

Club Meetings

General Meeting:
7/19/14 9:00 AM
N12 CAP Building

Board Of Trustees:
8/7/14- 7:00 PM
Location to be
determined

General Meeting:
8/16/14 9:00 AM
N12 CAP Building



July/August 2014

Edited by Charles Burke & Dave Pathe

Rub & Scrub! A Success



A sunny and comfortable morning on the first official day of summer was the perfect backdrop for the Rub and Scrub. Roughly 45 members showed up. Armed with cleaners and elbow grease, they made our great planes look even better. Adding to the festivities were a few young children who had a ball working with their parents. To help sustain the crew, a hearty supply of barbecued hotdogs were served up along with soda and chips.

A note of appreciation goes out to John Pereira for producing the event. John was responsible for making sure that the supplies needed were there for the crews and also lent us the small tent to protect the food. Also, a word of thanks goes out to Charles and Winnie Burke, they did a super job in getting the gourmet meals cooked and to the table.



Post Flight Check Lists

Inside this issue:

Page 1

Rub & Scrub
Post Flight Checklist

Page 2:

\$100 Hamgurger
Spotlight on
Rean Wisky
ATC Calling :-)

Page 3

Member
Accomplishments
FAA Wings Program
Club Tee shirts

Page 4

Moving Up in MAFC
Video and the Law
A note from the
President

Page 5

News from the BOT

With the flying season now upon us there are many issues that come with it and one is how some pilots leave the aircraft after a flight. While most of us do take the time to follow an old Boy Scout tradition, it cannot be said that this is true of everyone. What is the old Boy Scout tradition, "Leave the campsite in better shape than you found it and you will always be welcome to come back"?

I am sure that every pilot has experienced any or all of these situations during the pre-flight check:

1. The fuel tanks were not refilled.
2. The tires required an inordinate amount of air .
3. Trash, such as water bottle, soda cans, wrappers, remnant of food, etc. were found on the seats or floor.
4. Equipment had not been turned off such as the transponder, dash lights, etc.
5. The seat and or shoulder belts were left hanging.
6. The elevator or rudder lock was not replaced.
7. The tie-down ropes were not properly attached.
8. Something should have been posted on the squawk board and called in, but wasn't causing you to abort your flight.
9. Etc.

Skipping a lecture, why not simply print out this list on a sheet of paper titled, Post Flight Checklist and use it after each flight. If nothing else, you will always be welcomed back at the MAFC campsite.

\$100 Hamburger: The Airport Diner, Sussex Airport (KFWN) by Bob Tozzi & Charles Burke

Writing a review for the the Airport Diner at Sussex Airport is a perplexing task because while it is a great place to stop for a meal, getting there is another story. The Airport Diner is located right next to Sussex Airport and the first thing that strikes you is that it would be an ideal setting for a movie, set in the 1950s. The menu is basic and the prices are very reasonable. The actual quality of the food seemed quite good, a turkey sandwich was actual turkey breast and not processed meat! So, if you are in the area, stop in and enjoy a nice meal surrounded by a feeling of a day long past in our history.



51 County Rd 639
Sussex, NJ 07461
(973) 702-7324

There is a caveat that goes with this recommendation, the airport leaves a lot to be desired. We had troubles with a taxiway that would destroy a small plane, Final approach to runway 21 tests your skills clearing the Proverbial 50 foot obstacle mentioned in every POH and a cramped ramp area that had us threading too close to planes that were parked all around the gas service area. There was even a metal ladder that was apparently dropped in the center of the ramp and we had to request its removal. Would suggest if you visit, take the car and leave the plane at home.

Spotlight on MAFC Member Rean Wisky

As a child, one of Rean's goals was to be an inventor and that itch was scratched when he built and designed a go cart and robot from the ground up while in high school. His second childhood dream was to become a pilot which he is now pursuing. Rean's interest in flying began as a child and finally had a chance to make his dream come true in 2009. This first flight inspired him to begin lesson at Long Island Flying, located on McArthur Airport where he logged about 20 hours in a AMD Alarus. Since joining MAFC, he is looking forward to completing his training and obtain a Private Pilot's license and possible an instrument rating. If all goes well, he hopes to also become a CFI. To help move things forward, he has been watching videos on You Tube and will be signing onto the FAA Wings program.

Rean is looking forward to becoming more involved with the club and just participated in the Rub & Scrub. He has also been attending BOT sessions in addition to the General Membership meetings. This led to him saying that, "I have never been around so many pilots and have never been around so many people who are interested in aviation. It was quite the experience."

