



### Club Meetings

Feb / March 2014

General Meeting:  
2/15/14 9:00 AM  
N12 CAP Building

Board Of Trustees:  
3/6/14- 7:15 PM

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3/15/14 9:00 AM  
N12 CAP Building

### Message from the new President: Dan Coles

Edited by Charles Burke & Dave Pathe

I would like to congratulate Mike Bernicker, Frank Fine, Tom Flieger, John Pereira, Jeff Rednor, Michael Siniakin, Tom Smock, Art Templeton, and Dave Truilli on their election to the 2014 board of trustees, In addition Neil Wilson our newly elected vice president. I would also like to thank Charles Burke, Chris Quinncannon, and Tom Russell the outgoing board members for the service to the club. But my biggest thanks goes out to Dave Pathe for his long service as president. Dave did a great job and left some big shoes to fill, I hope I am up to the task.

We have already started some projects that will improve the appearance and enhance the capabilities of our aircraft. That being the paint job to N93KK and the avionics upgrade to N268BG. N93KK will be going to the paint shop February 25th and N268BG will be finished, if all goes as planned, by the date you are reading this.

As we are a volunteer organization, I am looking forward to working with all those that are able to contribute. Even the smallest tasks make things run more smoothly. With the help of you, our members, we can continue to have a great club.

Thanks for supporting the club and fly safe (note: See page 5 for committee assignments)

### What is ADS-B and why do we need it?: Matthew Gomes, CFI

For starters, ADS-B stands for Automatic Dependent Surveillance – Broadcast. The FAA published a mandate that stated, starting January 1<sup>st</sup>, 2020 all aircraft planning to fly in US Airspace that requires a transponder must have ADS-B out capabilities. This mandate is a part of the NEXTGEN Airspace System. While NEXTGEN is an umbrella term for many different upgrades to the National Airspace System, ADS-B is at the heart of the project. The purpose of this article is to give you a brief education about ADS-B and why is it an important technology that will revolutionize the National Airspace System

Currently our National Airspace system is based off of radar. This technology was created in the 1950s and it quickly becoming outdated as we try to meet the demand of today's air traffic. ADS-B is surveillance technology that allows aircraft to share position data via GPS. This is the key step to transitioning from radar-based ATC to satellite-based ATC. This will allow ATC to monitor aircraft more accurately. An ADS-B equipped aircraft will transmit its speed, altitude, and position once per second to other aircraft and ATC ground based stations. A large majority of the US is in ADS-B coverage starting at 1,800ft and a large majority gaps being filled in at 5,100ft. Out west, there is complete coverage in mountainous areas starting at FL180.

In reality there are styles of ADS-B: ADS-B Out and ADS-B In. ADS-B Out is mandatory starting in 2020. ADS-B In is optional if you want to utilize subscription free weather and datalink traffic information. There are two variations of ADS-B In/Out: 1030ES and 978UAT. The main difference is that 1030ES is required above FL180. For our aircraft 978UAT or just UAT is sufficient. UAT is the frequency that will give you free weather and traffic at any altitude. So most aircraft flying above FL180 will have a combination of both. The free weather and traffic information is for information only. It does not relieve the PIC of their responsibilities of see and avoid and proper preflight weather planning.

So the main question is why should we start upgrading now. The answer is simply it will be required for every aircraft operating in airspace that currently requires a transponder by 2020. January 1, 2020 is less than 6 years away and there are thousands of aircraft that need this upgrade. Also it is an expensive upgrade, so flying clubs, flight schools, airlines, etc. all need to upgrade their equipment and most cannot afford to upgrade several aircraft at once. The last and most important reason is that most aircraft owners will try to wait until the last minute to upgrade causing major delays at avionics shops which could lead to your aircraft being grounded after January 1, 2020.

