

Club Meetings

Board Of Trustees:
7:00 PM 2/1/18
Club House

General Meeting:
9:00 AM 2/17/18
N12 CAP Building



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

Message from the New President

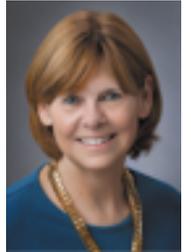
I am honored to be named the new president of the Monmouth Area Flying Club. Our club is one of the best in New Jersey and I'm proud to be leading the way. I want to thank all who voted for me and will do my best to keep us in a forward heading direction.

For those of you who don't know me, I'm a retired airline pilot and am currently on MAFC's flight instructor list. During the next months, I hope to get to know those of you who I have not had the opportunity to meet.

My email address is janiskb@verizon.net and my phone can be found in the directory on Flight Circle. If you have any suggestions, questions, or complaints, please do not hesitate to contact me. I promise that I will get back to you as soon as I can with an answer.

I hope that everyone remembers the most important part of aviation—SAFETY FIRST.

Thank you again



ELECTIONS



At the January 20, 2018 general membership meeting, elections for the new year took place. The election did see several changes with new faces coming onboard and these included, Joe Bonacci, and Darren Mattos. In addition, Janis Blackburn moved into position as our new president and Bob Tozzi moved into the vice president's position.

Here is a list of the new officers:

President: Janis Blackburn Vice President: Bob Tozzi
Board of Trustees: John Pereira Art Templeton Tom Flieger Joe Bonacci
Dan Coles Frank Fine Tom Smock Darren Mattos Dave Trulli

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A Message from Tom Flieger:

Dear MAFC members,

Leading a flying club such as the MAFC has indeed been both a privilege and an honor, and a challenge. Whenever the phone would ring and we (my long suffering wife Debbie and I) weren't sure as to who it was, the next thought was "Oh, no, now what?" Fortunately that only happened once in the two years, and that was from Neil Wilson when the deer was careless enough to run into the Arrow at Ocean County (Miller). Aside from the down time of that airplane, it (not sure if male or female) actually did the club a favor. The plane was coming up on an engine overhaul!

Additionally, we were able to secure 61WT from Tom Woods' family at a very fair cost to the club, and we have been lucky enough to continue to pay it off at half the time we borrowed the money for. The club is also in the enviable position to have added new members, bringing us up to one hundred fifty members (the maximum our insurance company STRONGLY SUGGESTS) with a waiting list of potential members both as potential students, as well as licensed pilots. As Dave Pathe' keeps repeating, "Would you believe seven airplanes? Who wouldda' thunk?"

Most importantly I want to thank all of you for making the past two years safe ones. I know what my predecessors went through with faulty operations requiring down time for repairs and, in one case, a fatal accident. Thank you all for not putting me through that experience.

Continued

Finally, I MUST thank the Board of Trustees, with whom I was privileged to serve unchanged for the two years of my presidency. I find it remarkable that we rarely, if ever, disagreed on any serious matter and with only modest suggestions of change approved club policy seamlessly. Individually, I have to thank Janis for serving as my vice president, Mike Bernicker and Tom Smock for manipulating the finances ever so professionally and carefully, Tom Russell for taking the club meeting minutes in such detail, Bob Tozzi for keeping track of our list of potential new members, Dave Trulli for keeping track of our electronics, Dan Coles for the thankless job of keeping the planes in the best flying condition possible, Frank Fine for serving as Chief Pilot and Art Templeton and John Pereira for the insight in all areas and willingness to move airplanes around whenever called upon. Thank you. ALL.

Tom

An Exclusive From the Tattler

In a behind closed doors interview with President Blackburn, she was asked if there was any truth to the rumor that her first act would be to install pink curtains in the trailer. She quickly dispelled this as nonsense but did mumble something about green drapes.



Frank Fine Honored

June Fine and Carol Fine Hart hosted a party in the Clubhouse at Greenbriar II in Brick, to celebrate Frank Fine receiving the Wright Brothers Master Pilot Award from the FAA. Members of the MAFC, the Board of Trustees, EAA Chapter 315, Young Eagles pilots, and several former members of Aviation Explorer Post 19 were in attendance along with family members on this special occasion. Robert Thorson, FAA Safety Program Manager from Teterboro had planned to attend and show the Power Point presentation about the Master Pilot Award, but was unable to do so due to illness. Instead, a few guests shared some of their experiences of flying with Frank. The day of the party happened to be the Fine's 64th Wedding Anniversary so it was a dual celebration.



