

# MAFC

## MONMOUTH AREA FLYING CLUB



### NEWSLETTER

August/September 2012

CO-EDITED BY CHARLES BURKE AND ADAM LANG

#### Club Meetings

General Meeting:  
08/18/12– 9:00AM  
N12 CAP Building

Board Of Trustees:  
09/06/12– 7:15 PM

#### A Word From the BOT...

##### **152 Repair, Reservations, Augie & BOT Changes**

##### 152 Repairs - Update

Now that the FAA has finally completed their investigation and the insurance claims issues are nearly complete, the BOT, with Maintenance Officer Dan Coles recommendation, has decided to keep and repair our low-time 152. We are planning to get a new overhauled "zero-time" engine instead of having our 800-hr engine overhauled, which will shorten the repair schedule. Repairs should start very soon by First-in-Flight at N12 where the plane is now located. The BOT is focused on



minimizing the repair schedule, getting our 152 training workhorse back online while, at the same time, getting maximum value for our insurance dollars. Stay tuned.

##### Aircraft Reservations

We have a flight scheduling system that allows every member an equal opportunity to reserve our fine aircraft. With our heavily used 152 out of commission, we have the same number of potential pilots vying

for fewer scheduling slots and this increases the importance of handling reservations responsibly. Two types of problems occur:

**No-Shows:** A person who makes a reservation does not fly and the plane sits while there may be others who would like to use it. We understand that unexpected conflicts can arise, but every effort should be made to void the reservations on Aircraftclubs.com so that someone else can sign in for the slot. Try to cancel your reservation as soon as possible or call someone in case you don't have access to a computer (by the way, the reservation system does include phone access). If a backup reservation has been made, call that person directly. It would also be courteous to contact the member who may have a reservation that follows yours so that they can fly earlier.

**Aircraft Grounded:** A plane is grounded for maintenance but is not communicated to those who have reservations. If a serious issue is found, you are urged to contact the people listed on the Ground Crew card in every plane and also in the plane's log book. It is also suggested that you try to reach those who are scheduled to use the plane during the remainder of the day so that they can make alternate plans and avoid an unnecessary drive to N12.

Please use a little common sense and be courteous to your fellow pilots to help minimize these scheduling and availability problems.

##### Augie

Many of you have taken lessons or check rides with Augie Cammarata, our VP, Operations Officer, CFII Instructor, and all-around great guy. During my check-rides, he has always made me work hard, made me think, and I have always learned something new about flying. Unfortunately Augie has encountered a medical problem which has voided his FAA medical certificate and is no longer able to fly. We all wish him well and hope he is able to return to flying and our club in the near future. We will miss him and everything he does for the club during his absence. GET WELL SOON AUGIE!

##### BOT Changes

With Augie's status, the BOT has elected Mike Bernicker to the position of VP. Mike has been with the club for many years and as Assistant Treasurer, has helped the club to operate smoothly. In addition, Chris Quincannon, our EWR Tower Controller, has been appointed to fill the BOT vacancy. Chris will be handling RON approvals with Tom Russell.

-Dave Pathe  
MAFC President

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## Happenings continued...

### Log Books

During a discussion of the Cessna 152 situation at the July meeting, it was mentioned that the FAA collected a number of logbooks for examination. While that is not a problem in and by itself, there was a catch in that many members still have yet to have them returned! During the ensuing conversation, a number of important points were raised that should be noted by all members who fly.

1. When flying, you are only required to carry your pilot's certificate, the FAA medical papers and a photo ID.
2. While pilots are not required to carry their logbook, the FAA can request it and may retain the document for protracted periods of time.
3. Your logbook should contain properly entered data especially that regarding endorsements and that you are current when it comes to a FAA regulations. This is extremely important for student pilots.
4. If you have a computer based logbook, make sure that it is backed up.
5. If you have a hard copy logbook, periodically make Xerox copies of the pages and store them in a safe place.

