

# MAFC

MONMOUTH AREA FLYING CLUB



NEWSLETTER

June 2012

## Club Meetings

General Meeting:  
06/16/12– 9:00AM  
N12 CAP Building  
Wash and Wax

Board Of Trustees:  
07/05/12– 7:15 PM

## Happenings...

**SALES SLIPS:** Remember to include all required information on your sales slips. Refer to Section 4, Para 6 of the Rules & Regulations. Any missing information will incur an automatic \$5 fine.

**WASH & WAX:** An aircraft wash & wax will take place during the general membership meeting on June 16. We need lots of volunteers so please come out and lend a hand especially if you fly our planes.

### TFRs

At the May 19th meeting, Chris Quincannon spoke about the pitfalls of not staying abreast of active TFRs (Temporary Flight Restrictions) and the consequences such as possibly having your certificate suspended. What was stressed over and over again is that TFRs should be checked constantly and that they are sometimes instituted on a short notice. This being the case pilots, especially those flying VFR, need to be extremely vigilant in this matter.

It was also mentioned that while AOPA and other organizations distribute TFR data, there can sometimes be a delay in receiving the notices. Therefore, you should check directly with the FAA by calling your local Flight Service Station at 1-800-WX-BRIEF prior to departure then use flight following once you are in the air. It was also suggested by another club member that filing a flight plan with DUAT <https://www.duat.com/> can help to establish that you did indeed check the TFR prior to departure. For more information on this topic check Section 91.155 14 CFR Part 91 - General Operating and Flight Rules. -Charles Burke

**McGuire Air Show:** In case you missed it, Mario Marzili put together a nice 6 min. series of shots taken at the Mc Guire Air show on Youtube.

<http://www.youtube.com/watch?v=Jflgx3Mly8o>

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### Cub Scouts Visit MAFC

In May, Cub Scout Pack # 188, Den #2, based in Marlboro, New Jersey was treated to a special aviation day at N-12 thanks to Girish Kumar, a member of MAFC and a parent of a scout from Den. 1. The scouts, parents and leaders arrived at Lakewood Airport around 4:00 PM on what turned out to be a very pleasant day. Their first order of business was an orientation presented by Girish and Dave Pathe. This lecture included an overview of general aviation along with important safety information. The group was then led onto the deck and escorted to N4287Q (Cessna 172) & N55804 (Piper Arrow) where they were met by Dave Pathe, Adam Lang and Augie Camarata, who assisted in the project.

This event was not only exciting for the Scout's but many of the parents and leaders were also captivated by this unique experience. Everyone including the Scouts, siblings, their parents and Den leader had a chance to sit in the cockpit and experience being a pilot.. It was wonderful to see these little ones paying attention to how the avionics work in the plane and hard to believe that most of them knew the real avionic and airframe information of the plane (rudder, aileron yoke etc.).

As Girish pointed out, "Our aim was to provide a motivational aviation experience, initiating young people into the science of flight, which I believe we were able to achieve."

-Charles Burke



## Air show trips

If you were fortunate enough to attend the 2012 Joint Base McGuire-Dix-Lakehurst Open House & Air Show in May than you know that it was an over-the-top success. That is unless you opted to arrive later in the day and found parking that was possibly in another county. While the news services did a great job of covering this event, there are some lessons to be learned from attending activities such as this that can be applied in the future. So, clip this tip sheet and pin it to the bulletin board or use a magnet to attach it to the refrigerator!

1. Plan on arriving early! Even if this is an event that you will be flying into, arriving early will cut out the traffic issues and allow you to obtain the best place to see the show.

2. Since you will probably be out in the sun, make sure that you have suntan lotion, hats, sunglasses and coverups so that you do not end up with a bad sunburn.

3. Double check the camera to make sure you have film/memory chip in it and that the battery is new or has been recharged.

4. Look for an ideal place to sit and mark your territory as soon as you identify the spot. Folding chair, blankets, etc are great for indicating that this is your spot but also think about putting name tags on each item just in case....

5. Bring folding chairs or a blanket to sit on because seats are rarely provided.

6. If you are attending an event, such as the McGuire open house, make a beeline for the wing of a large transport such as a C130 Hercules or a C-5 Galaxy that is near the exhibition field. The wing makes an outstanding awning plus you are right out in the open.

