



BOT Meeting  
8/10/23 @ 7 PM  
Club House  
**(THURSDAY)**

Membership  
8/20/23 @ 9 AM  
**(SUNDAY)**

### Why do we have 6/24 Runway with a right approach on 24?

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Runway direction?

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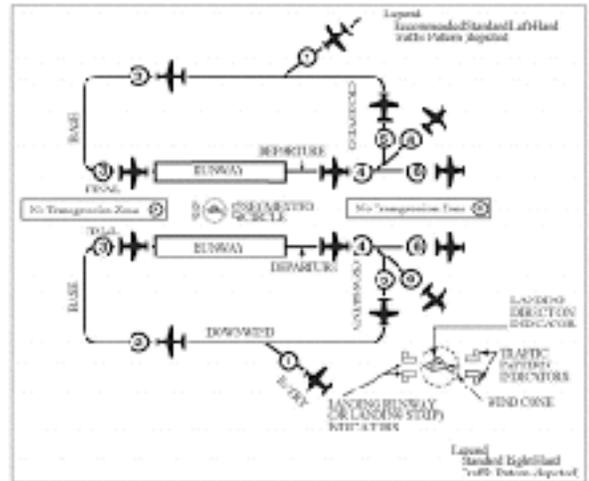
With the banner towers in full swing the airspace over N12 can become a bit chaotic. To address the situation, safety information is being made available to the membership. In the mix of conversation, one member suggested why don't we change the pattern which could result in better isolation of the tow planes from those flying in and out. This led to a peak behind the FAA curtain on this topic.

Initially it was believed that to make a change in the pattern it would involve the FAA and be a complicated process. But after diving deep into the subject, it was learned that the decision for pattern

direction was solely in the hands of the owner / operator of the airport! Knowing this, a preliminary exploration of the idea will be carried out but there is one caveat that may prevent any action from taking place, the smoke stacks that are a little more than one mile to the east. When in operation, columns of super heated steam rise from them and basically act as stationary thermals.

But what about traffic patterns in general? Here is what was found on Wikipedia... To assure that air traffic flows into and out of an airport in an orderly manner, an airport traffic pattern is established based on the local conditions, to include the direction and altitude of the pattern and the procedures for entering and leaving the pattern. Unless the airport displays approved visual markings indicating that turns should be made to the right, the pilot should make all turns in the pattern to the left.

When operating at an airport with an operating control tower, the pilot receives a clearance to approach or depart, as well as pertinent information about the traffic pattern by radio. If there is not a control tower, it is the pilot's responsibility to determine the direction of the traffic pattern, to comply with the appropriate traffic rules, and to display common courtesy toward other pilots



A pilot is not expected to have extensive knowledge of all traffic patterns at all airports, but if the pilot is familiar with the basic rectangular pattern, it is easy to make proper approaches and departures from most airports, regardless of whether or not they have control towers. At airports with operating control towers, the tower operator can instruct pilots to enter the traffic pattern at any point or to make a straight-in approach without flying the usual rectangular pattern. Many other deviations are possible if the tower operator and the pilot work together in an effort to keep traffic moving smoothly. Jets or heavy airplanes will frequently fly wider and/or higher patterns than lighter airplanes, and in many cases, will make a straight-in approach for landing.

Compliance with the basic rectangular traffic pattern reduces the possibility of conflicts at airports without an operating control tower. It is imperative that a pilot form the habit of exercising constant vigilance in the vicinity of airports even when the air traffic appears to be light. Midair collisions usually occur on clear days with unlimited visibility. Never assume you have found all of the air traffic and stop scanning.

The traffic pattern altitude is usually 1,000 feet above the elevation of the airport surface. The use of a common altitude at a given airport is the key factor in minimizing the risk of collisions at airports without operating control towers.

When operating in the traffic pattern at an airport without an operating control tower, the pilot should maintain an airspeed of no more than 200 knots (230 miles per hour (mph)) as required by Title 14 of the Code of Federal Regulations (14 CFR) part 91. In any case, the pilot should adjust the airspeed, when necessary, so that it is compatible with the airspeed of the other airplanes in the pattern.