TEST #1

A new self-test series is being added to the newsletter! Each month a question will be given to you and the answers will appear on the last page. If you would like to add your own question, just send it along with the answer and it will be included in the months ahead.

Here is a list of the elements of proper pre-flight planning referred to as the 5 Ps, explain what they refer to.

In general, the 5 Ps should be reviewed at least 5 times before and during the flight to insure that every effort is made for a expeditious and safe flight.

- a. Plan
- b. Plane
- c. Pilot
- d. Passengers
- e. Programming



ANSWERS ON THE LAST PAGE

The Big Move to Here

A rumor has been circulating that the club is packing its bags and moving to KBLM but during the January 20th general membership meeting, Tom Flieger cleared up this misinformation. Tom stated that a meeting had been held with the owner of KBLM but the terms were less than ideal so that marked the end of this idea.



Lamentable Tragedies by Parvez Dara, MD, ATP, MCFI, SAFE Director, MAPA Safety Director, Toms River, NJ

Pilot error is the single most important cause of fatalities in aviation. Especially when you allow the statisticians their free reign at numbers. The percentages that pile up suggest upwards of 80% of all fatal accidents are pilot related. One wonders then how these lamentable tragedies don't ease up? If we as pilots know of all the various ways of crashing an airplane, why do we keep doing it? To get better at it? No, possibly not for that reason. There is something else here that escapes the eye. Let us dig deeper into this morass of prejudged eventualities.

Why does a VFR pilot fly into the clouds only to lose his way in the soft bitter blindness of grey? To be a little considerate of this poor bloke, let us look at how that is possible. Given the mind's judicious use of fuzzy logic to plant an image where one does not exist, is one way. As the visibility lowers in haze, the mind continues to fool the decision maker into thinking that the buildings he was seeing are still there albeit a little hazy. He soldiers on, only to suddenly realize that there is not there and panic sets in. I remember flying in a flight of two on a summers day with a VFR-only pilot and his companion. As the visibility lowered and my eyes diverted to the instruments, I realized that the other pilot did not have the same capability. I asked the Air Traffic Control to tell my "company aircraft" to reverse course back to our departure airfield. Upon landing, we checked the weather and further west of our 180-degree site had gone IFR.

Preflight is another big bugaboo. Multi-hundred-hour pilots will treat flight as if it is riding a bicycle. They will assuredly "kick the tire and light the fire" and off they go, as if they are exempt from the rigors of human fallacies. Most times it is okay, but then there is that one in thousand NTSB report that makes your heart sink. How could he? Why do we ignore a good and thorough preflight? Mostly because, a) we expect it to be okay, b) it is a time drain and delays our ultimate thrill to be up in the air, c) heuristics of laziness d) all others you can conjure up. But preflight is when you find all sorts of things that can go wrong: a) contaminated fuel, b) a broken spring on the landing gear, c) cowl plugs plugged in deep, d) a bird-nest e) open baggage compartment door, f) a fouled plug or a broken ceramic spark plug, g) low oil, h) a flat spot on the tire ready to go, i) a blocked pitot tube and myriad other potential maladies that can lead to those lamentable tragedies.

The pilot is the Commander of his aircraft. No one has the authority other than when he or she delegates to a flight instructor or another pilot in the right seat. One of the mainstays of safety is never ever to abrogate one's authority to fly the aircraft. You are the boss. You make the decisions (you may elect to recognize other's opinion especially if it is a contrary opinion for inclusion sake) but the ultimate responsibility still weighs heavily on the pilot. You decide if the rudder or your authority is breached in a crosswind landing. You decide on an alternate airport as the weather deteriorates. You decide on the weight and balance. You decide what is the safest and most favorable approach to a safe arrival at your destination. You are it. You are the Big Cheese! Take that responsibility seriously but with a dose of humility.

Above it all, as a pilot you must learn to respect two very important things: 1. The Aerodynamic limits of the airfoil and 2. Your own Experiential Limits. Never let the latter exceed the former and never let yourself be seduced into trying to find the edge of the aerodynamic envelope without first experiencing it with a more experienced and knowledgeable instructor.