You are urged to review section 61.51 Pilot Logbooks in the FAR/AIM

## VOR Trainer

By Charles Burke

The use of a VOR for navigation is an invaluable tool but can be a bit confusing to a student who is first introduced to them. While there are excellent texts and reference articles available, they are of limited value when compared to actually sitting at the controls while in flight. However, there are excellent free simulators available on the internet and one of them can be found at:

- [http://www.luizmonteiro.com/Learning\\_VOR\\_Sim.aspx](http://www.luizmonteiro.com/Learning_VOR_Sim.aspx)

You not only can see what is taking place with regard to a VOR but actually control the simulated plane for speed, altitude and direction with it responding in a manner that reflects a real life experience. On the same web site there are a host of other aviation simulators and these can be extremely helpful during a pilot's training since they make excellent reference tools for almost all of the instruments. To find the home page of the site, go to:

- <http://www.luizmonteiro.com/Index.aspx>



## 3rd Class Medical- Exemption Proposal

AOPA and the Experimental Aircraft Association (EAA) on March 20, 2012 submitted a request to the FAA that, if successful, would offer pilots an option of obtaining a 3rd class FAA medical using a self-assessment along with an on-line educational program. It would allow the pilot to operate familiar aircraft recreationally using the driver's license as the baseline of health.

In general, if the FAA were to approve the petition for this special no physical examination there would be some limitations such as:

- You could not fly at night.
- You would be limited to a single passenger
- There is a maximum horsepower on the engine.

The response to this petition has been overwhelmingly positive with thousands of General Aviation pilots submitting letters of support to the FAA. It is suggested that you go to the AOPA's web page <http://www.aopa.org/advocacy/medical-certification-petition.html> where you will find a complete overview of the proposal as well as information on how you can voice your support for this plan. Note that you do not have to be a member of AOPA to participate in this effort. Also, because of the strong response by the General Aviation community to this petition, the FAA has extended the filing deadline to September 14, 2012.

There are no living pilots who are getting younger each day and we all will find ourselves facing the prospect of medical issues when it comes to our FAA Medical examination. This is a rare opportunity to possibly remove a major stumbling block for those who are fit to fly but are impeded by the current system. As the old saying goes, "Fail to plan, plan to fail".

Copy of FAA Form 8500-9 (Medical Certificate) or FAA Form 8420-2 Medical Student Pilot Certificate) issued.		<b>FF-</b>	
<b>MEDICAL CERTIFICATE FIRST CLASS AND STUDENT PILOT CERTIFICATE</b>			
This certifies that (Full name and address):			
JOHN DOE 123 STREETNAME DR. ANYTOWN, TN 37130			
12/17/03	70	170	BR BR M
Date of Birth	Height	Weight	Hair Eyes Sex
has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.			
Examiner	MUST WEAR CORRECTIVE LENSES		
	Date of Examination	Examiner's Designation No	
	10/17/42	1013-2	
	Signature		
	Typed Name JOE DOCTOR, D.O.		
Airman's Signature			

## Member Spotlight

### Adam Lang



For those I haven't met in the club, I joined MAFC late last year helping with flight instruction and creating the club newsletter. A few months ago I accepted a position with a scenic tour operator in Page, Arizona, so I thought I'd share some experiences working out here. Page sits on the southwestern most point of Lake Powell, which is located 60 miles northeast of the Grand Canyon. Page is home to one of the largest dams in the U.S. (Glen Canyon Dam), and it also happens to be one of the most remote communities in the lower 48 states. The town was originally founded to support the dam's 10-year construction project, which spanned from 1956-1966. The resulting reservoir is Lake Powell, which is a national recreation area attracting an array of domestic and international visitors each year. In fact, the company I work for almost exclusively caters to French tourists that arrive here on buses with a tour company.



