



Nov./Dec 2013

Edited by Charles Burke

### Club Meetings

General Meeting:  
11/16/13 9:00 AM  
N12 CAP Building

Board Of Trustees:  
12/4/13- 7:15 PM

General Meeting:  
12/20/13 9:00 AM  
N12 CAP Building

### Aviation Day At KBLM

Bob Tozzi    Mike Souza    Charles Burke  
Michael Siniakin    Ted Freeman



Janis Blackburn Bob Tozzi

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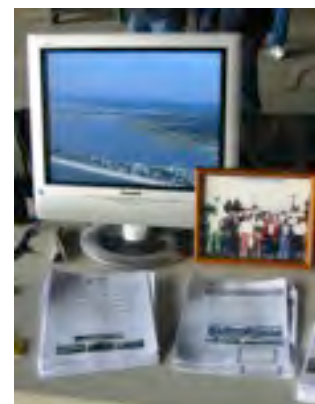
On Saturday October 19, 2013, Aviation Awareness Day III was held at KBLM running from 10 AM to about 2 PM. What made it especially successful was the fact that members of the MAFC played a part in the event. The overall program was sponsored by The Dr. Albert E. Forsythe Chapter of the Black Pilots of America, Women in Aviation and Young Eagles.

Inside the hanger, a number of exhibits had been set up representing several aviation related organizations. Lectures and presentation by speakers also took place in an area set aside for small groups to meet. Once the program was underway, free beverages and hotdogs were distributed.

Manning the MAFC booth was an impressive array of our members ranging from those who have only recently joined to those who measure their membership back to the founding of the club. Visitors to the table were given a number of handouts as the club's promotional video played continuously throughout the event. One new feature was a raffle for a free introductory lesson that drew the interest of a number of people from all age brackets.



Girish Kumar



Included with the presentations was also a very exciting display of model planes. At one point, a jet fighter was started up and between the roar of the engines as well as the sight of this aircraft moving, drew a significant amount of spectators to the area. While restrictions at KBLM prevented it from being flown, smaller models could be seen hovering in the building or circling the area just outside of the hanger.

In the adjacent building, the Young Eagles organization was busy registering people for their first ride in a small plane. Throughout the morning, Frank Fine could be seen leading groups out to the planes where several pilots, including Al Miller and Art Templeton, were waiting to usher them into this new experience.

All in all, it was a perfect day and members of the MAFC were there to insure it was a success!



Art Templeton      Frank Fine      Al Miller

The EAA Young Eagles program was launched in 1992 to give interested young people, ages 8 - 17, an opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers.

Since 1992, more than 1.6 million Young Eagles have enjoyed a flight through the program. Young Eagles have been registered in more than 90 different countries and have been flown by more than 42,000 volunteer pilots.

The morning of Saturday, October 19, dawned with perfect weather for a first airplane ride: blue skies, temperatures in the mid-50's, and light winds. Forty-four young people from surrounding towns took advantage of the Experimental Aircraft Association's Young Eagles program at Monmouth Executive Airport in Wall Township. The local EAA Chapter 315 of the North Jersey Shore has participated nearly every year in providing this opportunity for youth.

They demonstrate how pilots ensure safety is the prime concern before every flight. The young people learned what makes an airplane fly, what it takes to get a pilot's license, and what career possibilities exist in the world of aviation. 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 received a logbook and a certificate making him or her an official Young Eagle. Their name will then be 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](http://www.youneagles.org).

Additional information about EAA and the EAA Young Eagles program is available on the Internet. Access to EAA's Home Page is available at [www.eaa.org](http://www.eaa.org). The Young Eagles web page is [www.youneagles.org](http://www.youneagles.org) or visit the local chapter Facebook page at <https://www.facebook.com/EAAChapter315>

**Aviation in New Jersey**



Amelia Earhart poses with her husband, George Putnam, in Newark after completing her non-stop flight from Mexico City, a 2,100-mile journey in 14 hours and 20 minutes.

**A view of the San Francisco Bay area from a blimp!**



If you travel to San Francisco, you can take a flight in a dirigible for \$450 per seat and see the area. However, if you go to this web site, you can get an eye full for free!  
<http://home.comcast.net/~bzee1b/Zeppelin/Zepelin.html>

On the site there are about 60 beautiful shot taken from inside the craft that provide a birds eye view of this area.

**\$100 Hamburger Queen City Diner, Allentown,**

If you would like to combine a nice ride and an inexpensive but great meal, try the Queen City Diner on 1801 Lehigh St in Allentown, PA. Phone: 610-791-0240. The trip out takes you right over KTTN and brushes past a number of interesting airports including a privately owned blacktopped called Elephant that has a fascinating history to it. But that is another story.

To get there, aim for KXLL, Queen City Airport. It will take about 45 minutes and the final stretch has you clearing a small mountain line before the runways come into view. The ample runways at KXLL make it an easy place to set down and there is convenient parking near the main building. Once inside, they offered us a ride to any of the nearby restaurants so we picked the closest one, Queen City and never regretted that decision!

**Cold WX Preflight Check: A double step Process by Matt Gomes**

Well, its that time of the year. The leaves are starting to change and temperatures are starting to drop. There are several things to keep in mind as we transition into winter weather flying. The tips fall into two main categories: yourself and the airplane.

The first thing should be to “preflight” yourself before leaving for the airport. Obviously follow the IMSAFE checklist and ensure that you are current for the flight. What many people don’t think about until they are at the airport is am I dressed correctly for the flight? This includes bringing a hat and gloves and a warm winter coat. We need to bring or wear this stuff because even though the weather is cold outside that doesn’t stop you from conducting a thorough preflight

inspection. Also ensure your passengers have clothing to stay warm during the flight. Lastly, remember that the days are shorter during the winter, so ensure you’re night current if you plan on flying later in the day.

