

### Club Meetings

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

Board Of Trustees:  
9/4/14- 7:00 PM  
Location to be  
determined

General Meeting:  
9/20/2014 9:00 AM  
N12 CAP Building



August/September 2014

Edited by Charles Burke & Dave Pathe

### 6th Aircraft ?

The club is one step closer to acquiring another aircraft to meet our rapidly expanding membership. After a long and careful analysis of our needs, the Board of Trustees voted to search for a Cessna 150 or 152. Several aircraft were examined but rejected. The latest, and most promising, is a 1978 Cessna 152 (N67818) that is currently located at Bloomington, IL. The BOT has scheduled a complete evaluation of the plane and, if it passes, most likely will conclude the acquisition very quickly. A team is being prepared to fly out to Bloomington to bring it back.

### Inside this issue:

#### **Page 1**

6th Aircraft  
Air Tank

#### **Page 2:**

Spotlight on  
Jason Miller  
\$100 Hamburger

#### **Page 3**

Educational Box  
ATC Calling  
Locks & Hasps  
Mini-Rub & Scrub  
Warren Grove

#### **Page 4**

Warren Grove -The  
history  
A Good Read

#### **Page 5**

Spot Landing Contest  
Always a Way  
Bob Tozzi & BOT

#### **Page 6**

Our new trailer!



### Air Tank

During the pre-flight inspection, the tires on all aircraft are supposed to be checked to insure that they are in good condition and properly inflated. The first step involves a visual inspection to see if the physical condition is satisfactory then, using a tire gauge, the pressure is ascertained. If the pressure is low, you are required to fill the tire to the recommended level.

But like most things, repeating the steps in your head and actually doing them are two different things. First, where can you find a pressure gauge? If you look in the blue storage box near where the aircraft are tied down, you will find several in the small tray that hangs near the top. What about the tire pressure figure itself? If you look in the POH for each aircraft, the figures are given for both the main and front tire.

But what do you do if air is needed? Also in the blue box is a portable air tank. This must be taken to the building where aircraft are serviced and on the left wall you will find the air supply hose. If the compressor is not working, ask one of the mechanics to activate it. The portable tank is then refilled by simply pressing the wand to the small refill nipple valve located next to the tank's gauge. Once you have filled the tank with sufficient pressure, you are ready to go!

When you are back at the aircraft and are filling the tire, stop periodically to make sure that you are not overfilling it. Double check with the tire gauge several times until it is up to specification then replace the cap.



Refill port valve

Jason's interest in aviation began in 2004 sparked by several reason but primarily because he views Howard Hughes as one of his top personal heroes. We are sure that Jason is not alone in selecting this pioneer in aviation as someone to be inspired by.

Actual flight lesson were initiated prior to joining MAFC in Stillwater, OK at the stick of a Cessna 172. To date, about 64 hours of air time have been logged and he has completed all of the requirements for the flight test.

When asked if he had any interesting stories linked to his initial training, he did have one to share with us. It seems that on a night flight with his first instructor, he was coming in for a landing doing a side slip but she wasn't paying very close attention. Just before touch down she screamed at him at the top of her lungs and through her hands in the air. When they had a nice soft touch down she said, "oh that wasn't as bad as I thought" That was the last time he flew with that instructor.

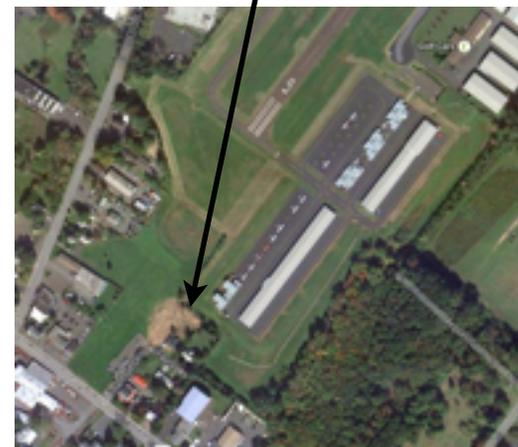


Jason earned an AA and BFA in Oklahoma, followed by an MFA in San Francisco, He was Born in Tracy CA, lived in Manteca CA until he was 6, then grew up in Mannford Oklahoma. Jason has been to every one of the lower 48 except Washington state. He met his wife Chenye in San Francisco, and were married in June 2012. They then bought a condo in Bloomfield November 2012.

Jason holds a Black Belt in TaeKwon do and is a huge comic book geek.

**\$100 Hamburger: Doylestown Airport KDYL, Cross Keys by Bob Tozzi & Charles Burke**

Gate to Cross Keys



The flight to Doylestown is worth taking even if you are not interested in the illusive \$100 hamburger. The airport (KDYL) is located very close to a number of historical sites including the Mercer home and tile works. A short jump from there you have the Mercer Museum and the Michener Museum, two cultural gems that sit back to back, just south of the main town area.