While he was born in Brooklyn, his background is Trinidadian. This is because both of his parents were born on a little Caribbean island in the West Indies called Trinidad. In 1992 Rean began training at a Dojo in Flatbush in the Martial Arts. Martial Arts taught him so much about life and the qualities that you should follow for success. He went to Brooklyn Technical High School which is one of the top high schools in New York City. There he studied Mechanical Engineering and built a working go cart as as his senior project. Rean was also on the BTHS Robotics Team and helped design and build a robot to compete in a competition.

Upon graduation, he received a full scholarship to what is now called NYU Polytech and attended school there for two and a half years. This path was redirected when he decided to follow his true passion, Martial Arts. After he left NYU Polytech he went into business for myself and opened up his first karate school Dynamic Martial Arts Academy. The Dojo is located at 150-28 Liberty Ave in Jamaica, Queens, NYC. The school is doing well and Rean has promoted awesome kids to black belt.

Beyond the Dojo, he strives to service his community by giving back to the kids all the lessons that have helped him realize success in his life. 2013 was a big year for Rean when he married the love of his life Taryn. in October he opened his Second Martial Arts School location at 71-02 Myrtle Ave. , Glendale, Queens. He tries to follow his dreams and achieve all of the goals that he has set for himself.

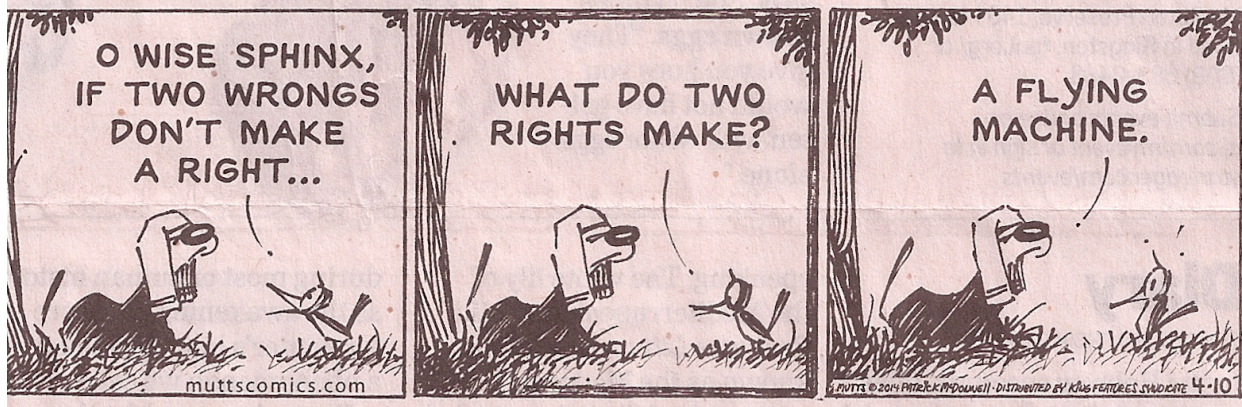
ATC Calling:

A Pan Am 727 flight waiting for start clearance in Munich overheard the following: Lufthansa (in German): "Ground, what is our start clearance time?" Ground (in English): "If you want an answer you must speak in English. Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?" Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war."

Member Activities & Accomplishments

Dan D'Andrea soloed in 93KK last Monday, the 23rd. of June. Tom Flieger is his CFI
 Congratulations also to Andrew Marsala who soloed on Thursday July 10.

MUTTS by Patrick McDonnell



FAA WINGS Program---Pilot Proficiency Award Program by Charles Burke

Originally posted in December 2012

It does not matter if you are a student pilot or already have your certificate, you should become involved with the FAA's Wings Pilot Proficiency Program because it is a win-win proposition. The FAA's Pilot Proficiency Award Program (Wings) promotes air safety and encourages general aviation pilots to continue training. In doing this it provides an opportunity to practice selected maneuvers in a minimum of instruction time. After you've logged three hours of dual instruction under the program and attended at least one FAA-sanctioned safety seminar, you'll be eligible to receive a distinctive set of wings . You'll also earn a certificate of completion. If you successfully complete a phase of the Wings Program within the period specified by Section 61.56(e) of the Federal Aviation Regulations. Most importantly, you will not need to take the required flight review for that time period.



Many of the course requirements needed to achieve your Wings and the Certificate, can be taken on-line thus allowing you to sit back at home and learn at a casual pace. There is a test at the end of each course but they allow you to immediately readdress any questions that you got wrong. Many of the courses are totally free so the work required does not involve paying for participation. Most important of all, is that the WINGS program is easier to participate in than it is for me to explain it. This is why you are urged to go to www.faasafety.gov/WINGS/pppinfo/default.aspx sign up and get started.

