



April/May 2013

Club Meetings

Trailer refurbishing

Co-Edited by Charles Burke and Adam Lang

General Meeting:
4/20/13 9:00AM
N12 CAP Building

Board Of Trustees:
5/2/13- 7:15 PM

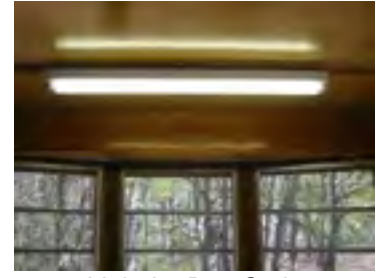
General Meeting:
5/18/13- 9:00AM
N12 CAP Building



"A picture is worth a thousand words"



Hood by John Pereira



Light by Ben Steiner



Carpet by John Hansen



Desk by Tom Smock



White Board by Ron Schmidt



Sheet metal panels by Joe Ervin

Thanks also goes to, Bob Tozzi, Dan O'Neil, John Pereira and Charles Burke for their refurbishing skills and talents.



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Adverse Yaw by Matt Gomes

There is always something I see whenever I fly with a pilot for a 6-month flight check or a flight review, and it isn't something that is illegal or dangerous, its adverse yaw and poor stick and rudder skills. When we are all learning how to fly, our instructors always tell us to look at the ball to help keep our turns coordinated. That's all well and good, but we shouldn't be flying with our eyes inside the airplane.

We should be looking outside, and we can tell if our turns are coordinated by looking at the nose. As you roll into the turn, the nose should stay in the same place that it was, and as the bank is established, the nose should begin to go in the direction of the turn. If it goes in the opposite direction as you roll in the aileron, you did not put in enough rudder. If it starts to move before the bank is established, you have put in too much rudder. This is also is the case when rolling out of a turn. Pick a point to roll out of your turn, the nose should stop at that point, and as you roll out of the turn the nose should stay in that very same spot.

So next time you are out flying, take a look at what the nose is doing when you start your turn, and when you roll out of it, also if you are looking for a good read to help your stick and rudder skills, check out Stick and Rudder by Wolfgang Langewiesche, available on Amazon.



The Flying Maytag Man by Tom Russell



This is the story of the “Flying Maytag Man.” That’s what Tom Flieger called me after he heard about my flight to work on our daughter’s dishwasher.

I’m a terrible pilot. My personal minimums are so low I almost never go flying. After announcing departure I put the plane’s checklist away, not to be looked at again until my next preflight. Can’t trust my memory - I need to bring along a little crib sheet with all the frequencies I might need. I still subscribe to and read the AOPA Flight Training magazine cover-to-cover, but even so I’ve forgotten a lot of the stuff from the written.

July 2008: Our daughter’s husband was on a business trip to Japan. She needed me to remove her non-working old dishwasher so the appliance store delivery guy would take it away when he brought her new dishwasher. Her home is near Solberg.

The morning of the day before the dishwasher was to be delivered I called Solberg. VFR. Wind below my maximum. At Lakewood I strapped my toolbox into the right seat of Q.

My wife and I fly to Ocean City for lunch - down along the coast well clear of banner planes and blimps. On one trip the restaurant was closed on a day it was scheduled to be open. Since then I’ve always called our destination before even driving to Lakewood. No surprises. That’s why I had called Solberg.

To fly to Solberg from Lakewood keep Great Adventure off to your left, then the tall hotel/office complex by Turnpike Exit 9 off to your right, then look for a big brown building on top of a hill on 202. N51 is on a hill a few miles south. Look for the VOR.

*One afternoon not long after getting my ticket I was flying northwest out of Lakewood at about 2000 when a white Cessna (?) flying south **passed directly in front of me.** I saw the pilot had his head down. Ever since I am **BOTH EYES OUTSIDE ALL THE TIME.** (Well, I do check the turn coordinator when my wife is aboard.)*

When I arrived over Solberg there were tents, trucks and cars everywhere, including on the runway and taxiways. Got on the radio: Mrs. Solberg told me everyone was settling up for the balloon festival the coming weekend; pilots were using 13 - the grass field.

There were four planes parked to the north side of the field. I got out the Soft Field Landing checklist.

Every summer my wife and I visit friends at their lake house in Naples, Maine for a long weekend. I’ve taken four float plane lessons with Naples Seaplane Service – 5ME. There’s never a crosswind taking off or landing a float plane. On take off just go to the most downwind point of the lake and take off directly across.

Should I land directly down the center of the field (“13”) or should I come in at an angle to be directly into the wind? On an open field you make your own runway. (If the field were a square, a diagonal “runway” would be 40% longer.) Another thing: when I get to the far end of the field, to get headed back to the parking area should I keep rolling at taxi speed and thus make a wide turn to the left or right? Or should I slow down enough to make a tight turn-around in the center of the field?

My daughter was down there somewhere watching me circle. I gave her a wave and made pattern for the grass field.

