



### Club Meetings

General Meeting:  
8/17/13 9:00AM  
N12 CAP Building

Board Of Trustees:  
9/5/13- 7:15 PM

General Meeting:  
9/21/13 9:00AM N12  
CAP Building

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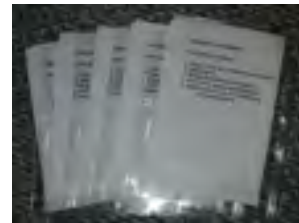
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### Aviation Documents

At a recent BOT meeting, the issue of ramp checks was discussed especially in light of the fact that some law enforcement agencies are taking aggressive actions that may not even be legal. However, it is better to be safe than sorry so the club is in the process of making sure that all the necessary documents are in the planes and up to date. AOPA has also responded to this situation and has issued information keyed to this topic. Of particular interest is a card that was distributed in their last magazine titled, What To Do If Stopped By Law Enforcement.

August / September

Edited by Charles Burke



On a purely practical issue, sometimes it is hard to locate the documents because they seem to find their way into various locations such as the glove compartment, side pouches and behind the seat pouches. This can not only lead to confusion but also some of these documents have suffered physical damage because of rough handling.

A simple solution to this is now being implemented. A clear, zipper locked pouch was obtained for each aircraft. Following the ARROW rule of thumb, the registration, operational manual (POH) and the weight & balance information will be placed in these clear plastic pouches. Because the air worthiness certificate must be in plain sight, it will be kept in the original holder but a copy will also be added to the pouch. In addition, the AOPA card titled, What To Do if You Stopped By Law Enforcement, will be added to this pouch. In all cases, these zippered pouches will be stored in the glove compartment or, if the plane has a specific storage area design for them, they will be placed in these locations.

Because of the legal ramifications involved with these documents, coupled with the questionable practices of some law enforcement agencies, you are urged to become familiar with the regulations as well as the location of these documents in the planes that you fly. One source for information on this can be found at [www.touringmachine.com/Articles/regulations/84/](http://www.touringmachine.com/Articles/regulations/84/) as well as in the FAR / AIM manual.

### Passenger Briefing Card

While all of the items on the checklists in each plane is important, the one item noted as "Passenger Briefing" could use a second examination. This can be especially important for a first time guest. On the larger planes, the stewards and stewardess do a professional job of pointing out exit doors, life vests, emergency oxygen systems, etc. but we can accomplish the same thing, which is required by the FAA.. If you do a web search and type in, [General Aviation Passenger SAFETY Briefing](#) the FAA has a short but helpful pamphlet on this topic that can be downloaded and printed.

Using the acronym SAFETY as a guide, you can hit all of the important topics and make your guest feel comfortable in the process. What does SAFETY stand for? S=Seat belts and shoulder harnesses as well as seat position. A= Air vents and environmental controls that can be activated to meet their comfort needs. F= Denotes the location and operation of a fire extinguisher. E= Showing them the emergency exists and how to activate the doors, windows or hatches. T= Explain the importance of being able to concentrate and not talk when requested, so as to maintain a sterile cockpit Plus, help to keep an eye out for air traffic. Y= Ask if they have any questions or concerns then try to address them.

To help you fulfill this requirement, the club has obtained copies of all the original briefing cards for our aircraft and they should be in their respective planes. So, do take the time to find them and, when you run down the checklist, take a moment to review the document with your passengers.



There is nothing more fun than sitting in the left seat of your favorite airplane, pushing the throttle forward and accelerating to rotation speed. For some this skill comes very naturally, but for others it may require some work and study. We all come to realize knowledge is invaluable and continuous knowledge is mandatory, especially when you talk about the ever changing world of general aviation. Where can we get this knowledge? There are so many sources, such as other pilots, flight instructors, magazines and books. However one great source of this education and knowledge is the AOPA site and their free webinars, Air Safety Institute courses and training videos. For AOPA members these are FREE. Yes, you heard me, it won't cost you a dime. Some of these course even qualify for the FAA Wings program. You can sit in front of your desktop, laptop or tablet for hours and let the knowledge soak into your brain. Be careful because you'll learn a skill that just may come in handy one day. These courses range in topics from storms and weather, to aerodynamics, to ADS-B operations and General Aviation Security. You can find the site at [www.aopa.org/Education/Webinars.aspx](http://www.aopa.org/Education/Webinars.aspx)

Knowledge is power, the power to be the best pilot you can. Strive for excellence in every aspect of your piloting. Strive to be the best and safest pilot. Read, listen and watch. Enjoy the skies and happy flying!



### New FAA Test Questions

The FAA has begun to release samples of the proposed revision to the Private Pilot examination and this is the latest.

FAA QUESTION: What is wrong with this picture?



### Spotlight on New Member: Dan D'Andrea

My first exposure to aviation occurred when I went up a couple of times back when I was 14 (1980 for those who are counting). Our high school vice principal was an ex Navy pilot and along with another classmate we tried to put together a program for a homebuilt aircraft. The board of education shot us down citing very credible liability issues. My classmate went on to become an F-16 pilot in the National Guard and then transport pilot. I drifted toward college and then the usual responsibilities.

