

MAFC

MONMOUTH AREA FLYING CLUB



NEWSLETTER

May 2012

Club Meetings

General Meeting:
05/19/12- 9:00AM
N12 CAP Building

Board Of Trustees:
06/07/12- 7:15 PM

General Meeting:
06/16/12- 9:00AM

A Word From the BOT...

MAINTENANCE – JOB 1 for Everyone !

As you all know, MAFC's charter is to promote aviation, and flying-flying-flying is what this great club is all about! What many of you may not know is how much time and effort and, since you asked, MONEY go into keeping our fabulous but ageing planes in airworthy condition.

We are fortunate to have not just one, but two great guys who oversee the maintenance of our aircraft- long time club member and Maintenance Officer: Dan Coles and Assistant Maintenance Officer: John Periera. Dan's background includes performing maintenance on military helicopters and if it is part of an aircraft, Dan knows what it is and has probably worked on it. At an MAFC meeting a few years ago, Dan brought in an aircraft carburetor and gave a 45 minute presentation on how it worked...boring and tedious? I don't think so! He received a big round of applause from the members...he knows his stuff! John's day-job also involves maintenance on heavy non-flying machines, but he has also volunteered and done work on our aircraft interiors including panels and interior areas to help make our old planes look a little newer.

In addition, we have 10 Crew Chiefs and Assistants whose job it is to look over their planes' overall condition, report squawks to the Maintenance Officers, keep track of routine but important maintenance items such as oil change and

certification dates, etc. You can find their names on the aircraftclubs.com website on the "News" page.

But as you know, as our planes age and fly more often, they need more TLC and aircraft parts and labor for the mechanics continue to go up and up. The Archer, with about 10,000 airframe hours needed extensive work during the last annual, and by extensive I mean expensive - \$15,000 or about \$150 per member. Our club's training workhorse, 66977, needed a new cylinder, and other expensive under-the-cowling components to the tune of \$12,000. Our Arrow just got out of a 4-week annual and we are waiting for the bill... hopefully it will be "reasonable" although I am starting to lose track of what that exactly means these days.

Being able to share these costs among 100+ members is one of the benefits of being in MAFC and while the BOT constantly looks for ways to keep our costs low, we don't and never will cut corners on keeping our aircraft safe and maintained to the highest standards.

But maintenance is not just the responsibility of the people mentioned above, it is EVERYONE's responsibility. When you fly the plane and see something which needs attention, LET US KNOW, even if you are not sure if it requires attention. All of the Crew Chiefs and Maintenance Officers contact information is on the website and now they are in

each aircraft, on the Maintenance Cards. In addition, we have a maintenance email address which goes to the key people who can address your issues:

maintenance@flymafc.com. Send an email to this address and the right people will get it. And most important, if you see a problem and someone has the plane scheduled during the same or next day, contact them so they are aware...be considerate of your fellow pilots!



A Note of Thanks:

At our last meeting in April, we were fortunate to have Chris Quincannon, who works ATC at Newark Tower, give us a presentation on NYC Class B and flying up the Hudson River... thanks to Chris for taking the time and giving our members important information and entertaining insights from ATC's perspective! I encourage our members to come to all our monthly meetings, and especially when we have interesting aviation speakers!

Fly Safe!

Dave Pathe

MAFC President

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Happenings...

New Club Lawnmower

Kudos go out to Dan O'Neil for taking the initiative to find a replacement lawn mower for the club. His "blast e-mail" resulted in the acquisition of a unit that should help to keep the trailer area clean cut and looking spiffy! -Charles Burke

Hudson River

At the April 21, 2012 general meeting, Chris Quincannon presented an outstanding program geared to the Hudson River Exclusion, along with many valuable tips on how to work with ATC. According to Chris, some of the rules for flying up and down the Hudson River, in the area between the Statue of Liberty and the George Washington Bridge, have changed. After reviewing the changes he pointed out that the new regulations are available from the FAA on their web site. For those who are interested in following up on the Hudson River Exclusion topic, the FAA has a free certificate training program that can be found at http://faasafety.gov/SPANS/event_details.aspx?eid=30460 -Charles Burke

Wash and Wax

An aircraft wash & wax will take place during the general membership meeting on June 16 at 9am. We need lots of volunteers so please come out and lend a hand especially if you fly our planes. The club will provide pizza, donuts, coffee, and soft drinks to all attendees.



