

MAFC

MONMOUTH AREA FLYING CLUB



NEWSLETTER

October/November 2012

CO-EDITED BY CHARLES BURKE AND ADAM LANG

Club Meetings

General Meeting:
10/21/12– 9:00AM
N12 CAP Building
WASH AND WAX!

Board Of Trustees:
11/01/12– 7:15 PM

General Meeting:
11/17/12– 9:00AM
N12 CAP Building

A Word From the BOT...

Just a short note about some of the recent activities in MAFC for your reading pleasure...

Wash & Wax: Our aircraft wash and wax (which is now more of a “rub-and-scrub” due to waste water restrictions) will be held on Sunday, October 21st starting at 9:00 AM. If the weather is dry, please make every effort to come out and support your club. John Pereira will be organizing the event and is looking for volunteers to assist him with setup and equipment...please contact John if you are able to help.

MAFC on YouTube: Long-time member Dan O’Neal has put together a fabulous video on YouTube which shows him doing pattern work at N12 starting from late afternoon to early evening. If you get a chance, take a look at this terrific production which will soon be on our websites. Did I mention all of his landings were “greasers”? Thanks to Dan for putting this together!

66977 Engine Break-In: Thanks to Dan Coles, Mike Bernicker as well as Tom Flieger and his students, we now have about 10 hours on 66977’s new engine. We are still in the break-in period until at least 25 hours are on the engine, so only x-country flights are allowed (no pattern work or air work) until our Maintenance Office gives the green light!

Membership Notes: At the last BOT we approved applications for two new members, both of whom are not yet old enough to drive but are willing and eager to learn how to fly! Please join me in welcoming Nicole D’Anton, a sophomore at Manasquan High and Andrew Gledhill, a junior at Red Bank Regional and wishing them well in their flight training.

New Private Pilot with Determination: Nikhil Brahma passed his Private Pilot checkride this past Sunday to become a US Private Pilot. Nikhil first joined MAFC back in 1998 when the club was based out of Marlboro Airport. After a “brief” aviation hiatus, MAFC Instructor Neil Wilson and Nikhil got back together this year and forged ahead with his training. Hopefully Nicole and Andrew won’t take as long, but the message here is: “Don’t give up!” Congrats to Nikhil for his accomplishment not to mention his perseverance and determination!

Rules and Regs: The MAFC Rules and Regs have been updated and will be posted on the websites soon. The main change was to put some reasonable time limits on members who wish to go inactive. If a member has a valid reason (such as medical, financial, etc.) the BOT will allow the member to go “inactive” for a 12 month period, at which time the member may reactivate their membership without cost. Under special circumstances approved by the BOT, a member may extend their inactive status for an additional 12 months and then reactivate with a \$150 fee. Please review the Rules and Regs for details on this as soon as practical.

Aircraft Usage: Our yearly aircraft usage is ahead of 2011’s recessionary pace with a total of 764 flight hours thru October 3rd as follows: 66977- 156hrs, 4287Q-169hrs, 93KK-197hrs, 268BG-116hrs, and 55804-125hrs. Our Top-Ten pilots include Lloyd Ankrom, Chas Burke, Art Templeton, Mike Bernicker, Mike DiBella, Laibel Gerson, Marcus Graneiro, Rama Valiveti, Steve Weinberg, and Jim Paglia. Thanks guys!

Fall foliage flying weather is upon us, so get into one of our planes and enjoy the nice flying scenery!

Fly safe,

Dave Pathe



Inside this issue:

A Word From the BOT	1
Happenings	2
Member Spotlight	4
The Calendar	5
Important Days in Aviation	6
Jokes and Cartoons	6

Happenings...

IMPORTANT NOTICE FROM THE BOT: MAFC Rule Change: Section 3, paragraph 5

Members who will not be flying for an extended period of time due to reasons generally beyond their control (such as temporary job transfer, loss of FAA medical, financial problems, military deployment) may request to go inactive for up to 12 months. Members who do not reactivate by the end of the 12th month will have their membership terminated. The BOT will consider extending inactive status up to an additional 12 months on a case-by-case basis. If approved, members who wish to reactivate at any time during the 12-month extension will be required to pay a \$150 reactivation fee. While inactive, monthly dues will be waived. Members who have a negative balance must zero out their accounts before going inactive. All requests to go inactive must be sent in writing (letter or email) to the BOT and must include a reason and an estimated time of return. The BOT will review each request and notify the member within 30 days of its decision. Inactive members who wish to become active again may do so by notifying any BOT member. Terminated members who wish to rejoin the Club will be required to pay the current initiation fee. Any member who wishes to rejoin the Club, whether inactive or terminated, will be required to fill out a new application form and will be required to attend a BOT meeting.