In the end, then, all lamentable tragedies are a learning experience. They titillate the journalists into writing hyperboles but at the very core, these disasters are learning experiences. Unfortunately, others have shed blood and bent aluminum not to be rendered as a "stupid mistake" or an act of "incoherent idiocy" or be subject to the glowering mean judgmental eye, but they are to be used as a mechanism to learn from and avoid similar errors. Safety is like climbing on the shoulders of others and seeing what they have seen and learning to avoid where they might have erred. Safety is no accident!

Fly Away Home (Movie) : Submitted by Tom Russell

This is a movie for the whole family and is thrilling to watch. You will also find that it is very inspirational. A girl, who's mother is killed in an auto wreck moves to Canada to live with her father, an eccentric inventor who she barely knows. She is miserable in her new life...that is until she discovers a nest of goose eggs that were abandoned when developers began tearing up a local forest. The eggs hatch and Amy becomes "Mama Goose". The young birds must fly south for the winter, but who will lead them there? With a pair of ultralight airplanes, the young girl and her dad must find a way to do it.



N66977-C152: We contacted 2 interior shops in Pennsylvania to get price quotes from for a new interior for this aircraft. The two main landing gear tires and tubes were replaced with 2 new tires and tubes from our stock.

N67818 C152 hasn't had any squawks reported since its return from Onsite Aero where the annual inspection was performed.

N4287Q-C172-L had a 50 hour service done at Lakewood. The right main landing gear tire and tube were replaced with a new tire and tube from our stock.

N93KK C172-M attitude indicator wouldn't erect. This was replaced during the annual inspection at BP Air.

N268BG-PA28-181 was taken to Ocean Aire to address the following issues. The ammeter is not showing a load. The right brake was going all the way to the floor without any breaking action. The pilot's seat was not locking in place. A new volt ammeter has been installed. They replaced the blown dyna seal in the right brake master cylinder. They found a badly fraying cable hanging up on the cable housing would not allow the pins to drop in place to lock the seat. A new cable was installed. A cold weather oil cooler plate was fabricated and installed.

N55804-PA28-200-R had other issues addressed in addition to the 50 hour service performed at Ocean Aire and switching from using mineral oil to Exxon Elite. They found the fuel injection lines were leaking and replaced them. The muffler's flame cone was deteriorated and cracked. They removed the old muffler and installed a new muffler. We had an issue with the cabin door was leaking and rain water was soaking the copilot's seat. When they removed the old door seal they found a crack in the door frame. The crack was repaired and then they installed a new door seal and leak checked it.



N61WT has no squawks reported at the time of writing. Hopefully it will stay this way.

All aircraft: After priming the engine, wait one or two minutes before trying the start it. This delay will allow for more of the injected fuel to have vaporized thus improving the starting process.

Once started, do not rush from the line to the run up area and begin pushing the RPMs up until the engine begins to warm up. Because of the oil's heavy viscosity, the moving parts that require the oil lubrication, will not be properly coated and this can result in excessive wear. It is much better to sit at low idle until you see the temperature gauge indicating the the engine is indeed warming.

Spotlight on: Jack Gray



I became involved in flying when I worked at Fort Monmouth, NJ as an engineer in the Army's Avionics Lab. This work required building and testing prototype avionics equipment used on helicopters. We then did the flight testing out of the Lakehurst hangar. Some of the pilots I met at Fort Monmouth were members of the Monmouth Flying Club and they asked me to join. At that time, we flew out of Monmouth Airport. I became a licensed private pilot as a member of the club. I flew Cessna 150s, 170's and Pipers.

I attended a ground school training course there and, in the past two months, flew 8 hours in a CESSNA 172. In November I was notified that I was accepted as member of the MAFC --happy days! By this time I felt I was ready for a check ride and a biennial flight review. I successfully completed both last month.

I live in Point Pleasant, and currently work as an engineering consultant on Navy Projects at NAVAIR , Lakehurst. I am a Licensed Professional Engineer and have degrees in Electrical Engineering, Business Admin, and Law.

L.A. to Las Vega-TV Show: Winner of Rotten Tomatoes!

Just when you thought TV could not get any worse, Fox is now airing, LA to Vegas and it confirmed our worst fears. The show is about a dysfunctional pilot and the flight crew that is supposed to be funny. Would suggest you tune into the local municipal council meetings on cable access, it will contain many more laughs.