After removing the non-working dishwasher, back to Solberg. I walked all over the field: no ground hog holes, no stone patches, no mud puddles, just some mild depressions here and there in the firm soil. I could “keep it rolling” from the parking area to the “runway.” But those mild depressions felt like canyons until Q got some ground effect.

That’s how I came to be called the “Flying Maytag Man” by Tom Flieger.

The next day I installed the new dishwasher. (We drove.)

The MAFC CFI List

Gary Brooks, Adam Lang, Brian Lucas, Tom Flieger,
Neil Wilson, Matt Gomes, Janis Blackburn (pending)
Joe Stephens and Frank Fine, (Chief Instructor,)



Aviation Terms

ATA: Actual Time of Arrival

Hub-and-spoke: Route system in which an airline will fly the majority of its flights from/to the same city (the hub), thus offering several connecting possibilities, as opposed to fly a series of point-to-point flights. Example: instead of flying non-stop from Los Angeles to New York, from Phoenix to Washington, from Las Vegas to Boston, etc., an airline will offer all these routes via its hub in Chicago

STAR: Standard Terminal Arrival Route, for inbound IFR traffic.



A Good Read: Aviation Humor by Ziva Bergman

Over 700 aviation jokes, short stories, anecdotes, smart one-liners and more, all about aviation. Perfect for passengers and crew. Ziva Bergman, a former journalist - now a part 135 ATP Captain, has been collected aviation humor for your reading pleasure. This is the largest collection of aviation humor ever published in one book, and what a perfect gift idea too. Perfectly sized for a side pocket on your flight bag.

NEW JERSEY AVIATION EDUCATION COUNCIL

The New Jersey Aviation Education Council is a group of aviation enthusiasts who are committed to trying to bring aviation into the classroom to excite students about the “stem” subjects. The members are aviation and education professionals. They all volunteer their time to the organization. We have members who range from private pilots to airline employees to FAA employees. Many of our members are involved with various aviation organizations such as The NJ Aviation Hall of Fame, the Ninety-Nines, and Women in Aviation. We have a number of members who are current or retired teachers including instructors from the aviation department at Mercer County College and the Ocean County Vo-Tech aviation department.

The organization meets every other month in various locations around the state. We try to meet at venues that would be of interest to the members. After the meeting in the morning, we normally take a tour of the facility. Previous meetings have been held at the FAA Tech Center at Atlantic City Airport, where we toured the ATC center where work is done when planning new control towers. The Challenger Center in Paramus was interesting for the members when they watched students being astronauts in the space shuttle and in “Houston” working problems together. The members always find touring the NJ Aviation Hall of Fame interesting and the meeting at CAE, a flight school where corporate pilots are trained and return for recurrent training was exciting. The members enjoyed flying in a helicopter simulator.

Okay, now that we’ve talked about who we are and what we do “for us” we can talk about the main reason for our existence. We attend various teacher conventions to teach the teachers hands-on projects to take back to their classrooms. We attend the guidance counselor convention each year to share aviation career information with the counselors. We are authorized so that the teachers receive their needed credits each year. In November we were ready to go to the Thorne Middle School in Middletown, NJ to their in-service day to do classes for the teachers. Of course, a little lady named Sandy came to the Jersey Shore and we had to postpone. The plan is to do this next fall.

In the past we ran an “aviation day” for 48 children in grades 4 through 8. The children spent the morning at Mercer County College flight school at Trenton Mercer Airport. They had four classes where they spent an hour learning about the theory of flight, navigation, groups of six each built a table top airport using recycled materials, and each flew a small flight simulator that the college students use and everyone took a 20 minute flight. Many of them had never seen an airplane up close. Our members were so gratified to see the smiles on their faces when the airplanes returned. Each student took home several items that were all aviation related.

The council always has a table at the State House in Trenton during aviation week in May. A couple of the table top airports graced our table a few weeks following our “aviation day”. We wanted our elected officials to see that even small children are excited about aviation. We want those officials to know how important general aviation is in New Jersey.

Anyone interested in the NJAEC or becoming a member of the organization can contact executive director: Jerry Iacona at: jiacona237@verizon.net or Janis Keown-Blackburn, secretary at janisk@verizon.net. Our meetings are the fourth 4th Wed every other month: Jan, Mar, May, July, Sept, and the 3rd Wed in Nov.



Spotlight On Member: Joe Stephens

I actually became involved in flying at age 13 when my grandmother had took me for a ride over to Monmouth Executive Airport and I stumbled on Eagles View flight school. After meeting the owners I was instantly hooked on the idea of being able to fly an airplane.

Helping to realize this dream, my parents inspired me to pursue this goal. But honestly, it was my first flight instructor that made me want to be in this for the long haul. This led to becoming a commercial pilot and if it wasn't for the economy and a few other situations I would still be flying professionally; its the best job in the world.