Dan O'Neils Video: Flying the Pattern at N12

Some years ago I flew a friend & customer, Andy Choinski, over his business in Passaic, NJ to film this facility for advertising purposes. The video that Andy produced was shown on TV in North Jersey and streaming in his lobby. We talked about doing a video keyed to N12 and this is what he created.

Dan O'Neil http://www.youtube.com/watch?v=R_YI5J8rnxA



The MAFC CFI List

Gary Brooks

Frank Fine

Tom Flieger

Adam Lang

Brian Lucas

Keith Nevrincean

Neil Wilson

Matt Gomes

Pilots Bill of Wrights

At the September 15th meeting Joe Holt pointed out that the members should be aware of the Bill of Wrights that was recently signed into law.

On August 3, 2012, the Pilot's Bill of Rights on Aug. 3. was signed into law by President Obama. The legislation guarantees pilots under investigation by the FAA ,expanded protection against enforcement actions via access to investigative reports, air traffic control and flight service recordings, and it also requires the FAA to provide the evidence being used as the basis of enforcement at least 30 days in advance of action. For a detailed description of your rights, go to the FAA link<http://www.faa.gov/pilots/rights/>.

As was recently point out by one of the club's members, when you do something that is deemed wrong by the FAA , you quickly realize that they are not your friend. This legislation is a tool for helping you to deal with this agency.

Selected Aviation Terms

PRO-- (Abr) probability (METAR)

readout--1) data which is displayed visually: the FOB (Fuel On Board) readout is showing----- 2) data said / played audibly: the PNF made a radio altitude readout during approach

Track-- 1) the path of the aircraft over the Earth's surface from take-off to touchdown 2) the angle between a reference datum and the actual flight path

Aviation Awareness Day

On Saturday October 6, 2012, the Dr. Albert E. Forsythe (AEF) Chapter of the Black Pilots of America with their Community Partner, Phi Upsilon Chapter of the Omega Psi Phi Fraternity, sponsored Aviation Awareness Day II. The event took place at Monmouth Executive Airport, (BLM) in building #4. The purpose of this event was to introduce underrepresented youth and others to the world of aviation and to the careers that are available in the field of Aerospace/Aviation. MAFC members William Scott and Joe Holt were deeply involved with this branch of the program.



Several other members of the club were present at the MAFC booth including Bob Tozzi, Mario Marzili, Matt Gomes and Charles Burke. Frank Fine, Young Eagle Coordinator, Chapter 315 of the Experimental Aircraft Association was handling the program aimed at introducing young people to aviation. In addition, Art Templeton was flying 93KK, and Al Miller was behind the controls of the Piper Arrow. All together, they introduced a total of 63 children to aviation!



Back in the hanger, the MAFC was by far the largest and most attractive booth spanning over 12 ft. in length. Those manning the table interacted with numerous visitors and ended up with a nice list of potential new members.

While this event is now history it is important for all of the members to realize that each and every one of us can be an ambassador for the club. If you would like to have fliers or other promotional materials for distribution, please let us know here at the newsletter. Also, the club has a complete turn-key booth display that you can borrow (see picture) So, if you wish to conduct a program for Girl / Boy Scouts or any other organization, these materials are available to you.

A Word of Extreme Caution

by Tom Flieger:

The recent accident involving our Cessna 152, along with three additional reports from different MAFC pilots, points to a sporadic phenomenon while landing on Runway 24 during the warmer months. According to the pilot of that flight, he felt he was "doing everything right" when he suddenly felt the airplane almost being pushed down onto the runway. Three other pilots reported similar encounters, although none resulted in an accident.

It seems as though the common denominator has been warm temperatures with a light breeze (about five knots) coming from the west over the trees that lie between Cedar Bridge Road and the opening where the old runway used to be, or just prior to the hangar on the right side of the runway. The resulting sinking phenomena seems to occur somewhere in the mid-to-late afternoon time period. The wind appears to come over the top of the trees and then sinks down toward the runway, taking the unsuspecting pilot and his airplane with it.