7. If you are concerned about what you eat and wish to avoid the heart attack burgers and stroke inducing weenies then pack your own food. Even if they do not allow you to bring food onto the grounds, by getting there early you will probably find a place near the entrance so walking back to the car to eat will be a breeze.

8. If you have little ones with you, take things to keep them entertained especially if you get there early. Consider bringing stuff for yourself because there can be protracted periods of time when nothing much is happening.

9. Wear your MAFC, patches and other gear to let people know that you support aviation plus it makes it easier for other club members to spot you in the crowd.

10. Don't forget the prepaid passes, and discount coupons. Make sure that you have all of the necessary documents before you leave the house.



# Member Spotlight

## Bob Tozzi



While on vacation in Las Vegas in 1976, my wife and I decided to take one of those Grand Canyon flights. When the pilot of the plane said I have room for one up here, I quickly jumped ahead of 10 Japanese tourists, each with 3 cameras around their necks, and went for the co-pilots seat. After that flight I knew that I would fulfill a childhood dream and learn how to fly. I started taking lessons at Linden Airport in August of 1976. However, that following spring, with the boating season approaching, I drifted away from my quest to master the skies. Purchasing a home and starting a family came next. Flying was not even on the agenda. Then in January of 1983 while reading an issue of popular mechanics magazine, I saw an ad for Cessna Flying centers. The bug bit me again and I decide this time to finish. Even though I lived in Staten Island at the time, I found a great ground school in the heart of Brooklyn that met 2 times a week. I was able to take my written by that May, passing with a 98. Only answer I missed was a simple Zulu time conversion question. Over confidence I guess. As for the flying part, I returned to Linden Airport for that. I usually scheduled 1 or 2 lessons a week. Barring bad weather and other delays, I took my Check Ride in January , 1984. For the next few years I flew sporadically. Unfortunately, other than rides around the area, I never did another cross country flight after my training. As my job responsibilities increased, my flying went dormant. Twenty Two years passed before I was to sit behind the controls again. Last year I decided to join the Monmouth Area Flying Club in hopes of flying again. While the past year has not worked out as I had wished for my return to flying, I'm hoping to get some refresher training scheduled and solo again.

However, listening to the presentation at the April meeting about the Hudson River Skyline Route reminded me of a time when my Aviation Knowledge did come into play during those 22 years. In 1991, I was the Director of Maintenance for the Triborough Bridge and Tunnel Authority. A Senior Vice President at the time, who loved displaying the American Flag, found out that we had the Great American Flag stored in a trailer in the Staten Island Anchorage of the Verrazano Bridge. It was a larger replacement of the flag that we had tried to hang from the Bridge for the 1976 Bicentennial Celebration. That flag ripped within hours of it being hoisted. He wanted to hang this one suspended on a single cable stretched across the bridge between the two towers. After numerous meetings and arguments from other managers and engineers about the challenge this would be, I merely brought one of my old TCA charts in and showed him that he would probably be catching a lot of Cessna's in this flag "Net" if we proceeded. Needless to say, the project was scrubbed. In 2000 I was appointed the General Manager and Commanding Officer of the Verrazano Narrows Bridge. I was privileged to be able to watch all the nautical celebrations and aviation events standing on the upper level of the bridge. During those events I often wondered what that 411 x 210 foot flag would have looked like flying between those massive towers.



## Oil Analysis and What it Means.

By Vince Giglio from First in Flight

Over the years there has been much controversy over many things that work and don't work and oil analysis is one of them. Oil analysis has been used in non aviation power plants for many years with much success and I am surprised that it has taken this long to catch on in General Aviation reciprocating engines and for some it is a hard sell.

Over the years, oil analysis on reciprocating engines has gained much popularity, mostly because it works. In the right hands the information contained therein can help diagnosis problems that cannot be seen from the outside. Different parts of the engine are made of different metals and when the results come back we discuss those results with the lab and they can point us to were those failing parts may be. This process has prevented many engine failures by curing the problem before it happens driving down the in-flight failure rate. Engine failures do not usually happen at the most convenient time and this process helps us have the confidence we need to fly our single engine fleet.

For the cost of the oil analysis it is the cheapest insurance and peace of mind you can buy. If things don't go well on the ground they will only get worse in the air.