When entering the traffic pattern at an airport without an operating control tower, inbound pilots are expected to observe other aircraft already in the pattern and to conform to the traffic pattern in use. If there are no other aircraft present, the pilot should check traffic indicators on the ground and wind indicators to determine which runway and traffic pattern direction to use. [Figure 7-2] Many airports have L-shaped traffic pattern indicators displayed with a segmented circle adjacent to the runway. The short member of the L shows the direction in which the traffic pattern turns are made when using the runway parallel to the long member. The pilot should check the indicators from a distance or altitude well away from any other airplanes that may be flying in the traffic pattern. Upon identifying the proper traffic pattern, the pilot should enter into the traffic pattern at a point well clear of the other airplanes.

**Spotlight On Paul Schmalz**



Flying was always something of a curiosity for me. I like to ride motorcycles and go boating, so it seemed like the logical next thing to try. I took my discovery flight in April of 2021 and loved it. I got my PPL in October of that year. I've recently been working on getting my IR and my checkride is coming up in July. I trained for both out of MJX, flying the 172s for my private and I've been doing my IR in the 182RG. I do not have a ton of time, as I'm only flying for fun, but I'm around 140 hours total logged. It's been an absolute joy taking my young children up and showing them the world in the way that we're privileged to be able to do.



**The Wright Answers**  
*See page 6 for answer*

When did Orville Wright Pass Away?

- A. 1955 B. 1950 C 1948 D. 1938

**ATC SAVES THE DAY**, submitted by Dave Pathe

In many cases ATC can offer provide help above and beyond their normal controller duties when pilots encounter difficult situations. Below is one of several short stories from IFR Magazine written by Fred Simonds where ATC saved the day and shows the importance of communicating with ATC on your flight.

A Cessna 172 missed the RNAV 17 approach at Clinton Regional Airport (9KCLK) in Oklahoma and requested another attempt. The weather was low: 1.5nm visibility and 400 ft overcast. The Cessna went missed again. Failing to fly the published missed approach, the controller knew the Cessna was in trouble. A PIREP indicated that Lawton-Fort Sill Airport (KLaw) had bases at 2000 ft but was 64 nm away. The controller vectored the Cessna there and after the pilot flew a surveillance approach, landed with just 14 minutes of fuel left.



**Atlantic City Air Show**



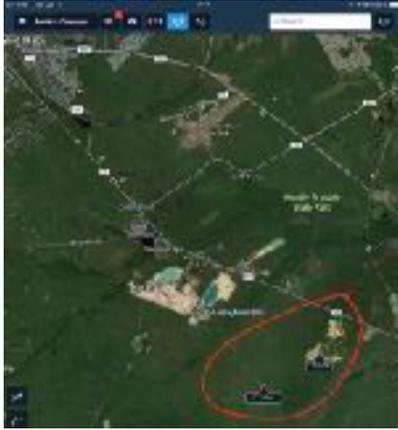
The 2023 Atlantic City Air Show is back and you gotta see it to believe it. The practice runs will take place on Friday August 15 and the actual show will be on August 16

## Movie on the Runway

Mark your calendar for 7 PM on Wednesday August 30 and bring a chair for the free Movie On The Runway . We will be setting up right outside the clubhouse with the feature movie being Top Gun-starring Tom Cruise. (rain date Thursday August 31) This is open to all members and immediate family but you will need to sign up. More information will be provided as the event date approaches.



## Being Good Neighbors



The club recently received a noise complaint from a family who lives south of KMJX that has been traced to several aircraft including some of ours. Research was conducted and it was found that the most consistently annoying instances are related to our advanced students practicing their 8s on pylons. It was also noted that the noise from the low flying aircraft were causing a disruption to one family that had legitimate scheduling issues making for an unpleasant situation.

Our Chief Flight Instructor, Patrick Milano examined sectional charts and found at least one alternate area that will provide a place for conducting these low altitude maneuvers that should not generate friction with those in the area. It is suggested that the pylon practice area be moved south east of KMJX which should satisfy the needs of everyone. *See diagram to the left*

## Crosswind Landings by Patrick Milano Chief Flight Instructor

I was taught that speed in a crosswind landing is your friend, but that is most likely not the case. Did you know that most landing accidents in crosswinds happen after touchdown. Only a fraction happen before touchdown and with go-arounds. .

As an example, normal approach speed in a Cessna 172 is  $1.3 \times V_{so}$  (48kts  $\times$  1.3 = 62kts) Let's say 65kts over the #'s. If you have gust, add 1/2 that value to your speed. Know your aircraft's demonstrated crosswind component before embarking in heavy crosswind conditions. Grab a CFI and practice them, it builds confidence and adds to safety.