But if you are interested in the culinary aspects of the area, the Cross Keys Restaurant is walking distance from the airport via an unconventional path. When landing at KDYL, you need to head to the southern end of the runway and tie down near a bank of hangars, don't go to the terminal building. Next, walk straight back through the field and around a large drainage ditch to reach a gate in the chain link fence. Passing through the gate you are now in the Cross Keys parking lot. .

The building looks like it was once a large home that was subsequently converted in to the restaurant and is pleasantly decorated in a casual country style. The menu is solid American cuisine and the prices are extremely reasonable. We ordered the basic hamburger and chicken sandwich that were served up promptly even though the place was crowded. We found that both sandwiches were very good and that the turkey was indeed turkey!

All in all, a trip to Cross Keys at Doylestown Airport is a nice trip to add to your list of places to go.

**Educational Program in a Box**



As the summer rapidly sails towards it's end, many young people will be heading back to Scouting or other youth programs. Also, virtually all children will once again be back in school ready to take on a new year. In both scenarios opportunities arise to introduce young people to aviation. If you happen to be a parent, grandparent or family friend to a young person, consider offering to do a presentation on aviation. You initially might not think you are prepared to undertake such a project but the club has the answer for turning you into an expert.

Several years ago, a turn-key package was assembled containing the core program for a presentation and it is all boxed up and waiting for you. The package was initially assembled for use at the Blueclaws stadium but went on to be employed at several Young Eagle's events as well as the recent open house held at McGuire this past summer.

If you would like to use this package, contact Charles Burke at tv cable@verizon.net and he can give you additional tips and suggestions on how to derive the maximum from this valuable educational tool.

**ATC Calling:**

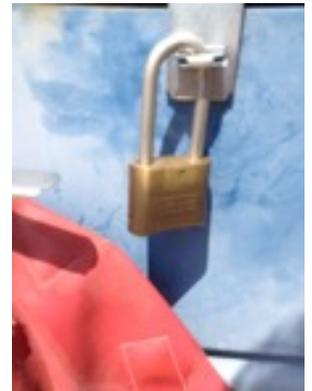
One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

**Locks & Hasps**

Thanks to the help of those members in the Probationary Period Project working on special activities, a number of improvements have been made to the facility. One such project involved the locks and hasps that are found on the trailer as well as our blue storage boxes.

If you look at the locks you will find that almost all have been removed, cleaned and oiled. Most importantly, the numbers have been wire brushed to make it much easier to read them

In addition, hasps have been added to the storage boxes and the locks relocated to them. This makes it a great deal easier to manipulate the lock and also visually insure that they are engaged .



**Mini rub and scrub:**



Immediately after the July General membership meeting Tom Griffin, Charles Burke, Daniel D'Andrea, Cyrus Seervai and Rafael Pimentel descended upon the Archer armed with Rub & Scrub juice, wipes and rags. The team was able to complete the fleet cleanup in record time and did so under duress (no hotdogs). Thanks for a job well done.

**Warren Grove Tour**

Thanks to the efforts of member Tom Griffin, steps are being taken for the club to visit the Warren Grove range sometime in September. The plan is to be on the site during actual bombing and strafing runs.

As details become available, the membership will be notified



The Warren Grove Gunnery Range sits conspicuously close just south of N12 with the designation R5502 on the sectional charts is a good place to avoid when the range is hot. While most people are aware of it's existence, it's history and the activities surrounding the area are less well known.

With its' beginnings as a World War II weapons research location, Warren Grove Range has been part of the New Jersey Air National Guard since the early 1960's. Detachment 1, 108th Air Refueling Wing, based at McGuire AFB, NJ, manages the range.

The mission of the range is to provide a quality combat training environment for all military air and ground combat forces.

Annually, approximately 3000 sorties from fighter and helicopter users throughout the Northeastern United States practice weapons delivery day and night at Warren Grove Range. A minimum of three joint exercises involving air and ground troops occur every year. Regularly, forward air controllers, laser spotting teams, Navy SEALs, Army Special Forces, Navy Weather and Medical teams, as well as Federal Aviation Administration research and development testing, New Jersey Forest Fire Service training, local police defensive driving training and Boy Scouts visits, round out an active training and community service year.

At the same time, a vigorous environmental care program is executed. Reforestation, university and governmental research, and responsible daily environmental management have made Warren Grove Range the subject of scholarly periodical articles, a Pinelands Agreement for range management, and a primary focus in a National Guard Bureau Natural Resources Protection public affairs video. During 1997, Warren Grove had over 23,000 Pineland specific trees planted on the range, and in 1998, 10,000.

Crowning this activity, Warren Grove hosts 4000 visitors a year to watch the unfolding of the Air Guard story in live, responsible aviation operations at the Range.

During 1997, over 2,600 fighters and helicopters bombed, strafed and shot rockets at Warren Grove. Aircraft from Air National Guard, Army National Guard, Air Force, Navy and Marine Corps units flew day and night missions including night vision goggle training under a variety of weather conditions without a single operational mishap. The range also supported two local police agencies as a training location for police driver emergency training. As well, the range supported FAA flight testing and FBI technician explosives training.