**BLACKSTONE LABORATORIES**

**OIL REPORT**

LAB NUMBER: E40688 UNIT ID: N4287Q  
 REPORT DATE: 3/13/2012 CLIENT ID: 31120  
 CODE: 1/75 PAYMENT: Verbal, Vincent

AVIATION MODEL: Lycoming O-320-D2G OIL TYPE & GRADE: Exxon Elite 20W/50 (AD)  
 FUEL TYPE: Gasoline (Leadless) OIL USE INTERVAL: 48 Hours  
 ADDITIONAL INFO: Cessna 173L, Eng S/N: L-10078-36A

**CLIENT**  
 VINCENT GIGLIO DOM PHONE: (732) 751-0200  
 FIRST IN FLIGHT FAX: (732) 751-0215  
 1717 HWY 34 ALT PHONE:  
 HANOVER 31 EMAIL: firstinflight@aol.com  
 FARMINGDALE, NJ 07727-2846

**COMMENTS**  
 VINCENT: This oil was run fewer hours than the last at 43.5 hours, and wear accumulation looks much better. We'd be a lot more comfortable if aluminum (typically from pistons) and chrome (from rings) read lower, but we'll take what improvement we can get at this point. Hopefully, these two metals will improve after another 40-45 hour interval on the next sample. This sample's viscosity was correct for 20W50-grade oil and the phosphorus looks like the Exxon Elite that was run last sample, so that's how we logged this in. Also, the slip said IO-320-D2G. Is it O-320-D2G?

ELEMENTS IN PARTS PER MILLION	UNIT LOCATION		UNIVERSAL AVERAGE
	11/18/11	05/20/11	
MILK on Oil	44	60	
Water on Unit	2.350		
Sample Date	02/28/12		
Make Up Oil Added			
ALUMINUM	14	22	8
CHROMIUM	10	47	7
IRON	24	21	20
COPPER	8	7	5
LEAD	380	4146	345
TIN	0	0	0
MOLYBDENUM	0	0	0
NICKEL	2	2	2
MANGANESE	0	1	0
CAESIUM	0	0	0
TITANIUM	0	0	0
POTASSIUM	0	0	0
COBALT	1	1	1
SILICON	1	3	1
STRONTIUM	1	0	0
CALCIUM	6	8	4
MAGNESIUM	1	2	1
PHOSPHORUS	1104	1107	342
ZINC	23	26	4
BARIUM	0	0	0

**PROPERTIES**

	Should Be	11/18/11	05/20/11
SUS Viscosity @ 210°F	98.7	112.0	
Oil Viscosity @ 150°C	20.00	15.92	23.13
Flashpoint in °F	410	440	440
Water %	<0.5	<0.5	0.8
Acid#	0.0	0.0	0.0
Insolubles %	0.3	0.4	0.4
TAN			
ISO Code			

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## The Calendar

Date	Time	Location	Event
06/16/12	9:00 AM	N12	June MAFC general meeting, WASH & WAX: An aircraft wash & wax will take place during the general membership meeting on June 16. We need lots of volunteers so please come out and lend a hand especially if you fly our planes.
06/16-06/17		Teterboro, NJ.	Wings & Wheels Expo. Sponsored by Aviation Hall of Fame & Museum of NJ, WWII and modern aircraft. Classic & antique cars! Contact Shea Oakley, 201-288-6344.
06/20-06/23		Lock Haven, PA.	Piper Memorial Airport ( <a href="#">KLHV</a> ). Sentimental Journey Fly-In. Celebrating the 75th Anniversary of Piper Aircraft and the Piper J-3 Cub. Featured aircraft the Piper J-3 Cub, L-4 and PA-16 Clipper. Greg Koontz and the Alabama Boys scheduled to appear Wed - Fri. Educational Forums, Static Displays, Food Vendors, Exhibitors, Flying Contests, Poker Run, Local Fly-Out Destinations, Camping, Live Entertainment, Movies, Airplane & Helicopter Rides, and lots of Antique and Classic Airplanes on Display. Piper Aviation Museum Located on the Airport. Fun for all Contact Ed Watson, 570-748-5123.
06/21		Egg Harbor Township, NJ.	Atlantic City International Airport ( <a href="#">ACY</a> ). Lockheed Martin Flight Services "On-the-Road. Learn how to get the best possible information, improve the odds for your (!) SAR (search and rescue), and minimize the possibility of getting caught in the middle of those perennial favorites, "moving" and "pop-up" TFRs!" This seminar starts at 7 pm, at Mid-Atlantic Jet Aviation, Inc., Atlantic City International Airport, Suite 112, Egg Harbor Township, NJ. Contact Bill Lamb, 928-220-0665.
07/05/12	7:15 PM	Eatontown, NJ	MAFC BOT meeting, Dave Pathe's office, 151 Industrial Way East, Eatontown, NJ