CFI Profiles*Janis Blackburn*

- a. Student pilots? *yes*
- b Pilots for their biennial flight review? *yes*
- c. Pilots for their 6 month check rides? *yes*
- d. Pilots for MAFC Aircraft checkouts? *yes*
- e. Pilots for night checkouts? *yes*
- f. Students for ground school? *yes*,
- g. Work only on specific days. If so, what are they? *it varies month to month*

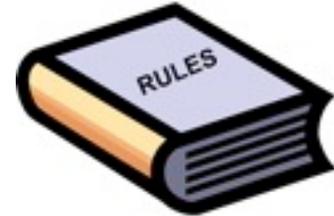
Dennis Smith:

- a. Student pilots? *no*
- b. Advance pilots: N61WT and G1000
- c. Pilots for their biennial flight review? *yes*
- d. Pilots for their 6 month check rides? *yes*
- e. Pilots for MAFC Aircraft checkouts? *yes*
- f. Pilots for night checkouts? *No*
- g. Students for ground school? *No*,
- h. Work only on specific days. *No*

Rules & Regulations Part 10

10. Ramp Checks, etc.

FAA inspectors are entitled to inspect a pilot's airman and medical certificates, and the aircraft's airworthiness and registration certificates. In case of requests for other information such as maintenance and/or usage records, the inspectors should make a written request directed to the Operations Officer. Members are not permitted to give out Club records to anyone without the approval of the Board of Trustees.

**Tarmac** by Charles Burke

If you listen to the TV newscasts that make reference to the surface on which airport activities are taking place, you hear the word tarmac. However as pilots, we usually don't use this term but rather refers to the apron, ramp, taxiways, etc. So what is tarmac and why do the newspeople use it when talking about airports?

A little research explains that back in 1902, an English inventor, Edgar Hooley patented a material used for road surfaces. He discovered the material accidentally while walking near an iron foundry and saw a patch of blacktop that was smooth and appeared to not produce dust. At this point in time, a material called macadam was being used as a road surface which tended to quickly break up producing both ruts as well as a great deal of dust.

Edgar Hooley immediately recognized that this new material was far superior but had no idea how it was produced. So he wandered into the ironworks and made a number of inquiries. Several workers told him that a barrel of tar had fallen and spread out over a large area of the road. The workers did not want to get this all over their shoes so they went into the furnaces and gathered up slag then threw it on the tar. As the tar mixed with the slag, it hardened into a smooth surface that resisted breaking apart.

Hooley began to experiment with various materials and found a combination of solids that, when mixed with tar prior to being applied to a road and then compacted with a steam roller, produced a superior surface. In 1903 he formed the Macadam Syndicate Ltd and called it tarmac to distinguish his produce from the other less durable materials. But over the years, the word morphed into a generic term that is now applied to a variety of other road surfaces.

But this still did not answer the question, why do newscasters call airport surfaces the tarmac? I was curious and contacted several who are on the major networks and discovered that no one had a good answer aside from, that is the word that everyone else is using!



Answers to the test:

A. The plan should encompass elements such as the route, weather, weight/balance, fuel, food, currency/credit card, reference books/charts, airport runway lengths, facilities, etc. Lastly alternate flight plans should be made to address problems that might arise if the flight must be terminated.

B. The plane would cover the appearance, type, air worthiness, capacity, fuel etc. In addition, avionics should have up to date database information, working backup systems, automation status.

C. The pilot should not have rest or health issues that could detract from his or her ability to properly fly the plane. In addition, steps should be taken to insure that proper support equipment such as oxygen is available if flights are to exceed 5,000 feet for prolonged periods of time.

D. The passenger's personal or business obligations should not be allowed to influence a pilot's decision making process. If the passengers involve other pilots, it is important to make it clear that you are the pilot in command during critical decision making episodes. It is advantageous to discuss the flight with the passengers so that it is clear in your mind what they are doing. By understanding the situation it can reduce misunderstandings and reduce the chances of nonexistent pressures.

E. Programming involves the setup of GPS and communications equipment. This process should be time-lined so that the activation and setting up process does not interfere with a safe flight.



Skye Randall completed his long solo cross-country N12 - AVP - ABE - N12 on 3 January, 2018! Instructor: Matt D'Angelo



Of Special Note!



Talk about being persistent! on January, Isabella DiPianta, student pilot, dug out 67818. When the ramp area was plowed, the snow had been pushed up in front of the two C152s. She wanted to take a lesson and we then had to dig one out!. It took just under 2 hours. Thank you, Izzy! Instructor Janis Blackburn



Takeoffs are optional but Landings are minatory