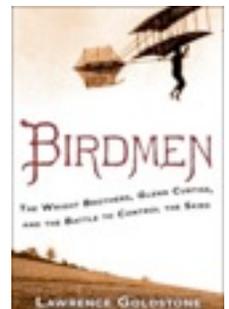
During 1998, 2,621 fighters, helicopters and tactical aircraft bombed, strafed, fired rockets, and air dropped training cargo at Warren Grove. This represented the third consecutive year of increased flight activity despite regular user deployments to Southeast Asia and Europe.

Four major exercises employed ground troops operating in conjunction with air operations. Two of these exercises represent the seventh straight year of Joint Operation exercises involving Army and Air National Guard and reserves of all four services at Warren Grove Range. These users executed major portions of their training in each of the Joint Defender exercises at the range.

Operations included Navy SEALs, Army Special Forces, Marine, and Air Force forward air controllers, day and night flights, use of night vision devices, lasers, and flares. Warren Grove also hosted the 177th Fighter Wing as it initiated F-16 air-to-ground weapons delivery training. In excess of 18,000 weapons deliveries and troop movements occurred at the Warren Grove Range.

**A Good Read:** *Birdmen: The Wright Brothers, Glenn Curtiss, and the Battle to Control the Skies* by Lawrence Goldstone

*Birdmen* sets the engrossing story of the Wrights' war with Curtiss against the thrilling backdrop of the early years of manned flight, and is rich with period detail and larger-than-life personalities: Thomas Scott Baldwin, or "Cap't Tom" as he styled himself, who invented the parachute and almost convinced the world that balloons were the future of aviation; John Moisant, the dapper daredevil who took to the skies after three failed attempts to overthrow the government of El Salvador, then quickly emerged as a celebrity flyer; and Harriet Quimby, the statuesque silent-film beauty who became the first woman to fly across the English Channel. And then there is Lincoln Beachey, perhaps the greatest aviator who ever lived, who dazzled crowds with an array of trademark twists and dives—and best embodied the romance with death that fueled so many of aviation's earliest heroes.



A dramatic story of unimaginable bravery in the air and brutal competition on the ground, *Birdmen* is at once a thrill ride through flight's wild early years and a surprising look at the personal clash that fueled America's race to the skies.

New BOT Member

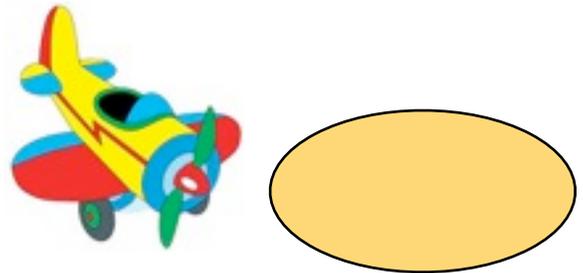


Jeff Rednor, elected to the BOT this past January, has taken a leave of absence and therefore resigned from the BOT. At the August meeting of the Board of Trustees, Bob Tozzi was elected to fill his position and also take over the Membership Committee. We wish Bob good luck and a fruitful tenure!



Spot Landing Contest

The Spot Landing contest has been scheduled for the first Saturday after Labor Day, weather permitting. Once the final plans have been formulated, a call for volunteers to help with the project will be sent out to all members.



Takeoffs are optional but lands are required



Outside my window: Shots taken by Pilots



There is Always a Way!

Tom & Sally are flying to Australia for a two-week vacation to celebrate their 50th anniversary. Suddenly, over the public address system, the Captain announces: "Ladies and Gentlemen, I am afraid I have some very bad news. Our engines have ceased functioning and we will attempt an emergency landing. Luckily, I see an uncharted island below us and we should be able to land on the beach. However, the odds are that we may never be rescued and will have to live on the island for the rest of our lives!" Thanks to the skill of the flight crew, the plane lands safely on the island.

An hour later Tom turns to his wife and asks, "Sally, did we pay our Visa and MasterCard bill yet?" "No, sweetheart," she responds. Tom, still shaken from the crash landing, then asks, "Sally, did we pay our American Express card yet?" "Oh, no! I'm sorry. I forgot to send the check," she says. "One last thing Sally. Did you remember to send the income tax cheque to The IRS this month?" he asks. "Oh, forgive me, Tom," begged Sally. "I didn't send that one, either." Tom grabs her and gives her the biggest kiss in 40 years. Sally pulls away and asks him, "What was that for?" Tom answers, "They'll find us!"

**New Trailer!**

It was a dark and stormy morning....Well, that would be the appropriate opening line had this story been a novel but in this case it describes what it was like when the new trailer was moved into place next to the FBO at Lakewood Airport. Hampered by gray skies and a constant rain, a hearty crew of about 20 members assembled at N12 to oversee the relocation of the trailer that John Pereira was instrumental in acquiring for the club.

Now that the trailer is in place, the plan is to advance in a series of steps that will include building a deck around the front, removing an interior wall, painting the exterior, installing power and then moving in. Several members have volunteered to connect up both the heating and air conditioner systems. With some luck, the September BOT meeting may be held in this new facility.

