



July / August 2013

Edited by Charles Burke

Club Meetings

General Meeting:
7/20/13 9:00AM
N12 CAP Building

Board Of Trustees:
8/1/13- 7:15 PM

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

MAFC Members Participate in Young Eagles Flight Rally by Frank Fine, EAA Chapter 315, Young Eagles Flight Coordinator

Twenty five young people ages 8-17 participated in the Young Eagles Flight Rally hosted by North Jersey Shore Chapter 315 of the Experimental Aircraft Association on Saturday, June 8th at Monmouth Executive Airport in Wall. Seven local pilots donated their time and airplanes to give free rides to young people including MAFC members, Art Templeton and Al Miller.

The rally was part of the EAA Young Eagles Program, created to interest young people in aviation. Since the program was launched in 1992, Volunteer EAA pilots have flown almost 2 million young people who reside in more than 90 countries. According to Frank Fine, Young Eagles Coordinator for Chapter 315, "The Pilots get a kick out of flying the young people and look forward to participating each year."

The pilots taking part in the event are all volunteers who are happy to explain more about the different airplanes involved and demonstrate how pilots ensure safety. This is the prime concern before every flight. The young people learn what makes an airplane fly, what it takes to get a pilot's license, and what career possibilities exist in the world of aviation. Some of the young people even have a chance to try their hand at the controls. Even if the young people never pursue a pilot's license, the EAA hopes to create friends of aviation.

Following the flight, each young person receives a certificate making them an official Young Eagle. Their name is then entered into the "World's Largest Logbook," which is on permanent display at the EAA Air Adventure Museum in Oshkosh, Wisconsin. The Logbook is also accessible on the Internet at www.youneagles.org.



Al Miller



Art Templeton

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Sightseeing: Student Pilot Tips by Matt Gomes

With the summer upon us, many of us will be taking friends and family flying. While sightseeing flights are always fun, they can also be dangerous. The reason they are dangerous is because they take place close to the ground and they contain a built-in distraction.

The big safety key is having a thorough preflight passenger briefing. In addition to the normal passenger briefing, please let them know that you will not be making any low approaches or "buzzing" over people or places. In addition to that, give a short briefing on airsickness since you will be maneuvering more than normal. Try to avoid slow flight and steep turn, as your passengers may not enjoy it

Sightseeing by Matt Gomes Cont'd



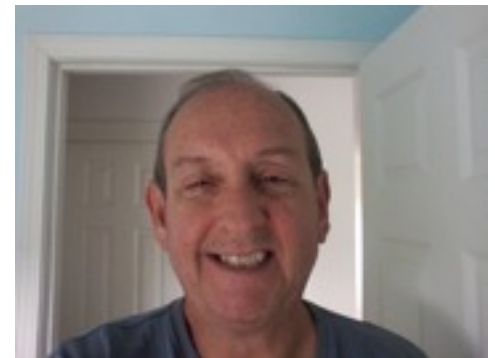
Lastly, don't forget to mention and adhere to sterile cockpit procedures. The sterile cockpit concept recognizes that flight operations other than routine cruise flights are intrinsically more hazardous. It is the PIC's responsibility to ensure that non-essential conversations do not occur during critical phases of flight.

In the end, as the pilot-in-command, you need to FLY THE AIRPLANE FIRST. Remember the old adage, aviate, navigate, communicate. There will also be a large amount of aircraft operating up and down the coastline and surrounding airspace, so be vigilant of other traffic. But in the end, have fun and enjoy the good flying weather.

Spotlight on George B Heyson (new member)

I was born in West Virginia but then the family initially relocated to Wilmington Del. then on to Middletown NJ. The only other place that was called home was a 4 year stint in Alton Ill. for college.

Living in Monmouth County helped to promote a love for the beach, boating and water skiing, which also kept me from serious flying until now. The family would take an annual trip to Florida that included me, until work became everything except for maintaining and running my boats.



While I only began my training recently, my first flight was 45 years ago in my uncle's Piper tri-pacer. This exciting experience kindled a desire to one day become a pilot. But there were other people who encouraged me and were inspirational. In addition to my uncle, the list includes two other private pilot friends and several commercial pilots.

During 1985 I would round trip with Eastern from Newark to Logan on a weekly basis. On one return trip the fog was so bad you couldn't see the wing tips, but the pilot set the plane down perfectly at Newark. I couldn't even see the runway until we were on it. I complimented him on the way out and he invited me onto the flight deck to see the glide slope indicator and other nav. equipment, which I thought he used extremely well, considering how poor the conditions were.

Initial training involved lessons being taken at Monmouth (BLM) and Punta Gorda Florida all within the last 9 months. To date a total of 21 hours have been logged. The planes used at Monmouth were Cessna 152s at Monmouth and 172s in Florida.

I am a Coast Guard licensed 200 ton captain, a merchant marine, registered with the TSA as a "transportation worker", and have a bachelor's degree in liberal arts and computer science from Monmouth College.

ATTENTION STUDENT PILOTS!

Each month, the newsletter staff tries to provide a balanced offering of news and information that we hope the membership will find interesting. But it is easy to overlook the special needs of those just starting out. So it has been decided to ask what is it that you would like us to cover? Do you have questions about MAFC rules or regulations? Is there something keyed to basic practices or activities which take place each month? There are no limits to the questions or topics, we just want to hear from you so that answers can be provided. Please take a minute to send questions or suggestions for topics to tv cable@verizon.net and every effort will be made to provide the information that you are seeking.