While many years have indeed passed since those initial flights, I now feel a need for a challenge in my life and have always respected those who aviate. Aviation itself is still a relatively young science and I've always considered it a tacit wonder of the world.

The idea of going through life and not mastering the physics of flight seems a loss to me. This prompted me to take that first step and, after reviewing what MAFC had to offer, I decided to sign on!

I thought my background was going to be a bit different than those in the club but that turned out to not be the case. It is refreshing to see such a broad spectrum of ages and ethnic backgrounds. In my case, I am a first generation American born in the USA to an Italian mother and we frequently visited Italy during my childhood. We would spend summers working on my mother's old farm outside of Modena (the old part was built in 1500's). Everyone in the family was involved in dairy farming and the milk was used for production of Parmigiano cheese. It was a great privilege to experience something outside the suburbs as a kid.

In the States, I grew up in Pines Lake, NJ and went to college in Boston, MA where I studied psychology and Latin. I went to work in a large psychiatric facility outside of Boston and then through my 20's went back to night school for pre-med studies. After med school I studied psychiatry and later went on to a fellowship in geriatric psychiatry. I now work for Meridian Health at Bayshore hospital and Jersey Shore Medical Center.

My wife and I met in Boston many years ago. She's from Colombia South America and we have a 5 yr old daughter who is the apple of my eye. We recently returned from Italy where I had a 4yr contract working for the US military European regional medical command. In addition to evaluating and treating psychological trauma in soldiers returning from Afghanistan, we travelled Europe a bit and got to spend time on the family farm again.

**Trailer Refurbishment**

Work on the trailer slowed with the inferno type heat that we have been experiencing but with a surprising turn that will be described later. The first changes involved the removal of one set of drawer units as well as the bridging drawer that was located in the front of the trailer. This is part of the open space move that hopefully will restart once you no longer need a flameproof suite.

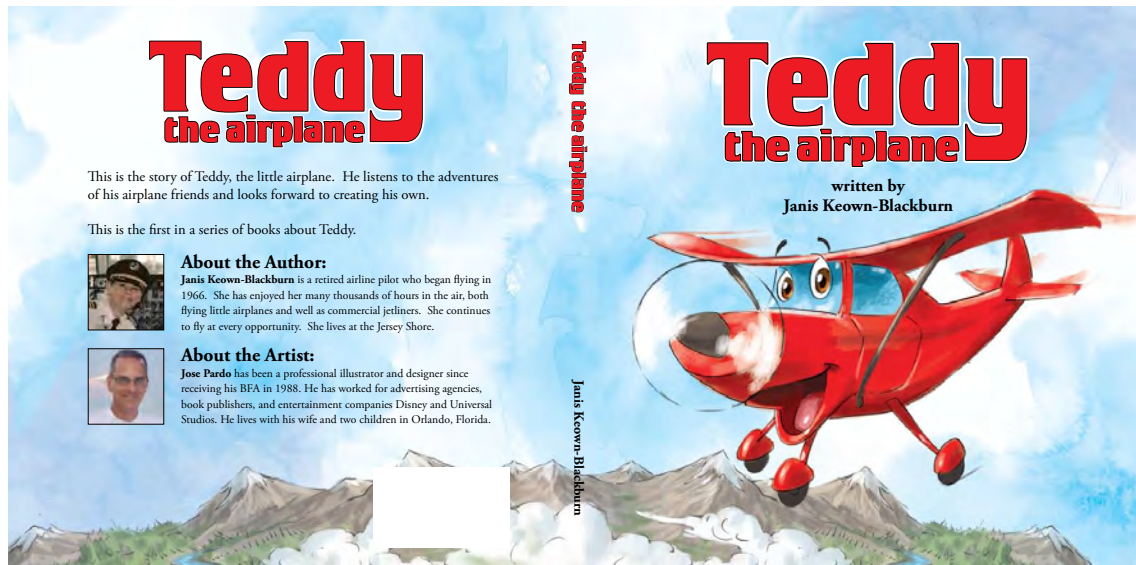
Princeton University donated three very nice new roll about chairs and one was placed in the scheduling area to replace a wheelless unit that we had at the A/V table. They also gave us three beautiful folding top tables and one was used to replace the flimsy card table that had been supporting the A/V hardware. The other two are now stored up the front (left side).

However, the really exciting news is that Princeton threw in an ATC-610 flight trainer for free! According to several CFIs, it is now possible to log IFR training time on while working with an instructor. The only curve ball encountered was no one seemed to know if it worked or how to activate it. Thanks to Tony Ciaravino, who was familiar with it, the system was fired up and taken for a test ride. He even located an instruction manual that has now been printed as well as posted on one of our web sites. If you are in IFR training, you might want to talk to your instructor about the possible use of this amazing piece of equipment.



While the A/V center and the recently acquired ATC-610 are next to the white board, they will eventually be moved to the front once the area is cleaned out and the rug is extended throughout that area. Once that is done, one of the new folding table top tables and two chairs will be taking it's place as a location for instructors and students to discuss their training.