Ironically the incidents all involved the Cessna airplanes, so maybe the low wing/ground effect of the Pipers may cause a greater cushioning of the air below the wing, but it is something to be considered. I realize we are into Autumn as I write this, and the probability will most likely be reduced as the temperatures decrease, but it should be remembered next year and will hopefully prevent an accident. Be prepared to GO AROUND at the first hint of this situation. The runway is not long enough to "save" the landing.

Spotlight On...

Mike Bernicker



While I currently live in Jackson Twp. I was born in the Bronx, NY in 1957 then in the late 1960s my family moved to Sayreville, NJ. After graduating from Rutgers College of Engineering in 1980 a position was taken as a production engineer for the US Army Communications & Electronics Command where I remained for 30 years. But that all changed when Fort Monmouth closed and relocated to Aberdeen, MD in Sept 2011 so I officially retired..

The initial exposure to flying occurred when I was about 12 years old when my parents took us on a trip to Kutztown, PA. While driving home, my dad stopped at a local airport that was offering sightseeing flights in a 4-seater and I got to sit in the co-pilot seat and my dad and my brother sat in the back. It was an awesome experience! The next big exposure to flying occurred two years later at the age of 14 during with my first flight on a commercial airliner. This obviously was on a much larger plane and involved a family trip to Florida on Eastern Airlines; do you remember "On the Wings of Man".

Steps to become a pilot were not immediately initiated because I had mistakenly thought you had to be in the military to learn to fly. Things changed after seeing an advertisement for flight lessons in the Fort Monmouth newspaper. Acting upon the ad, I joined the Fort Monmouth Army Flying Club (FMAFC) in 1982 and continued the membership after it became the Monmouth Area Flying Club. My actual flying lessons began in 1983 at Monmouth Executive Airport back then it was known as Monmouth County Airport, and later Allaire Airport piloting a Cessna C150.

I am currently Vice President of the club, a position I also held for 7 years back in the 90s. I have also been the Assistant Treasurer for over 20 years and about once a week I pick up the sales slips from the clubhouse and the mail from our PO Box. Next, the relevant data is loaded onto the computer using Microsoft Access. Once uploaded, the monthly statements are sent out at the beginning of each month. Over 1,000 sales slips per year are processed which is why it's so important that each one contains all necessary information. I also maintain the club database updating member information and processing in new members. Lastly, I'm also the guy who stocks the refrigerator at the clubhouse...suggestions are gladly accepted!

While handling the financial data is important, my first love is flying!. I currently fly the 152, 172, Archer & Arrow but have also flown a twin-engine Apache when I was a member of the McGuire Aero Club back in the 1990's. Altogether over 1700 hours have now been logged to date with the bulk of them in our MAFC planes. What allows for this flexibility is holding certification as a IFR, Multi-engine, commercial pilot.

In addition to flying I am also enjoy traveling, skiing, biking, softball and bowling. I'm also an avid football fan who roots for both the Jets & Giants. But the most exciting flight of all took place in February 2010 when I proposed to my girlfriend Marci while flying a Piper Archer! She said yes. We plan on getting married in early 2013!

Sunspots, MHz & Zeno

by Charles Burke

There are a few MAFC members, including myself (WA2SLK), who are also amateur radio operators and find communications equipment extremely fascinating. It is especially interesting when the radios do things that are a bit unexpected such as send or receive a signal far beyond the range that it normally should travel. This can happen and you may have experienced such an event and not even been aware of it.

Most of the communications that you engage in on the plane's radio take place in the VHF (Very High Frequency) range and are normally a line-of-sight mode. Basically, if you can see the place you want to communicate with, even with the help of a telescope, then your transmission will reach it. Ah-ha you say, but these radios lack the power to cover long distances! Well, hate to break this to you but it is possible to communicate with people thousands of miles away working with only with a fraction of the output power of the radios in our planes. In amateur radio they do this all the time and it even has a special designation, for it QRP communications.

Here is the skinny on what can foul things up. The Sun showers the ionosphere with high energy particles, this is especially true when there are lots of sunspots and when it is the summer. The ionosphere gets cooking and starts to reflect radio waves better known as a process called "skip". Amateur radio operators love skip because you can reach people all over the world. Several years back I had a great conversation with a guy in Antarctica and have the documentation to prove it!