WARNING: Don't forget new Class B configuration for Philadelphia International Airport (PHL) takes effect July 25, 2013. If flying to VAY, N14 or N73, stay below 3,000 ft or talk to ATC. For more info go to: www.njaviation.com/hotnews/phl_class_b.pdf

MODIFICATION OF THE PHILADELPHIA, PA CLASS B AIRSPACE AREA (Airspace Docket No. 08-AWA-2)



N4286J In The Jungles of Six Flags by Charles Burke



My wife and I have been enjoying the Safari at 6 Flags, Great Adventure since the park opened the facility back in 1974. Now that we have two young grandchildren, sharing these close encounters with wildebeest, lions, elephants, giraffes together with a long list of other animals, has become a regular occurrence. When the park opened the new Safari this season with their off-road caravan type trucks, we gathered up the kids and headed over hoping to be first in line.

The new approach to seeing this amazing collection of creatures turned out to hold a double surprise in that not only did it offer a better way to get up close and personal with the animals

but now there is also an airport in the middle of the place! While the runway is way too short for even a skilled short-field landing expert, the plane is indeed real and carries the tail number N4286J. It took all of 2 seconds to realize that this number is only one digit and a few letters off from our Cessna 172, N4287Q!

After returning home, a quick search of the N4286J number turned up that it is a Dragginfly Experimental built in 1999 and was last registered to a fellow up in the state of Washington. I'll bet that he would find it a bit amusing to know that it is now smack dab in the middle of a jungle setting complete with grazing animals strolling around it.

So, if you want to experience an interesting plane sighting, gather up the family and take the tour. Just don't try landing at the airfield, you might encounter some irritated zebras.



Trailer Refurbishment



There were two changes that took place recently, one that will be very obvious while another one is easily overlooked. The most obvious change is that the sign by the door has been cleaned up. Initially, the plan was to simply give it a good washing, but once it was removed, an older design was found on the back. Since it was in much better shape, the lettering was touched up and now we have a renewed sign.



Another change involves moving the lawn mower from inside the trailer to under it. The unit will be found under the front area and is chained to the frame. The combination lock uses the same combination as that on all of the other units. A protective tarp has been used to cover the mower.



Cross Country Chocks

A MAFC member has fabricated and donated a set of "cross country" chocks that can be borrowed if you are visiting other airports. Some facilities offer tie-down and chocks while other airports have virtually nothing. So, if you do plan to visit another facility, the set is available to you. They are located in the trailer on a holder designed to hang them on the wall when in use. Please remember to return them!



Lowrence AIR MAP Aviation GPS

1. Original paperwork and instructions.
2. Remote bracket and cord for window mount
3. Battery or plug in power supply
4. Carrying case
5. Good for backup
6. \$75

Charles Burke chas.burke@verizon.net

A Good Read: Flying The Edge by George Wilson

Flying the Edge is Washington Post correspondent George C. Wilson's dramatic firsthand account of a year spent "inching into the unknown" with the 100th test-pilot class at the Naval Air Test Center in Patuxent River, Maryland. Based on hours of test flights in a variety of aircraft and interviews with scores of naval and civilian test pilots and engineers at Pax River, it provides a very personal inside look at the challenges and dangers facing naval test pilots in the 1990s. In the same anecdotal, no-holds-barred style used in Supercarrier, Wilson's best-selling account of his seven-month tour in the USS John F. Kennedy, the author presents an action-packed story of naval test piloting from "Spuds" Ellyson's first flight in a Curtiss biplane in 1911 right up to the 1991 acceptance tests of the new T-45 training aircraft. In their own gripping words, the participants - famous, infamous, and unknown - describe the exhilarating breakthroughs, the nerve-racking tedium, and the tragic, often controversial, mishaps.



NOTE!!

In the January 2013 issue of the newsletter, we featured the book, Exit 13A A Control Tower Diary by William A Shields. Please note that Tom Russell just donated this book to our library and it is now available for you to read.

Citizenship!

Don't forget to submit your proof of citizenship. It must be on files with the club.



Takeoffs are Optional, Landings Are Mandatory



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,)

Aviation Terms

ADI: Attitude Deviation Indicator. Enhanced artificial horizon with pitch and roll information. It is part of a flight director system.

Holding pattern: Maneuver consisting of making the aircraft turn around the aerodrome at an assigned altitude, while awaiting further ATC instructions.

SOCAL: Southern California TRACON, the busiest approach control in the world, located in San Diego. Controls most arrivals for commercial, general aviation, or military airfields in Southern California. Also known as SCT for short.

4287Q Grounded by Sequester

If you have checked the scheduling board, you know that 4287Q has been grounded for an extended period of time. The issue is not a mechanical problem but one involving disrupted paperwork processing. While the application to renew the registration was submitted in a proper fashion, it was discovered that the logjam in Washington has created protracted time spans in the renewal process. Because of this, we do not have a valid registration so the plane is grounded. While attempts are being made to try and speed things up, it is very possible that 4287Q may be grounded going into mid August.



Who said weight & balance was not an important issue?

