



September/Oct 2013

Edited by Charles Burke

## Club Meetings

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

Board Of Trustees:  
10/3/13- 7:15 PM

General Meeting:  
10/19/13 9:00AM  
N12 CAP Building

## The Unused R in ARROW

In the last issue of the newsletter, we talked about the importance of being prepared in the event law enforcement agents confront you or you are subjected to a ramp check. As you will recall, the club has taken steps to insure that you will have all of the documents needed along with suggested instructions on how to react to such a stop.

In any discussion of documents the acronym, ARROW seem to come up which stands for: 1. Air Worthiness, 2. Registration, 3. Radio license, 4. Operators manual (POH), and 5. Weight & Balance. It is also pointed out that the third R was not an issue because the FAA no longer requires the radio license. This month we are taking a look at the third R, radio license because, it is possible that this could be a problem in some situations.

If you fly with in the USA you no longer need a radio license. This requirement was voided back in the late 90s. But you do need one should you enter the airspace of another country. While most of us will probably never venture outside of the USA, there are several areas of concern that must be kept in mind. One of the first is Bermuda, which is only 560 nautical miles east of North Carolina. Bermuda is a British overseas territory and as such constitutes another country. Much closer to home is Canada which is can be entered in as little as 215 nautical miles if you fly north-north west. There is actually a third country that you might not think about that borders on the USA that is in addition to Mexico (see hint at end of article).

If you think you may be venturing into another country you will need a FCC Restricted License and this can easily be obtained by completing the FCC 605 form. Just Google FCC 605 form and you will see that it is a multi use document spanning numbers applications in addition to aviation. You can download a hard copy or, better yet, complete it on line for instant filing. Like most services these days there is a fee and in this case it is \$60. You might want to verify the charge by Googling FCC Form 1070/1070y for the current charges.

Hint: Dasvidaniya

(Only part of page one)

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## It's BACK!!!---THE PLANE WASH!!

At the September 5, 2013 Board of Trustee meeting, a vote was taken to hold the annual plane was on Saturday September 21. This combination meeting and wash will be starting at 9 AM so come prepared to do some cleaning, socializing and just have a good time!

Rain date Saturday October 19.



**Certified Flight Instructors:**

The club has a number of FAA Certified Flight Instructors each with their own specific set of skills and talents. Here is an initial **CFI name and Contact E-Mail / Telephone information.**

Flight Instructors: The club has a number of FAA Certified Flight Instructors each with their own specific set of skills and talents.

CFI Contact E-Mail & Telephone

Janis Blackburn [janiskb@verizon.net](mailto:janiskb@verizon.net)

Gary Brooks [gbrs@optonline.net](mailto:gbrs@optonline.net) 732-610-2575 & 732-988-2828

Tom Flieger [Motsair@Hotmail.com](mailto:Motsair@Hotmail.com) 732-671-9327

Frank Fine (Chief instructor) [thefines@juno.com](mailto:thefines@juno.com) 732-681-5286 & 732-681-5000

Matt Gomes [matthew.r.gomes@gmail.com](mailto:matthew.r.gomes@gmail.com) 732-889-6122

Brian Lucas [blucas@fastmail.fm](mailto:blucas@fastmail.fm) 732-904-7188

Joe Stephens [josephstephens@mac.com](mailto:josephstephens@mac.com) 732-267-9866

Neil Wilson [neilgwilson1@gmail.com](mailto:neilgwilson1@gmail.com) 848-459-9014

***This chart provides a general profile of the services offered along with contact information. Please note that rates and more specific profile data can be obtained by contacting the individual instructors. Lastly, this data may change without prior notification.***

	B l a c k b u r n	B r o o k s	F l i e g e r	F i n e	G o m e s	L u c a s	S t e p h e n s	W i l s o n
Student Pilots	Yes	Yes	Yes	Not usually	No	Yes	Yes	Yes
Advanced Training	Comm & CFI	Yes	Yes	Yes	No	No	Comm & CFI	Yes
Biennial Flight Review	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6 month check ride	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
MAFC Aircraft checkout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Night Check-outs	From Nov on	Yes	Yes	Yes	Yes	Yes	No	Yes
Ground School	Sometim es	Yes	Yes	Sometimes	No	Yes	Yes	Yes
Specific days	Contact for info	Contact for info	Sun thru Fri	Contact for info	Flexible	Contact for info	Primarily weekend	Flexible

**Spotlight on Jeff Rednor**



Jeff was born and raised in Trenton, NJ just south of Trenton-Mercer Airport (TTN). His interest in medicine led him to attend the University of Pennsylvania where he received his BS in Biology. His next move was to attend medical school and Residency at the University of Medicine and Dentistry here in New Jersey. After graduation, Dr. Rednor eventually started a family practice that is located in Robbinsville, NJ

His interest in aviation began when he was young, but like so many of us, life got in the way. While time, and money were the usual impediments, his family came first and brought with it a wonderful wife, Marcy, 18 year old son, Daniel, 15 year old daughter, Leah, and 7 year old dog Teddy.