A Good Read: by Janice Blackburn (Our Own Janis!)



Teddy is about a little airplane who listens to the adventures of his friends. He wonders what kind of adventures he will be able to have. He is disappointed with his first flight until his friends help him to see how important he is.

Ages: from sitting on Grandma's lap listening to learning how to read.

If you would like to have a copy, please drop me a note. I will be returning a portion of the sale to the club. Janice

Nachthexen, WW2 Russian woman pilots by Charles Burke

The quest for woman to gain full standing in aviation took a giant leap forward during WW2 but not where you might imagine. Russia was being aggressively attacked by the Nazis but at that point in time, they were not the superpower that was to evolve after the war ended. Drawing upon all of it's resources, a regiment of woman pilots was assembled in 1942 and trained to carry out night bombing raids against our common enemy. Flying canvas covered wooden bi-planes, they flew well over 23,000 missions and said to have dropped 3000+ bombs while flying at night! This led to the Germans calling them *Nachthexen* which translates into Night Witches. They also ranked as the most decorated female unit in the Russian military.

By the end of the war, Thirty of it's members died in combat and 23 were awarded The Hero of the Soviet Union Medal.

To find out more about these amazing woman, Google (night witches, russian woman pilots) or go to [http://www.nytimes.com/2013/07/15/world/europe/nadezhda-popova-ww-ii-night-witch-dies-at-91.html?hpw&\\_r=1](http://www.nytimes.com/2013/07/15/world/europe/nadezhda-popova-ww-ii-night-witch-dies-at-91.html?hpw&_r=1)



**Aviation Terms**

**FBO:** Fixed-Base Operator. Supplier of fuel, maintenance, aircraft rental or sale, flight training, etc, at the airport.

**Pan Pan:** International radio urgency call. It usually indicates a threat to the safety of an aircraft or its passengers. It is, however, less urgent than [Mayday](#). Pan Pan comes from the French word "Panne" which means "failure".

**RON:** Remain Overnight. Aircraft remaining overnight at the airport, either at the gate, remote parking stand or hangar. Airlines take advantage of RONs to perform maintenance, cleaning, etc. on the aircraft.

**Sharing a Ride** by Charles Burke



While flying alone can be fun, sharing a ride can be even more rewarding plus save on the overall cost. While the act of sharing a plane seems to be a simple thing to do on paper, there are a few basic elements of protocol that are often taken for granted and that should not be the case.

Basically, there are two ways to share a flight, treating people to a ride or the actual sharing of the duties / cost. If you are treating people to a ride, it is a good idea to make this clear right from the start. This will take the edge off of the situation and make your guests feel a bit more relaxed especially if a plane ride is a new social situation for them. From a strictly FAA perspective, you are not supposed to be asking for a fee except in specific situations. See FAR/AIM 61.113, 91.146 & 91.147 for details on what can and cannot be done.

But in those cases where the cost of the ride will be shared, use the Hobbs meter as a way to document each person's financial responsibility. Let us say you and another pilot are flying to Cape May for a \$100 Hamburger. Note the Hobbs reading before you start the engine and then again once you are at the destination and shut down. The second pilot would do the same thing for the return leg. Once you return to N12, just fill out the plane's log / billing receipt and your own log book just for your Hobbs time. Your partner will do the same. What is important is that you communicate just what the situation is going to be so that everyone knows what their responsibility will entail before you even start the engine.

OK, now you know what to do, where can you find people to share the ride with? Assuming you would like to go beyond the circle of friends that you already have, why not post a free notice in the MAFC newsletter? The key to increasing your chances of finding a person to share a ride, as well as make new friends, requires a little care in posting your message. The best way to go about this is to be specific in what you are going to do. Here is an example:

**Looking to share a ride/cost.** Flying 4287Q direct to Allentown , PA on Wednesday September 10. for lunch. If interested, in sharing cost contact Bob Jones at 732-5668-10009 or [bobjones@yabbado.net](mailto:bobjones@yabbado.net)

Notice that the ad includes the route, activities, the fact that the cost will be shared and how to contact the person posting it. Just send your notice to Charles Burke and it will post it in the next newsletter. If you want to get the word out ASAP, just go to the Air Craft Clubs web site, click on MY CLUB post your note then select CHECK ALL (or just the pilots you are interested in flying with) and hit SEND. So, now you know what to do, why not plan a ride share trip and get out there and fly!!!

**Takeoffs are Optional, Landings Are Mandatory**

Usually we ask if you can identify an airport but unless you have seen this one on TV, it is doubtful that you will recognize it, This is Tenzing-Hillary Airport located in Nepal. Literally cut into the side of the mountain at 9200 ft. it only runs 1510 feet long then terminates into the rock face. Takeoffs are a different story, once you leave the end of the runway, you are 9200 ft. in the air.

Harsh and unpredictable winds make it impossible except for only the most skilled pilots to land here. But even these people have crashed at a significant rate.

**The MAFC CFI List**

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