The company operates a fleet of mostly Cessna 207s, along with a C-206, and some C-172s. I began with an evaluation flight, followed by ground school, and then aircraft specific training. And of course, you can't slide by without a check-ride in aviation. Page airport (KPGA) sits atop a mesa at 4,300ft, so the density altitude is routinely at least 6,500ft in the morning and approximately 7,900ft in the afternoon. The C-207 I fly is turbocharged; however, density altitude and heat still degrade performance while cruising on those hot days. The tours are 30-40 minutes around the lake's many rock formations and canyons. Most famous of the formations is "horseshoe bend," which is a horseshoe shaped canyon through which the Colorado River flows. Surprisingly, the weather varies greatly; as the windy days of spring carry through June, the monsoon season follows through August. The unique nature of this operating environment has really been a positive and rewarding experience thus far. For the most part the flights are enjoyable, the people are in awe of the scenery, and it hasn't gotten old yet. I'm under contract until the season ends in mid-November and I anticipate returning to NJ late November.

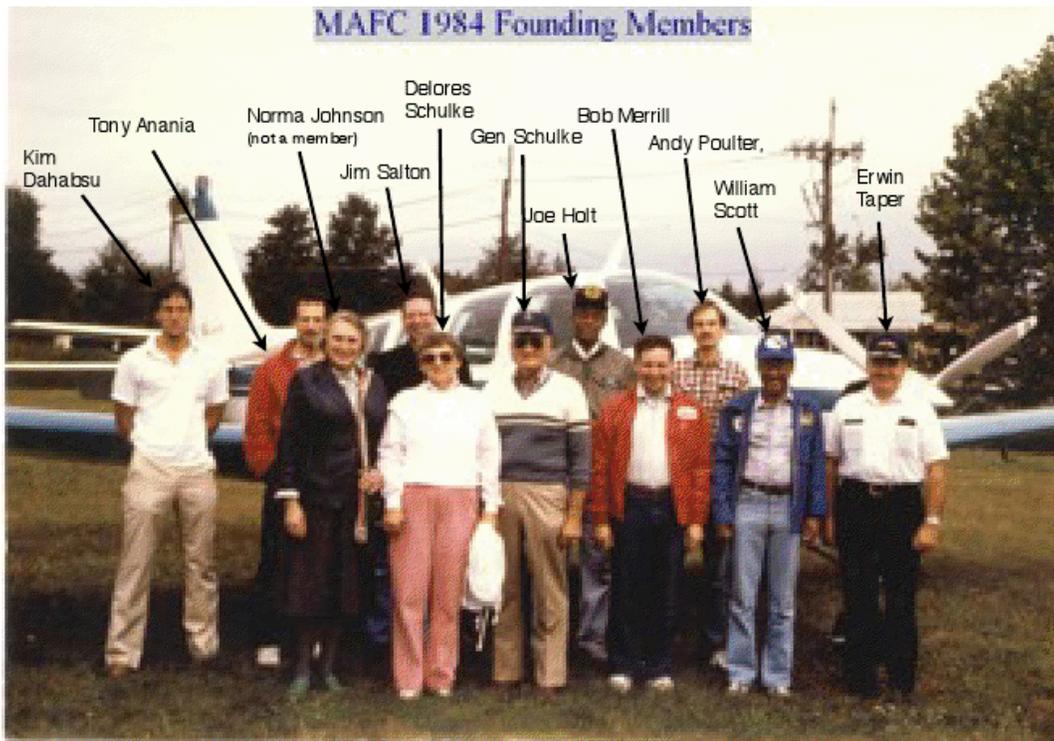


## The Calendar

Date	Time	Location	Event
08/17/12	10:30 AM	Atlantic City, NJ	Thunder over the boardwalk– Atlantic City Air show featuring the Thunderbirds <a href="http://www.atlanticcitynj.com/acairshow.aspx">http://www.atlanticcitynj.com/acairshow.aspx</a>
08/18/12	9:00 AM	N12	MAFC General Meeting
08/18-8/19		Greenwood Lake Airport, NJ	Greenwood Lake Air show and WWII Showcase. <a href="http://www.greenwoodlakeairshow.com/">http://www.greenwoodlakeairshow.com/</a>
08/19-08/21		NYC	Air Force Week. NYC Flyover. <a href="http://www.airforceweek.af.mil/">http://www.airforceweek.af.mil/</a>
08/25-8/26		New Garden Flying Field, PA	Festival Flight Air & Car Show. <a href="http://newgarden.schultzairshows.com/">http://newgarden.schultzairshows.com/</a>
09/06/12	7:15 PM	Eatontown, NJ	MAFC BOT meeting, Dave Pathe's office, 151 Industrial Way East, Eatontown, NJ
09/15/12		Ocean City, NJ	Ocean City Airport Festival. <a href="http://www.oceancityvacation.com/details/584-ocean-city">http://www.oceancityvacation.com/details/584-ocean-city</a>