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**What is ADS-B and why do we need it?: Matthew Gomes, CFI**

In closing, if you have to have a transponder to fly where you are currently flying, you will have to have an ADS-B Out solution starting January 1, 2020. There are tons of resources out there to help you understand the new technologies contained in the NEXTGEN program. This article was written in conjunction with the AOPA Air Safety Institute’s Interactive Course “ADS-B For General Aviation – The Basics” and Garmin’s “ADS-B Academy”. Please take the time to educate yourself on this important change in aviation. If you have any questions please do not hesitate to send me an e-mail. Matt Gomes <[matthew.r.gomes@gmail.com](mailto:matthew.r.gomes@gmail.com)>



**CFI List**

Here is an updated list of CFIs. The list now includes two returning instructors, Augie Cammarata and Keith Nevrincean

**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 [gbrosr@optonline.net](mailto:gbrosr@optonline.net) 732-610-2575 & 732-988-2828
- Augie Cammarata [avocet043@aol.com](mailto:avocet043@aol.com) 732-691-5993
- 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
- Keith Nevrincean [nevrincean3@msn.com](mailto:nevrincean3@msn.com) 732=208-6248 & 732-663-0677
- Joe Stephens [josephstephens@mac.com](mailto:josephstephens@mac.com) 732-267-9866
- Neil Wilson [neilgwilson1@gmail.com](mailto:neilgwilson1@gmail.com) 848-459-9014

	B l a c k b u r n	B r o o k s	C a m m a r a t a	F l i e g e r	F i n e	G o m e s	L u c a s	N e v r i n c e a n	S t e p h e n s	W i l s o n
Student Pilots	Yes	Yes	Yes	Yes	Call for info	No	Yes	Yes	Yes	Yes
Advanced Training	<u>Comm &amp; CFI</u>	Yes	Yes	Yes	Yes	No	No	<u>Comm &amp; CFI</u>	<u>Comm &amp; CFI</u>	Yes
Biennial	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6 month	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
MAFC Aircraft checkout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Night Check-outs	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Ground School	Yes	Yes	Yes	Yes	Call for info	No	Yes	Yes	Yes	Yes
Specific days	Call for info	Call for info	Call for info	Sun thru Fri.	Call for info	Call for info	Call for info	Call for info	Primarily weekend	Call for info

**Spotlight on member: Bert Greene**

While in college, it decided to learn to fly. and logged well over 50 hours but due to a number of circumstances I never went for my written exam after ground school. Taking the test had been postponed a number of times. Compounding the problem, it was necessary to go to Newark at that time for the test plus life got in the way.

In the fall of 2004, on a beautiful clear day, I looked up and saw a small plane and this reignited a desire to fly again. My log book and receipts had all been lost so I started from 0 hours at Eagle's View at Monmouth Exec. I took several lessons there and since I winter in Florida I continued my lessons at Lantana(Palm Beach County). I then went to American Flyers ground school classes in Pompano and, because this was a second exposure to the material, I was able to walk from the last class to the computer in the next room and passed my written. I

planned as well as I could so that my 40 th hour was with my instructor in a mock check ride in the morning. In the same afternoon I took my FAA check ride with a designated examiner and obtained my private ticket in February of 2005. Total time from start to license was less than 4 months.

Originally I started at Caldwell Wright in a Cessna 150 ( no rear window) but when I resumed in 2004 I flew in a Cessna 152, and a 172 . After I got my License I mostly flew a 172 but my favorite, is the Piper Archer. While all of the ts were crossed and ls dotted I do not fly that often but occasionally get in the left seat while in Florida. However, to date over 150 hours have been logged. I joined the club in 2005 and enjoy flying the 152, 172 and a Bonanza that is owned by a friend.

While almost all of my flying experiences have been uneventful--thank goodness for that-- there was one exception. On a trip returning from Massachusetts in a Bonanza shortly after I had turned the airplane back to the instructor we flew over my home in West Orange . The engine quit and the pilot landed the plane on the 1st fairway of Crestmont Country Club in Roseland. My father and I walked home thanks to a great emergency landing.

On a personal note, I was born and raised in Newark but my family later moved to West Orange . I am a graduate of Fairleigh Dickinson University, married to my wife Marlene for 46 years. and have a daughter in Sea Bright . My daughter is married and the mother of my 17 month old grand daughter who is the apple of my eye. I also have a son that lives in South Beach , Fla. My wife and I currently live in the Stonebridge community in Monroe, Nj and spend winters in Boynton Beach , Fl.