About 85% of my training was at Eagles View flight school (Monmouth Airport) working with the same flight instructor for almost every single certificate. A few additional areas of training were also acquired while in Florida, Connecticut, and my type rating for the Citation in Dallas, TX.

The initial training was all in a Cessna 152 at Monmouth but it was eventually decided to focus in on low-wing aircraft such as the Piper Warrior. Once that decision was made, a great deal of time was than spent in that aircraft.

In 2008 I joined the MAFC and it is hard to believe its been that long already. Currently about 1000 hours of logged flight time has been acquired. Embedded in those hours, numerous high-wing and low-wing aircraft have been flown. Topping it off, I've also had the luxury to fly right seat and some left seat in a Citation 550 series business jet logging about 100 hours of turbine time in that aircraft. Striving to stay on top of this field I became a CFI, Advanced ground and Commercial Pilot Multi-Engine Land instructor.

Along the way, one thing that was learned is to always file IFR if weather is marginal along your route! I was once flying my dad back from a golf trip we had taken before joining the club. We took off from an airport in Connecticut in a Piper Seneca, and was rushing to beat the weather so it was decided to just go VFR. I didn't even grab my charts/plates out of the rear of the plane. Halfway back over long island we began hitting nasty weather and didn't know what to do as I was in Bravo airspace. Contact was then made with ATC and they had told me to maintain altitude and heading as traffic was preventing me from changing my position. I rode out a nasty storm in marginal VFR. Thankfully, I was very comfortable and proficient on flying on instruments but the situation could've been completely avoided if I had filed and/or waited out the weather. A lesson learned.

Being that my family's trade was in the liquor industry, I grew up learning about how to run a liquor store.. So I've always worked at the family business since I was just a little kid. I went to college in Hoboken, NJ at Stevens Institute of Technology but quickly realized that I wanted to pursue my dream to fly commercially. So, I left Stevens moved back to Point and finished school at Monmouth University while also finishing my aviation training. I then built my time and happened to be in the right place at the right time and landed a job working the radios on a citation. I'd still be flying that Citation but due to an unfortunate situation that job fell through. I now have a wife, and our first child, Hudson, and I run the family business.

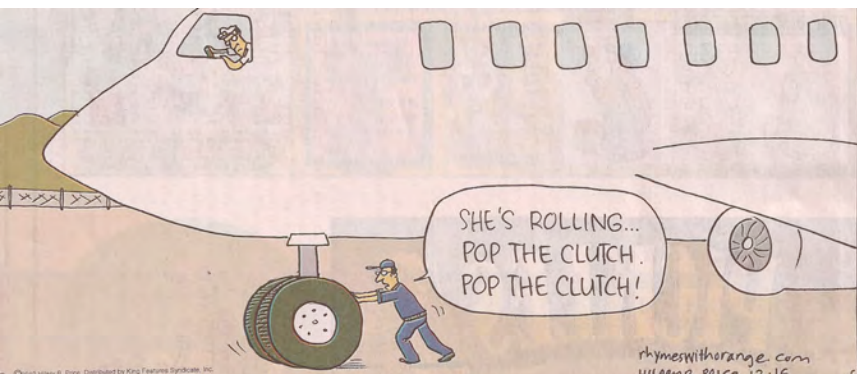


Happenings



The Dr. Albert E Forsythe Chapter of the Black Pilots of America are hosting a Pancake Breakfast Fly/ Drive-in Fundraiser at BLM Building #4 on Saturday April 27, 2013 between 9 AM and 1 PM. Adults \$8, youth (12 and under) \$6. Contact Bill Bienes 732-938-5078 or Dwight Horton 917-771-0112

Takeoffs are Optional, Landings Are Mandatory



Can you identify this airport?

Frank Fine and Dan Coles will be signing autographs in the future after their starring performances on Cablevision TV. NANCY DIPASQUALE, host of Neighborhood Journal introduces Frank and Dan in a segment on the Experimental Aircraft Association, North Shore Chapter. Go to You Tube and see the full presentation at <http://www.youtube.com/watch?v=WITaP0vCBJY> titled **EAA Chapter 315 Comcast Interview.mp4**



A Model Airport

Too often words such as amazing, unbelievable stupendous, etc. are used so causally that they have honestly lost their initial meaning. However, there are applicable situations for such terms and one of them can be found on You Tube at this address http://www.youtube.com/watch_popup?v=gn1qMYfFrro&feature=related

It is realized that this will not be easy to copy and paste into your web browser but it will be worth every minute spent. What you will see is a dynamic, working model of modern airport where everything has been reproduced in exacting detail. What makes this model so amazing, unbelievable stupendous, etc is that it also recreates all of the actual movements from the utility trucks on the ramp to a 747 taking off and landing in what appears to represent real time for the scale that was used. How this was accomplished would be a story for Ripley's Believe it or not!



This is only a tiny fraction of a fully functional airport model with planes landing, taking off, and taxiing. Numerous support vehicles will be seen traveling about the layout. This is truly a one of a kind display!