However, there is a caveat that needs to be brought up, the program as listed, can be confusing. This was encountered personally when I thought that there were additional requirements to be fulfilled only to learn that all of the steps had been squared away several months prior. Adding to the mix, they automatically moved me into a new phase that I had no interest or desire to participate in. Luckily, this was easy to resolve with the click of a mouse. The details are not important other than to point out that if you have recently passed your check ride, this counts towards the flight requirements of the WINGS initial phase level.

As laid out in the FAA Advisory Circular 61-91H, the program has twenty phases and offers you a twenty-year recurrent training opportunity. You'll be eligible for more wings every year after earning your first set, each added set marking your progress. There are ten (10) Phases in the Wings Basic level so you have plenty of activities to keep you involved in safe flying practices for years to come

Club Tee Shirts

We had club tee shorts made up for those who manned the booth at the McGuire air show and have a few extras that were left over. The shirts are being made available at \$7 each and come in adult small, medium, large and ex large. If you would like a MAFC tee shirt, contact Charles Burke 732-938-2481.





Thanks to a donation by Tom Russell, the club now has two wooden ladders that can be used to reach new heights. These are now kept in the trailer storage room.



The club has also obtained a new two step aluminum ladder which is handy when trying to check the fuel in the Cessna aircraft. This ladder is chained to the field storage box. The key for this lock is tagged and is kept in the blue storage box. Please make sure it is secure after you have used it.



Video and the law: by Charles Burke



With the advent of small video camera, their use in aircraft has skyrocketed. Just go on You Tube and there countless videos, some very good, showing just about every aspect of general aviation imaginable. But with proliferation of self produced videos comes a caveat, what you capture can be used against you in a court of law. Posting these videos on You Tube and other social media is almost begging to have it boomerang somewhere down the road.

With over 35 years of experience in producing video materials I can attest that this is nothing to be taken lightly. My first experience came shortly after I started to produce video materials for the school district. They requested footage of a program that had acquired equipment from the Federal Government for training children with physical disabilities. Great care was taken to ensure that the releases had been obtained, and that every legal aspect had been addressed. I shot the video and sent the edited copy to the person who wrote the grant for approval. It was examined and destroyed. Turns out that in the background, an aid was working with a child performing an activity that she was not authorized to conduct. Had that child been injured, the school district would have been in deep legal trouble with the plaintiff using our video to substantiate the complaint.

The bottom line, think very carefully when you take footage of your flight and think even harder before you post it for the world to see. Never forget, we live in the most litigious country in the world.

New Members by Dan Coles President

One of the most difficult challenges in becoming a new member of the Monmouth Area Flying Club, is taking that first step to apply. The application marks a milestone for many because it is also the initiation of a journey towards becoming a pilot. Some of these new members had a connection to the club, linked by an acquaintance or family member but the vast majority initiate the journey knowing very little beyond that which was read in a flyer or seen on our web site.

During the first year those in the Probationary Period are denoted by a learning curve that reflects both the acquisition of gaining mastery of our aircraft as well as the integration into the membership. The refinement of this Probationary Period Program, during the past year, has helped to speed up the integration process and has also produced a visible impact upon the club. Because of the detailed work being carried out by those in this group, our club house, aircraft and the equipment have never been in such good shape. Because of this, I want to extend a note of appreciation that is shared by all of the senior members and the Board of Trustees. Thank you for all that you are doing.



News From The BOT: Three Major Moves And A 6th Plane



The first major step will take place around the middle of the month involves a new on-line scheduling web site. The site will be a major leap forward for the club in that it will offer features that we cannot obtain through the existing one. Dave Trulli has been the chief architect of this project and will be providing details to the club once the transition is complete.



The second step involves the trailer (club house). Thanks to John Pereira, a newer and larger trailer will become the club's home base. The new trailer will be located up near our fleet, situated near the entrance gate. This will eliminate that long drive back to the existing facility. Once the unit is in place, it will have both heating & cooling along with other amenities.

The third move involves the BOT meeting location. The new owner of KBLM has forced many of the existing businesses to leave including, First in Flight. As a result, the BOT will no longer have access to the meeting room. As soon as a new location has been determined, you will be notified.



The BOT is actively looking for 152's which meet our club's requirements. Stay tuned for more information!

Takeoffs are optional but lands are required



Outside my window: Shots taken by Pilots



Mini- Rub & Scrub

While the recent Rub & Scrub was a success, one of our aircraft was missing because of work being performed on the avionics. Because of this, a second mini-Rub & Scrub is tentatively slated to be held immediately after the July 19 General Membership meeting. Please consider setting aside some time to lend a hand so that we can bring the entire fleet up to date.