While basically retired, I do work as a Yacht Broker for Prestige Yacht sales in Brick, NJ. but my first career was in the pool business as a builder, service and retailer.

**FAA Medical: A personal Experience by Charles Burke**

For those of us who find that a good portion of the sand in our hourglass of life has now slipped to the bottom, the FAA Medical Certificate raises the worry factor higher and higher each year. In my case, I did not get started in aviation until the age of 69 and had already accrued a number of major health issues that included two forms of cancer, hypertension, diabetes and kidney stones. Any one of these alone tripped red flags with the FAA. In fact, I was told by one pilot not to bother even trying for the FAA Medical because I was too far over the line. Guess what, he was wrong and a medical was approved for the next three years.

The reason for penning this story now is that I was able to acquire the Medical Certificate and was flying solo until another item was added to the list, the acquisition of a pacemaker on August 7. This item was worse than the others because it involved a 60 day wait period before a new application could even be submitted. In fact, I could not even take any of the required tests until after the 60 day period because those dated before this point would not be accepted.

I am not alone in dealing with these apparent roadblocks and all of you will eventually face the same sort of thing in the years ahead. What is important is the fact that while we may indeed stumble along this road of life, it does not mean we will be facing dead ends and a loss of flight privileges. While my latest problem could have indeed been the end of solo work, it did not mean giving up hope and trying my best to overcome the obstacles set forth by the FAA Medical Examiner.



Here are some tips and suggestions that are being pulled from my real life experiences that have helped thus far. You might want to clip this list and paste it in your files just in case you also find yourself at this crossroad in the future.

1. If you are confronted with a serious medical issue, report it to the FAA. If you think that they will never find out, it is a bad gamble and while it may have worked for a friend, it will be your misfortune to discover that this will not be true in your case.
2. Keep meticulous medical records and this means copies of all tests, and reports that involve your medical conditions. If a problem arises down the road, you will have them ready to go and will not have to back track which takes both time and money.
3. There is another reason for keeping your own medical records, doctors don't share their finding with other physicians. Also, they sometimes miss important things and this just happened to me. While in the ER, they took blood and ran an extensive series of tests and one was for Lymes. Basically, my heart had stopped about twelve times but it was not a heart attack so they wanted to see if it was being caused by this pathogen. After being discharged from the hospital I waited several days for them or the cardiologist to call with the results but nothing came through. So I drove over and got the 60 pages that covered all tests and reports. Sure enough, on pages 59 and 60 were the Lymes test and there it was in black and white- POSITIVE! It was the Lymes that was killing me and the doctors never saw it. So get and keep your own records and read them too!.
4. When you do report these issues the FAA Medical Examiner's office will request documents (reports and tests) then hopefully give you a Special Issuance Medical Certificate which has to be renewed each year. Hang onto copies of everything that they send you as well as what you sent them. In the letter that they will provide you with are specific directions on what you will need to do the following year and this is crucial data since the local ME will be looking at everything using this as a guide.
5. When you do go to the local ME the following year, put the documents together so that it looks like a professional business report. My documentation actually measures about 1/4" thick and is filled with everything requested. So that the local ME can easily wade through it, I even set up a table of contents and number the pages then put the whole thing in a binder. **MAKE A COPY OF EVERYTHING SO THAT IT IS EXACTLY LIKE WHAT YOU TURN INTO THE LOCAL ME AND FILE IT!** If a question arises you will than be able to find the page, paragraph and line that is being questioned because you will also have a duplicate of what they are looking at.
6. Lastly, schedule your local ME appointment for as early as possible in the month. If you pass, the certificate is good until the last day of the month the following year. But, if there is a problem, you have four weeks to resolve it. This calendar cushion will not exist if you procrastinate and wait till the last minute.

Well, I am sure that there are more suggestions that can be offered but basically they come down to:

- 1. Be honest**
- 2. Be organized.**
- 3. Be realistic**

There is one more suggestion that really goes without saying, don't shut down and back away from the Medical Certificate if you lose it, keep fighting and share your problem with others. Sometimes personal experiences trump the cold hard facts in the FAA directives. You may also discover that there are people in the club who have much worse cases yet have Medical Certificates and just knowing this can provide the drive to overcome your own situation.