After “preflighting” yourself, you need to preflight the airplane, and there are a couple of things deserving special consideration. All of the MAFC airplanes have oil pan heaters to help keep the oil warm while the engine is tied down. Check to see that the heater has been turned on, if not, you may have to have the FBO warm up the engine. Please ensure that you plug the heater in after each flight. As you do your walk-around of the airplane, pay close attention to all the control surfaces to ensure they are free of contamination from ice and snow. Also ensure the airplane is free of ice and snow prior to departure. Try to limit use of the battery to ensure there is enough charge to start the airplane. After starting the engine, you may see low oil temps and higher than normal oil pressures, this is due to the oil being thick because of it being cold. Please ensure the oil temps are in the green arc before run-up and prior to departure. In closing, ensure you take your time and make sure the airplane clean and warm prior to departure.

**Spotlight on: Michael Siriakin**

Flying was not his first area of interest with transportation, it was model trains. This train / plane connection is not a unique pattern because several other club members also share a passion for these activities. However, it was in Hebrew School where he met another student who was into airplanes and that quickly rubbed off on him.

Mike’s first encounter with flying occurred in 2006 when he sat down with a Microsoft Flight simulator,. But he did not allow grass to grow under the computer because he got air flowing under the wings of a real plane in October of 2012. Things moved along very quickly for this bright and talented young man and after only 49 hours of flight time he passed the tests and received his Private Pilot Certificate in March of 2013.

His actual flight training commenced at the Raritan Valley Flight School in Princeton (39N) flying a Cessna 172P, 172R and a 172S. But since joining the MAFC in August of this year, he has added the Cessna 152 and the Piper PA28-181 and PA28-200 to the list. All together, he has logged about 80 hours in flight time but that figure is rapidly increasing!

While Michael may be new to both aviation and the club, he has some interesting stories to share. His private check ride was as far as could be from what his flight instructor told him to expect. There was no examiner at 39N so he had to go elsewhere. His instructor decided on Verne Moyer at Braden Airpark, N43. It is a tiny field, with a runway of dimensions 1900 feet by 50 feet. He arrived at 39N at 7:30 for a 9:00 appointment. The flight is about 20 minutes so he should of had plenty of time. Michael’s flight instructor arrived at 8:00 and he started to finalize the paperwork. He than discovered that there were some changes



that had to be made and had to redo the entire document. By the time he finished and verified everything, it was 8:50, so he was going to be late despite the early start. The wind forecasts had changed, calling for sustained 14 kts, gusting up to 20 kts at a 60 degree crosswinds. Michael decided to still go and arrived at Braden around 9:30 (nearly porpoised on my landing).

The examiner spent an hour trying to sort out the online application. By the time he was done and they got to the plane to perform the preflight (he let Michael do this on my own), the windssock was at a 90 degree crosswind with considerable velocity, oscillating a bit to give a tailwind every now and again. Once he was done with the preflight, the examiner came out, briefed him on the flight, and they began. On his takeoff, he rotated at 55 knots, but as soon as the wheels lifted off the ground, the wind shifted to a tailwind. At that point, Michael lost all of the lift and his supposed short field takeoff turned into a soft field takeoff. For the most part the rest of the check ride went as expected.

The only problem that arose was the winds in Braden increased considerably, exceeding a 20 kts crosswind component. he was not comfortable with landing on such a small field with the current wind condition so they decided to divert to Mount Pocono, where they would terminate the check ride. They performed two landings, shut down and went inside the FBO. The examiner told Michael to wait in a seat and gave him no indication of whether he had passed or failed. The printer was broken and it took two hours for him to print out a sheet of paper. He never said a word to Michael who watched on his phone a cold front move in with snow and low ceilings. After what seemed like an eternity, a paper was finally printed, and to his delight, it was his Private Pilot Certificate. Now he had to get back to Princeton, a flight full of cloud dodging and flying through some snow. What should have been a four hour routine check ride turned into a nine hour ordeal, but he made it out with what he had been working towards so hard for half a year.

By the way, Michael was born in Freehold and resides in Manalapan where he is a senior in high school. He is also an Eagle Scout and is active in the club having helped at the Aviation Day conducted at KBLM (see lead story).

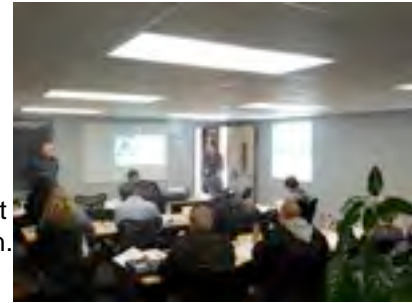
**AWOS at N12**

A new telephone number has been assigned to the AWOS system at N12 and it is 732-363-6471.



**Ground School**

Tom Flieger has announced that he will be offering Private Pilot Ground School beginning with the winter semester. The projected site will be in Freehold on Kosloski Road east of the downtown area readily accessible from Route 33 and 34, with a start date of "late January". Cost estimated to be "about" \$175 for thirty hours of class for three hours a night on Monday nights from "about" six to nine p.m. Final details to be worked out and he will let those interested know as soon as he gets more information.



**Aviation Terms**

**AGL:** Above Ground Level

**Downwind:** One of the many words describing the approach segments.

**VASIS:** Visual Approach Slope Indicator System. A colored light system providing visual guidance to the glide path of a runway.



**Area 51 (KXTA)**

This photo was recently taken by a camper not far from Area 51 (KXTA), guess the recent fiscal crisis in Washington is being felt everywhere.

**Takeoffs are Optional, Landings Are Mandatory**