Right now, the Sunspot cycle is at a peak and during the past few months possibly some of your messages intended for N12 or wherever you were at, may have also skipped and been heard hundreds if not thousands of miles away. Likewise, it is possible that the reverse occurred and in the jumble of calls, you listened to there may have been a few directed at Zeno in Upper Sobovia but they also reached you.

As we move out of the summer months, this phenomena will lessen but it does not go away. In fact, you can experience it right at home or in your car. The ideal time is at night in the dead of winter. Just turn on your AM radio and slowly scan the dial pausing to hear the call signs of the station. You may be surprised to hear some that start with the letter C which is the prefix for Canadian radio stations. Actually, this can be a lot more fun to do than watching some of the awful TV shows that go into reruns about that time...

If you would like to learn more about "skip" here is a web site that can fill in the blanks,

<http://en.wikipedia.org/wiki/Skywave>

The Calendar

Date	Time	Location	Event
10/20/12	0900-1700	RDG	Reading Aero Clubs 80 Birthday Party Planes Trains and Autos Reading Aero Club, Reading, PA http://eaa.org/calendar/eventdetail.aspx?id=13842
10/21/12	9:00 AM	N12	MAFC General Meeting
10/21/12	8:30 AM	23N	Antique Airplane Club of Greater New York Pancake Breakfast-Cessna 150 Club & Aviation Flea Market Fly-In Bayport, NY, http://eaa.org/calendar/eventdetail.aspx?
11/01/12	7:15 PM	Eatontown, NJ	MAFC BOT meeting, Dave Pathe's office, 151 Industrial Way East, Eatontown, NJ

\$100 Hamburger: Verna's Flight line Restaurant, Millville Airport (KMIV)

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

Suggested by Tom Griffin

This great restaurant is located just outside of the airport fence on 302 Beacon Ave in Millville and is extremely easy to get to. Just be careful and make sure that you get the gate combination before letting it slam shut behind you!

Verna's serves only breakfast and lunch Monday through Sunday 6 AM to 2 PM but it is a good idea to call ahead just to make sure they are open especially during the colder months. Their number is 1-856-825-3200. While there is no web site for this restaurant, they do have a nice page on Facebook.

The menu is great for both adults as well as kids and is very reasonable in price. They do not take reservations and it can, especially on weekends, get a bit crowded. If you find it is a really nice day and want to enjoy the food outside, they do have a take-out menu. What attracts people, aside from the great food, is the decorations. The walls are covered with aviation history with much of it devoted to the strong military presence that has been in this area.

VERNA'S FLIGHTLINE RESTAURANT
 PHONE: 856-825-3200
 OPEN 7 DAYS A WEEK
 ASK ABOUT OUR DAILY HOMEMADE LUNCH SPECIALS

DAN'S FAVORITE
TWO EGGS, HOMEFRIES, HOT ITALIAN SAUSAGE, & TOAST
\$5.75

CO-PILOT PLEASER
ONE PANCAKE, TWO EGGS, & CHOICE OF MEAT, W/COFFEE
\$5.75

P-47 OMELETTE
THREE EGGS, PEPPERS, ONIONS, TOMATOES, HAM, BACON, & CHEESE SERVED WITH HOMEFRIES AND TOAST
\$6.25

EGGS
 All eggs are served w/ buttered OR grits and toast
 One Egg \$2.25 with Choice of Meat \$4.50
 Two Eggs \$3.50 with Choice of Meat \$5.25
 Three Eggs \$3.75 with Choice of Meat \$5.95
 *ADD ROASTED RED PEPPERS & ONIONS TO HOMEFRIES \$0.75 EXTRA!
 *ADD BACON OR HAM \$0.50 EXTRA!

OMELETTES
 All omelettes are served w/ buttered OR grits and toast
 Ham, Bacon, Sausage, Broccoli, Spinach, Green Peppers, Onions, Tomatoes, Mushrooms
 Choice of any ONE item \$5.25 with Cheese \$5.50
 Choice of any TWO item \$5.50 with Cheese \$5.75
 Choice of any THREE item \$5.75 with Cheese \$6.00

MEAT LOVERS OMELETTE
THREE EGGS, HAM, BACON, SAUSAGE & CHEESE SERVED WITH HOMEFRIES AND TOAST
\$6.95

VEGETABLE OMELETTE
THREE EGGS, PEPPER, ONIONS, TOMATOES, BROCCOLI, SPINACH, MUSHROOMS & CHEESE SERVED WITH HOMEFRIES AND TOAST
\$6.95

GRIDDLE
 Single Pancake \$2.25 with Meat \$3.95
 Short Stack \$3.50 with Meat \$4.95
 Stack Pancakes \$4.50 with Meat \$5.95
 French Toast \$3.50 with Meat \$5.25
 *ADD BLUEBERRIES OR BANANAS TO ANY ITEM FOR AN EXTRA \$0.75!