When a window of opportunity opened in October of 2012, he began his training in a 1972 Cessna 172 at the the Mercer Flight Academy at TTN. He has logged about 120 hours as PIC and was recently accepted into the club this past May. Eager to gain experience in the fleet, he has already been endorsed in the Piper Archer and is working to add experience in all of the aircraft



**What makes an airplane fly?**

Here is a basic nuts and bolts video on the theory behind flight. Just copy this link into you web browser and let it take you to this interesting video! <http://youtu.be/NNAGMAwQKPs>

**Update on Adam Lang**



As many of you may know, Adam Lang is now in training for a pilot's position and recently sent an update on what is happening. He also included a picture of the aircraft that he will be involved with. Here is his report!

These past few weeks have been really difficult for him because of the heavy load of course work. There was a semester's worth of material covered in just a week primarily about systems. So far he has passed two examinations and is now finished with ground school. Adam will start some simulator training (FTD) and then face an oral exam. After that is a few more ground simulator sessions followed by a bunch of full-motion flight simulator sessions. He is looking at completion around September 24 and still does not know where he will be based.

**Aviation Terms**

**Density altitude:** pressure altitude (as indicated by the altimeter) corrected for air temperature.

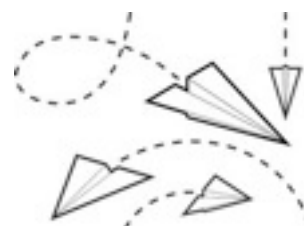
**LROPS:** Long Range Operational Performance Standards. Certification intended to replace ETOPS as it would include all types of aircraft (not just twin-engine).

**Windshear:** localized change in wind speed and/or direction over a short distance, resulting in a tearing or shearing effect, usually at low altitude, that can cause a sudden loss of airspeed with occasionally disastrous results if encountered when taking-off or landing.



**Paper Airplanes**

The next time your flight is cancelled because of a low ceiling or bad WX, try this website out! [www.wservernews.com/go/1336651226615](http://www.wservernews.com/go/1336651226615)



## Paint Job by Charles Burke

My daughter and her husband decided to take a vacation to Key West and booked a flight from Newark that involved a plane change in Tampa. The first leg to Tampa was uneventful but the jump to Key West was a bit more interesting. As they departed the terminal, they were confronted with a plane that was painted in a most unusual way. My daughter, who does not like to fly, suddenly had second thoughts about this and it took a lot of persuasion to get her onboard. Can't imagine what the problem was!



**Key West Express**



Misc. Fact: 1 in 64 is a pilot in Alaska

## Spark Plug Fouling by Matt Gomes

In most GA airplanes, spark plug fouling is a condition that happens pretty regularly. Spark Plug fouling is usually due to too rich of a mixture during cruise flight. This overly rich mixture will burn incompletely leaving carbon on the spark plugs, making them less efficient. If they get covered enough, they will cause the spark plug to stop sparking.

So during your run-up, you notice a large decrease when checking the mags, or the engine becomes very rough when checking the mags. The roughness/large power reduction can be attributed to spark plug fouling, but it isn't the only reason there could be a more serious issue.

It is possible to clear fouled spark plugs but this must be done with care in order to avoid damage to the engine. If you have not been shown how to do this properly by one of our instructors, DO NOT attempt this without proper training. The plane must have a CHT (Cylinder Head Temperature) gauge and must be monitored to insure it does not exceed 450 deg C. In addition, make sure the oil temperature is above 90deg F especially during the colder winter months. If you have been shown how to do this properly and the plane has a CHT, perform the following steps:

1. Run the engine to 2000 RPM (make sure the brakes are on and you are not moving!)
2. Lean the mixture carefully until the RPM drops about 50 RPM, to 1950.
3. Allow the plane to run for about 15-20 seconds (if the CHT rises to 450 degC, pull the power back and return to the tie-down)
4. After 15-20 seconds, put the mixture full rich and repeat the mag check
5. If the mag check fails, return to the tie-down and notify the Maintenance Officer, Crew Chief, and the person who has the plane next.

You can ask the FBO if their maintenance person can inspect the plane to check for problems. We have seen other more serious problems such as loose spark plug wire connections or faulty magnetos which only get worse as the plane is flown.

To minimize or prevent spark plug fouling, there are some things we can do. First is to lean the mixture for taxi, this will help prevent the mixture from being too rich at a low power and rpm setting. The more important thing to do is to properly lean the mixture while in flight in accordance with the POH and engine manufacturer's recommendations. Overly rich mixtures waste gas, reduce our range, and overall reduce the performance of the airplane. If you need assistance in leaning the airplane in flight or how much to lean the airplane, don't hesitate to ask an instructor.

Takeoffs are Optional, Landings Are Mandatory



Planes watching Planes!

A Good Read: One by Richard Bach (Fiction)

In his latest novel *One*, phenomenally best-selling author Richard Bach asks the questions--what if we could meet the people we are destined to be in twenty years? What if we could confront the people we were in the past, and those we are right now in parallel lifetimes, in alternate worlds?