The problem that arises with excess speed is ballooning, floating, and as soon as the wheels touch, things can rapidly get out of hand. A hard bounce without an immediate go-around can turn into porpoising and damage. Never try to save a bad landing.

There are two methods of landings that can be employed, crabbing into the wind correcting just before touchdown, and lowering a wing into the crosswind with opposite rudder to keep the plane lined up the centerline. I prefer the lower wing method, but one must keep the rudder corrections in play all the way down to the runway. It's also important not to release control inputs when on the ground, better to have them in all the way to tie down.

[New FAA Circular AC 90-66C 6/23](#)   [FAA Circular on Traffic patterns](#)

The FAA does not regulate traffic pattern entry, only traffic pattern flow. Inbound pilots are expected to observe other aircraft already in the pattern and to conform to the traffic pattern in use. Always communicate, look for IFR traffic and non-radio coms aircraft. The FAA does not recommend straight-in landings when other traffic is in the pattern. Always check the chart supplement and Sectional Aeronautical Charts for pattern entry direction and coms at your intended destination. E.g. N12 RP24. The FAA recommends monitoring the CTAF 10 miles out on approach and 10 minutes before taxiing out.

At a non-towered airport, an IFR "departure release" is not an authorization for immediate takeoff, always monitor local traffic and announce your intentions when clear on the local CTAF. When on the radio, the FAA does not recommend "color schemes" better to announce for example "Ocean County traffic, Cessna 61WT - 7 miles NW inbound Runway 24". Phrases to avoid, "active runway" and "any traffic please advise" If on an IFR approach, a position announcement is better than a waypoint callout. Non IFR pilots will not necessarily know where "ZOMEV" is for example.

Clear and concise coms, rehearse in your mind before pushing the mic button.



**Looking Up** by Charles Burke

As noted in an article that appeared a few years ago in this newsletter, if you were flying along the Jersey coast 200 million years ago ( a super fast blink of the eye in geological time) there would not be an ocean to our east, just more land. We now have a name for that land and it is called Africa. In this article the time machine is once again being employed but in a different manner. In this case we will be looking at light that started out 25,000 years ago. So if you are adventurous and can fly at night, here is an opportunity that you may want to take advantage of!



Because of the tilt in Earth's axis, the center of our Milky Way Galaxy can be seen during the summer month if we look almost directly south. The problem is that those on the ground find it hard to see the galactic center because the location in the sky is so low it is easily obscured by building, trees, etc. But flying at one or two thousand feet, the view is unobstructed. Now this is not to say that those who are Earthbound cannot explore this fascinating venture. However, you will need to find a place where the southern horizon is visible and the area is really dark.

So let's step back and pull this super short introduction into perspective. If you are flying about 90 minutes after sunset and looking south, you will see Sagittarius, a teapot shaped constellation. On the right side is the spout and just a little off from it is the center of our Milky Way Galaxy. Unfortunately, the galactic center is shrouded by dust and distance so we cannot see the monstrous Blackhole that lurks there but be assured it dwells in that area. OK, now you know where it is located but how big is it? The average estimate is that it equals 4 million Suns. Making matters worse, because the gravity is so strong in a Blackhole, light is literally trapped there in addition light from stars in that area can only be seen using a telescope. But while your eye is not sensitive enough to generate an image in your eye, rest assure some of the photons from the galactic center are striking your eyes. Since light travels at a fixed rate of 186,000 miles in one second it takes 25,000 years for it to reach us. So you are looking back in time 25,000 years ago!



Armed with this information, do consider scheduling an evening flight with a friend or two and take a look for Sagittarius low in the sky to our south and realize that you are gazing at the center of our galaxy and a massive Black Hole that is ! But wait, there is more. During August 12 and 13 th Perseid Meteor Shower takes place. So from the ground or up in the air, it is worth taking a look at this yearly event.

**Guide To Becoming A Commercial Pilot** by Matt D'Angelo (A multipart series)

(Note: Matt's aspiration to become a commercial pilot came to fruition and now he flies for Piedmont. He upgraded to Captain a year and a half ago and has really been enjoying it! In about a year he be at American Airlines! Piedmont has been a wonderful company for him to work at and helped to inspire this series.)