A View From The Tower

Cape May Airport (WWD)

As a direct result of the Pearl Harbor attack, the mounting threat of German U-Boats along the Atlantic coast, and the increasing demand for naval aviators, Naval Air Station Wildwood (NASW) was constructed and subsequently commissioned in April 1943 to serve as an active dive-bomber squadron training facility.

The 92,000 square foot all wood hangar is still standing today and serves as one of the few remaining examples of a typical World War II-era Navy "standard wood hangar." Today, under the guidance of the non-profit NASW Foundation, Hangar #1 has been transformed into an Aviation Museum located at the Cape May Airport (WWD) and is now listed on both the National and State of New Jersey Registers of Historic Places at a level of National significance.

Unlike most museums, visitors to NASW Aviation Museum are asked to "please touch," climb in and enjoy the view from the pilot's seat. The museum now boasts a collection of 27 aircraft spanning a period from early World War II. In an effort to encourage youngsters to enjoy the museum experience while learning, a number of interactive exhibits were donated by the Franklin Institute in Philadelphia, PA. If you would like more information on this fascinating site, go to <http://usnasw.org>

It is also noteworthy to mention, Cape May is a great fly-in destination for not only its museum, but the restaurant located right on the field. The "Flight Deck Diner" is open from 7am to 2pm, serving breakfast and lunch.



Local Airship Update



If you've been flying at all in the recent months, you may have noticed a blimp flying along the jersey shore fairly often. The blimp is actually a government owned MZ-3A military research airship, operating out of historic Hangar 1 at Lakehurst NAS (Or Joint Base McGuire-Dix-Lakhurst as it's called officially). The airship is used to evaluate sensor systems, lighter-than-air technologies and flight support for other research and development projects. The airship is operated by a civilian contractor and is painted with pre-WWII era markings with "U.S. Navy" written on the side. It uses two 180HP Lycoming engines (sound familiar?), travels under 50kts, and is 178ft long. You can expect the airship to be in operation through early next year.

By Adam Lang

Member Spotlight

Joseph Bonacci



I joined the MAFC in November of 2011 and hold a Private Pilots license. I enjoy flying low wing planes primarily warriors and archers. My wife freaks out in first class on a 757 so needless to say she will never be in my right seat. Our family includes two adult children. When it comes to trips one place you might want to try is a little cafe at Quakertown Airport (KUKT) , there are some really nice people there and the food is good! A personal goal is to still make a trip to Nantucket Memorial (KACK). I am a councilmen and police commissioner in Sea Girt for 4 yrs and fellow MAFC member and sea girt police officer John DeMillio introduced me to the club at work, USB Financial. I have three partners and we manage about 200MM for institutional and high net worth individuals.

Video Work and Aircraft Taping

Part 2---

In the previous issue, we looked at a few common technical problems that arise when using a video camera in an aircraft. In this, the second part of the article, we will look at visual imagery issues. In reality, a textbook would be needed to cover all aspects of this subject but this article we will examine only one.

One tip that helps to greatly improve the imagery in both still as well as video work is to not look at the people you are shooting but the background behind them! Yep, forget about them, concentrate on the background! The reason for suggesting this is that too often people don't realize that the visual framing is out of whack and this results in shots with heads rolling along the bottom or top of the screen. Other problems include bushes growing out of heads or a men's room sign next to your mother in-law face. If you simply scan the background you will instantly see if the overall picture is balanced and there are no objectionable images that crept in.



Another issue of visual imagery is where to position the heads of people in medium to close-up shots. There is a super simple rule for this, just divide the screen into 3 equal parts horizontally and adjust the camera so that the subject's eyes are 1/3 the way down on the screen. If you want to see how this looks in professional work, find a woman's fashion magazine where the picture has a should/head shot or a similar composition. Draw a horizontal line through the eyes and I will bet that it falls about 1/3 down on the page.

A third trick to getting great shots is to stop thinking of your video camera as something that involves motion and start using it as if it were a still camera. The ideal thing is to put it on a tripod and simply start and stop with a minimum of motion in between. In actuality, video is really 30 still pictures that flash before your eyes every second so you really are taking still pictures. By not moving the camera or zooming, you will greatly improve the overall visual imagery and you work will start to take on the appearance of pro work.