While all of this may sound a bit bleak, don't forget that you can still fly even if you lose your medical! You simply are shifted to a status similar to a student pilot. That said, I have been working on my WINGS proficiencies and recently spent 2 hours flying with one of our CFIs. While it does add to the cost, I still am able to get into the left chair and act as PIC and so can you. You can also split a ride with someone who has all the paperwork. The right seat may not be exactly the same but you will be able to enjoy all the benefits without doing any work.

By the way, I just opened a letter from the FAA and in it was my new medical!

#### **Aviation Terms:**

**a/c** ---abbreviation for aircraft

**determine (v)** -----to work out, to calculate: we must determine our fuel endurance

**primary surveillance radar**----PSR: a radar system which operates independently of the target: unlike Primary Surveillance Radar, SSR (Secondary Surveillance Radar) uses a transponder onboard the aircraft to obtain a return.

As we all know, the cold weather plays havoc with the carburetor fueled engines in our planes making them difficult to start. This is caused by two things, the condensing of atomized fuel in the cylinders and the thickening of the crankcase oil.

To combat these problems, our planes have been equipped with electrically powered crankcase heaters. But, when we experience the severity of winter, which has been the case lately, even these precautionary steps are not enough.

An additional measure can be taken involving the pre-heating of the engine with a propane powered system and the club has one for you to use. The unit was pulled out, dusted off and brought back in operation. There are four components to the preheater which is stored inside a red handled tool box. The parts include: 1. The pre-heater unit. 2. A 3" semi-rigid aluminum hose. 3. The propane gas tank. 4. A red battery power pack to run the blower on the preheater. All of the parts can be found in the blue storage chest located on the ramp where our planes are located. It should also be noted that the heater can be used to warm the cockpit/interior and instruments....just like us pilots, some instruments don't like to be started unless warmed up a bit. It also makes things a little more bearable until the engine heat starts to kick-in. Before using, pilots must get assistance in setting up and using this system if they have not used it before. If you want additional information on the unit or how to use it, give me a call. (848-459-9014)



**2014 MAFC Committee Assignments**

- Chief Flight Instructor:** Frank Fine
- Treasurer:** Tom Smock
- Assistant Treasurer:** Mike Bernicker
- Operations Officer:** Neil Wilson
- Asst. Maintenance Officer:** Art Templeton
- Membership Officers:** Jeff Rednor & Michael Siniakin
- Avionics Officer:** Dave Trulli
- Safety Officer:** Tom Flieger
- Secretary:** Tom Russell
- Communications Officers:** Dave Pathe & Charles Burke

**General Membership Meeting Presentation**

***At the February 15th General Membership meeting, Chief Flight Instructor, Frank Fine will be doing a presentation on new JPI engine monitoring EDM 700 gauge system that will soon be installed in N4287Q. In addition, recommendations will be made on how to properly lean the engine mixture.***

**2014 Crew chiefs and assistants**

	66977	4287Q	93KK	268BG	55804
<b>Crew Chief</b>	<a href="#">Tom Flieger</a> 732 617-9327	<a href="#">Jim Paglia</a> 732 793- 4568	<a href="#">John Pereira</a> 732 496- 0597	<a href="#">Art Templeton</a> 201 315-1598	<a href="#">Chris Quincannon</a> 732 921 -9100
<b>Assistant</b>	<a href="#">Tom Russell</a> 732 754-3355	<a href="#">Tom Griffin</a> 732 929-8338	<a href="#">Steve Weinberg</a> 848 525-1807	<a href="#">Dave Trulli</a> 732 616-8683	<a href="#">Jeff Rednor</a> 267 566-8469

*Note: There are several changes from the 2013 array.*

**Takeoffs are Optional, Landings Are Mandatory**



**Totally Bizarre Film**

Hollywood has produced a lot of strange stuff but this may take the cake. Recently released is Charlie Victor Romeo, a film that basically takes the actual voice recordings from the plane's black boxes, adds FAA reports and other official documents then recreates what took place during plane crashes. What is even more bizarre is that this is all built upon a real stage play. While this movie is now in some theaters, you may have a hard time finding any of them.