## Member Photos

Submit photos from your flights with a brief description, to: [adam.t.lang@gmail.com](mailto:adam.t.lang@gmail.com)



Adam Lang– Lake Powell, AZ 05/2012

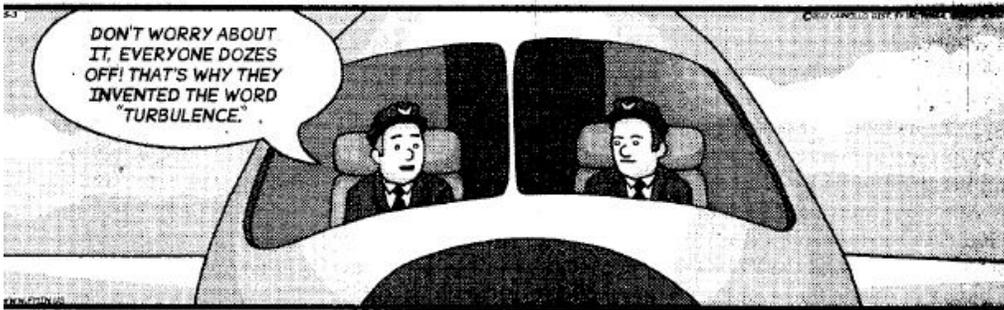


New Archer Paint Job

## Jokes, Cartoons, Quotes, etc

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▪ **Minus** by Tony Carrillo



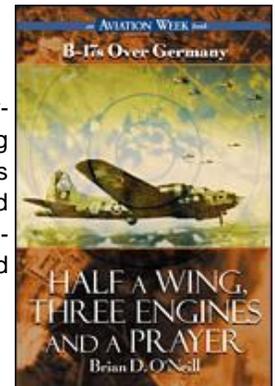
## A Good Read...

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### Half a Wing, Three Engines and a Prayer

by Brian D. O'Neill

In 1943, when the outcome of World War II hung in the balance, B-17 crews of the Eighth Air Force flew harrowing, unescorted daylight bombing missions deep into Occupied Europe and Germany. These devastating raids have long been storied in film and fiction, but here is a firsthand, blow-by-blow account of these perilous missions as they really happened. In these pages, you'll see the events unfold as they were recorded and recalled by one crew's officers and enlisted men (pilot, copilot, navigator, radioman, and gunners), corroborated by other crews they flew with, and painstakingly correlated with the official records of the men's 303rd "Hell's Angels" Bomb Group.



## Important Days in Aviation History

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- July 27, 1949: The world's first jet powered passenger transport, the British de Havilland Comet, is rolled out at Hertfordshire, England.
- 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 30, 1971: An All Nippon Airlines 727-281 crashes after colliding with a JSDF F86 Sabre fighter. All 163 people onboard the 727 are killed but the pilot of the F86 is able to eject. He is tried for homicide and found not guilty.
- July 19, 1989: A United Airlines DC-10 crashes at Sioux City, Iowa after the center engine explodes. The shrapnel destroys all hydraulic systems on the aircraft. 111 are killed in the emergency landing but 185 survive the crash.
- July 17, 1996: Trans World Airlines Flight 800 explodes and crashes off the coast of New York. All 230 passengers and crew onboard are killed. The cause of the crash fuels speculation of government conspiracies and coverups since some believe the U.S. Navy shot down the aircraft. However faulty wiring is determined to be the probable cause.
- July 25, 2000: A chartered Air France Concorde crashes on take off from Paris' Charles de Gaulle airport killing all 109 people onboard and 4 on the ground. It is the first crash of the supersonic Concorde which had flown safely for over 20 years and only 16 were ever built.