SANDWICHES
 All Sandwiches Come in Choice of Bread, Toast OR Kaiser Roll
 One Egg \$2.25
 Egg & Cheese \$2.50
 Egg & Meat \$3.50
 Egg, Cheese & Meat \$3.75

SLAMMING SIDES
 Ham, Bacon, Sausage(incl. paty), Scraggie, Pork Roll \$2.50
 Hot Italian Sausage \$2.75
 Bagel w/ butter \$1.75 or Cream Cheese \$2.00
 Grits OR Oatmeal cup. \$1.95 bowl. \$2.95
 Grilled Bunni \$2.25
 Homefries \$2.00
 English Muffin \$1.30
 White, Wheat or Rye Toast \$1.25

BEVERAGES
 Soda or Ice Tea \$1.50 (fill 1/2)
 Hot Chocolate \$1.50
 Coffee or Hot Tea \$1.00 (fill 1/2)
 Juice or Milk Sm \$1.00
 Lg \$1.50

WEDNESDAY, SAT. & SUN.
 SAUSAGE GRAVY, CREAM CHIPPED BEEF & COUNTRYFRIED STEAK & EGGS

ASK ABOUT OUR DESSERTS AND CATERING



Jokes, Cartoons, Quotes, etc

Quote

"Though I Fly Through the Valley of Death I Shall Fear No Evil For I Am 80,000 Feet and Climbing."

- Sign over the entrance to the SR-71 operating location on Kadena, Japan



Takeoff's are optional; Landings are mandatory



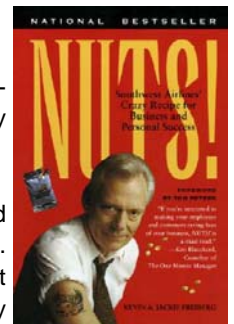
A Good Read...

Nuts! :

Kevin Freiberg, Jackie Freiberg

How can a company be so NUTS and be so successful? Now, Southwest's secrets are out. Management consultants Kevin and Jackie Freiberg describe the inner workings of one of America's biggest success stories. They know Southwest, inside and out, having worked with the company for more than 10 years.

When a comparatively small, new company is able to take on major players in a highly competitive industry and gain market share, satisfy customers and employees alike, and make money, it is time for others to take notice. Southwest Airlines has turned a profit every year since 1973, yet it maintains the lowest fares in the industry. It has never furloughed an employee, regularly ranks best in customer service, and has a consistently high safety record. The Freibergs are partners in a San Diego consulting firm and specialize in "executive coaching," conducting motivational and leadership seminars. Here they tell Southwest's story, which begins with its struggle in the late 1960s with Texas' larger, established airlines, which fought to prevent Southwest from taking off. The authors attribute much of the airline's success to the personality and leadership style of CEO Herb Kelleher and the unique corporate culture he has nourished. "Nuts!" is a reference to the 67 million bags of peanuts served last year on Southwest flights and to the company's rule-breaking philosophy.



Important Days in Aviation History

- November 27, 1962: Boeing rolls out the prototype of the Boeing 727.
- November 29, 1962: Britain and France agree to build a Supersonic transport.
- November 16, 1970: The Lockheed L-1011 TriStar makes its first flight.
- November 24, 1971: A man later known as D.B. Copper hijacks a Northwest 727 en route to Seattle. After freeing the passengers in exchange for \$200,000 and four parachutes, Copper has the aircraft fly to Mexico. He then bails out of the tail door and is never seen again.
- November 30, 1971: The Boeing 747-200 Freighter makes its first flight.
- November 18, 1977: Eastern Airlines puts the Airbus A300B2 on its service from Newark to Miami. This marks the first Airbus aircraft to fly for a U.S. airline.
- November 22, 1977: The Concorde is finally allowed to land in New York.