By Charles Burke

Golf for Beginners
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Charles Burke-Instructor





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The Calendar

Date	Time	Location	Event
05/19/12	9:00 AM	N12	April MAFC general meeting, N12
05/20/12	8:30 AM– 11:30 AM	Bayport, NY	Pancake Breakfast at the Bayport Aerodrome. Adults \$6.00, children under 12 eat free. Fly off a pristine grass field and enjoy 24 hangars full of antique and classic flying aircraft to see. See website for video on how to fly into Bayport's class C cut-out. No radio/transponder needed. http://aacgny.org
06/01-06/03		Reading, PA	World War II weekend. Reading Regional Airport, PA.
06/07/12	7:15 PM	Eatontown, NJ	MAFC BOT meeting, Dave Pathe's office, 151 Industrial Way East, Eatontown, NJ
06/09-06/10		Ocean City, MD	Ocean City Air Show, MD.
06/09	8:00 AM	Smoketown, PA	EAA breakfast flyin. Smoketown (S37)
05/19/12	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.

Sell/Buy/Trade

Want to advertise your aviation-related items? Submit your items with a brief description, contact info, and picture (optional) to: adam.t.lang@gmail.com

- 2011 copy of FAR AIM--Free, Contact Charles Burke-
chas.burke@verizon.net

Co-Pilot Wanted

Looking for other members to fly with? Reach out to other members here by posting your trip details in the newsletter. Send your post to adam.t.lang@gmail.com.

- (Example) John Smith. Weekend day trip, any time. Lake Placid, NY. C172. Get lunch and visit historic downtown Lake Placid. Phone (555)-555-5555

Member Photos

Submit photos from your flights with a brief description, to: adam.t.lang@gmail.com



Adam Lang– Navy Airship over Seaside, NJ 4/2012



MAFC 2010 Spring Plane Wash

Jokes, Cartoons, Quotes, etc

Aviation Dictionary

Airspeed: Speed of an airplane. Deduct 25% when listening to a Navy pilot.

Bank: The folks who hold the lien on most pilots' cars.

Cone of Confusion: An area about the size of New Jersey, located near the final approach beacon at an airport.

Crab: The squadron Ops Officer.

Dead Reckoning: You reckon correctly, or you are.

Engine Failure: A condition which occurs when all fuel tanks mysteriously become filled with air.

Firewall: Section of the aircraft specially designed to let heat and smoke enter the cockpit.

Glide Distance: Half the distance from the airplane to the nearest emergency landing field.

Hydroplane: An airplane designed to land on a 20,000 foot long wet runway.

IFR: A method of flying by needle and ripcord.

Lean Mixture: Nonalcoholic beer

Nanosecond: Time delay built into the stall warning system.

Parasitic Drag: A pilot who bums a ride and complains about the service.

Range: Usually about 30 miles beyond the point where all fuel tanks fill with air.

Rich Mixture: What you order at the other guy's promotion party.

Roger: Used when you're not sure what else to say.

Service Ceiling: Altitude at which cabin crews can serve drinks.

Spoilers: The Federal Aviation Administration.

Stall - Technique used to explain to the bank why your car payment is late.



Important Days in Aviation History

- June 7, 1955: Douglas Aircraft announces it plans to build its first passenger jet, the DC-8.
- June 15, 1955: The prototype of the Tupolev Tu-104 jet airliner makes its first flight.
- June 29, 1962: The Vickers VC-10 makes its first flight.
- June 18, 1971: Southwest Airlines launches its first service from Dallas' Love Field.
- June 24, 1975: An Eastern Airlines 727-225 crashes on approach to John F. Kennedy International Airport. Wind shear from a microburst caused the aircraft to clip the runway approach lights. 115 out of 124 persons onboard are killed.
- June 22, 1984: A new trans-Atlantic carrier, Virgin Atlantic, begins service between London and New York with a single Boeing 747-100.
- June 30, 1994: An Airbus Industrie A330-321 crashes while on a test flight. All 7 crew are killed in the crash which is blamed on a problem with the autopilot and on crew error.
- June 26, 1995: Boeing announces plans for the Boeing 777-300, the world's longest airliner at the time.