Back in 2018 it was decided to make a major career change which set me on a path towards becoming a commercial airline pilot. I want to share my journey with you, in hopes it will help you in your future aviation plans. I will be writing a series of short articles which will take you through the entire process of becoming an airline pilot.

A bit of backstory...



As of December of 2017, I had officially been a pilot more than half my life. This is rad! Flying has been a blessing to me. Teaching and mentoring other pilots, even more so. One thing I have always thought about with flying is to never, ever, ever become complacent, or let myself become a “mediocre” pilot. Last year, I thought about this more than ever.

It's easy to keep doing what we know, what's familiar, what's comfortable. It's easy, but has the potential to make us complacent. To keep my skills sharp, I got back into tailwheel flying, which is exactly where I started many years ago! My first flight as an instructor was in a shiny 1951 Cessna 170A - a beautiful, simple and potentially humbling tailwheel machine.

While enjoying the low and slow beauty of flying tailwheel - my favorite kind of flying outside of seaplanes, and while beginning to learn the art and science of banner towing, I realized I also wanted to explore the other edge of the aviation envelope - high and fast, in larger machines, Jets. With the ball now in motion on January 30 2018 I interviewed with and was hired by Piedmont Airlines.

The articles in this series will be as follows: - Deciding if becoming an airline pilot is for you - 121 (airline) vs. 135 (charter)

- The wave (pilot shortage and trends) - Which airline is a good fit? - You've decided to become an airline pilot. Now what?
- Staying healthy and feeling good - You can do this - be confident! - The importance of mentors
- Life experience do's and don'ts - Red flags and cautionary tales - Logbooks and electronic logbooks
- Resources for interview prep - Preparing your airline application - Preparing for your interview: Study habits and discipline
- Preparing for your interview: Being yourself - Preparing for your interview: HR - Preparing for your interview: Technical
- Preparing for your interview: Written Test - How to relax at your interview: Three day checklist - Interview: Day of
- Interview: Do's and don'ts - Interview: It's your time - Interview: Good types of questions for you to ask your interviewer
- Interview: Follow up
- How to learn from your interview, whether you got the job this time, or not!

Hope you enjoy this series and hope the articles help you in your journey towards becoming an airline pilot. Even if you have other aspirations, this series will help you succeed! Please feel free to reach out if you have any questions along the way!

Fly safe, have fun & keep learning!

## **Pilot Workshops**

From time to time, you may have notice that a member has shared a safety tip that originated with the Pilot Workshop. To help expand the enormous impact that that resource offers, it was decided to provide you with more background information as well as how to tap into their free “tip” service.

In April of 2014 the Pilot Workshop began a substantial commitment to General Aviation by becoming a Premier Partner of AOPA. They believed in AOPA's mission and are now honored to support them and to work with their team in helping make aviation safer and more enjoyable.

The Pilot Workshop offers a wide range of training courses backed by a highly skilled staff. They also offer manuals keyed to a wide range of aviation topics. **But they also provide a free “tip” series and you might want to sign up for it. If you go to their website <https://pilotworkshop.com/#ifr-mastery> and scroll down a bit, you see an option titled, “Get The Free Pilot's Tip of the Week. Click on the button and sign up for this great free service.**

**Overheard Overhead**-Dedicated to the "fine art" of Pilot and ATC communications: submitted by Dave Pathe

The controller working a busy pattern told the 727 on downwind to make a three-sixty--do a complete circle, a move normally used to provide spacing between aircraft. The pilot of the 727 complained, "Don't you know it costs us two thousand dollars to make even a one-eighty in this airplane?" Without missing a beat the controller replied, "Roger, give me four thousand dollars' worth."

**Frequent Flyer Quips**

From a Southwest Airlines employee.... "There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane..."

**Top Hours Flown in June**

Mark Baket	12.3	N93KK, N4287Q
Marino Santos	10.7	N738NY
David Furman	8.4	N93KK N4287Q
Motty Perl	7.4	N93KK N4297Q
Nuno Carvalho	6.6	N93KK N55804

**Congratulations** Dave Shields on passing your Commercial check-ride! Outstanding job!!  
Darren Mattos Instructor

**ANNOUNCEMENTS**

**The Wright Answers:**

*The correct answer is c 1948*



**New Member**

Welcome to the MAFC  
Michael Anderson



**Takeoffs are optional but landings are mandatory**

**Awesome Paint Jobs: Art Templeton**



KMJX Ocean County Airport

