takeoffs are Optional, Landings are Mandatory