## Member Photos

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



Last month we featured a picture of MAFC early members but a number of people asked if we could add names to the faces. We are 99% sure that these are correct so hopefully the question has been answered!

## Jokes, Cartoons, Quotes, etc

### A Pilot's Wings

Once the Pilot wings go on, they never come off whether they can be seen or not. It fuses to the soul through adversity, fear and adrenaline, and no Pilot who has ever worn the wings with pride, integrity and guts, can ever sleep through the 'call of the wild'.

When a good Pilot leaves the 'job' and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times that Pilots had. We know in the world of Pilots flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet. We know that Pilots will never throw them away, they will be on him, with every step, and breath that remains in his life. We also know how the very bearing of the man speaks, of what he was, and in his heart still is.

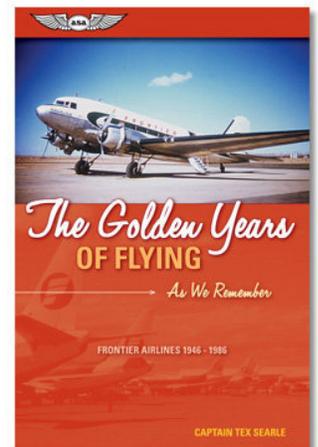
Because we flew, we envy no man on earth. -Author Unknown

### A Good Read...

The Golden Years of Flying—As We Remember is the legacy of an earlier day in aviation history, recorded by one of the pilots who shared this experience and wrote down his fellow pilots' stories. Captain Tex Searle corresponded with and interviewed several retired DC-3 pilots from the old Frontier Airlines days, and brought all their tales together in one place for a vivid historical account.

Flying the Rocky Mountain region, Frontier Airlines' pilots achieved the best safety record in civil aviation—a record based on the most stringent measure of the number of takeoffs and landings while flying in extreme conditions. Frontier Airlines flew from 1946 to 1986. In her early days, crews hand-flew DC-3s over the high Rockies, in and out of small airports hidden deep in mountain canyons, with approaches often referred to as “black holes” due to their almost ominous darkness and lack of reliable visual references. Relating their first-hand experience of flying through “tornado alley” without radar, flying in canyons of sodden clouds while lightning displays an explosion of highlighted pageantry throughout the heavens, the pilot storytellers in *The Golden Years of Flying* invite you into the cockpit for a lighter dimension, too—you will surely enjoy the hijinks and hangar tales of their shared experiences.

As a retired FAL captain himself, the author points out that “flying the DC-3 was just about the best thing that could happen to a man.”



## Important Days in Aviation History

- September 1, 1966: Boeing announces that production of the 707 is to end.
- September 30, 1968: Boeing rolls out the prototype Boeing 747.
- September 12, 1970: Four airliners are blown up by hijackers after the passengers had been freed. Destroyed are a Trans World Airlines 707, Swissair DC-8, BOAC VC-10, and a Pan Am 747.
- September 25, 1978: A Pacific Southwest Airlines 727-200 collides with a Cessna over San Diego. 144 people die in the crash including 136 passengers and crew on the 727, 2 on the Cessna, and 6 on the ground.
- September 8, 1982: United Airlines puts the Boeing 767-200 in service.
- September 2, 1983: The Soviet Union shoots down Korean Airlines Flight 007, a Boeing 747 with 269 people on board. There are no survivors.
- September 20, 1989: A UTA DC-10 is blasted out of the sky by a terrorist bomb. All 117 people on board are killed.

