

MAFC

MONMOUTH AREA FLYING CLUB



Club Meetings

General Meeting:
6/21/14 9:00 AM
N12 CAP Building

Board Of Trustees:
7/3/14- 7:00 PM
First in Flight at KBLM

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

June/July 2014

Edited by Charles Burke & Dave Pathe

June is Rub & Scrub!

Please join us on June 21st at nine o'clock for this summer's MAFC's aircraft wash and wax... Or the more EPA friendly "Rub & Scrub". The fun will begin after a short General Membership session assuming the weather cooperates. Club members are invited as well as aviation enthusiasts of all ages. This is also a great opportunity to introduce people to our club and General Aviation!



For those who be involved for the first time, just come dressed for action keeping in mind that you will be crawling, in, over, around and under each plane. All of the necessary supplies will be on hand and help will be provided to get you started. Needless to say, this is not all work and no play.

Most importantly, someone always brings coffee, doughnuts and there is plenty of laughter. There is even talk about possibly including a barbecue this year. So mark your calendar and help clean our fleet of great aircraft.

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In Remembrance of General Schulke

On May 14th 2014, Herbert A. Schulke, the founder of our club, passed away. "Judd" Schulke was a 2 Star General who saved the club after the Army ordered it to be disbanded. Thank you General Schulke!

Brigadier General Robert C. Bolton

Brigadier General Robert C. Bolton was our guest speaker at the May 17, 2014 General Membership meeting and presented nearly two hours of riveting descriptions detailing real life combat missions. This was a truly amazing event and those who were not present missed one of the exciting events of the past decade. At the conclusion of the program, Brigadier General Robert C. Bolton was presented with a token of the club's appreciation. A special note of thanks goes out to MAFC member Tom Griffin for arranging this extraordinary event.



Tom Griffin



Brigadier General Robert C. Bolton & Dan Coles, MAFC President



May 17th meeting

Banner Towing: A word of extreme caution

In mid May, a second banner towing business was initiated at N12 that may pose a significant hazard to normal flight operations. Unlike the service that has been in business for many years at N12 that operates outside of the pattern, the new service will be flying in the pattern. They will also be dropping off and picking up signs along the side of the actual runway. These slow moving aircraft, trailing banners that can stretch out several hundred feet, may possibly interfere with your normal landing sequence posing a hazard to all concerned. Not only will this situation exist while in the air but on the ground as well. This is because cross winds may possibly carry the banners out into the active runway. Only time will tell the true nature of this situation, but until a more rational solution is found, you are urged to take extreme caution during takeoffs and landing.



Member Accomplishments

1. Rafael Pimentel, who soloed back on January 20, 2014, just passed his flight test and is now the holder of a Private Pilot Certificate! Neil Wilson was Rafael's instructor.
2. Michael Smith-Cooper passed his IFR flight test!
3. A note of thanks goes out to Brian Ferraro for his service work on the cold weather portable pre-heater. Armed with only the spring from a ball point pen, he was able to get it up and running . There is an unsubstantiated rumor that he is related to Angus MacGyver It should also be noted that Brian is now in Southeast Asia with the NJ Air National Guard, for the next few months.
4. On Tuesday May 27, Paul Caverly flew his first solo. Tom Flieger is his instructor.

Congratulations to all of these members for their accomplishments and contributions to our club!

Its Back! 93KK Is Back and Looking Beautiful

N93KK is back at the airport and ready to roll! After having the old paint taken off every inch of the skin, a new coat was applied making it look like it just rolled off the assembly line!



ATC Calling :-)

And now a few gems from Air Traffic Control

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Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles." Delta 351: "Give us another hint! We have digital watches!"

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"TWA 2341, for noise abatement turn right 45 degrees." "Center, we are at 35,000 feet. How much noise can we make up here?" "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

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A DC-10 had come in a little fast and thus had an exceedingly long roll out after touching down. San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

MAFC Considering Additional Aircraft:

The growth in membership has reached the point where another aircraft may be needed. At a recent BOT meeting, it was decided to look into the acquisition of a Cessna 150 or 152. It was felt that with so many relying upon our single 152, a similar aircraft was needed. However, the 152 models are in short supply while the 150's appear to be plentiful and affordable.. Frank Fine was asked to scout around for the replacement and hopefully a new (to us) plane will be added to the fleet to improve aircraft availability

Takeoffs are optional but lands are required



Donations that advance the club



Camera: A call went out for a small digital camera that the club could use for taking snapshots of our events and its members. Several people responded to the request and one was picked from the lot that had been submitted by Andrew Marsala. The Olympus camera has already been put to good use, capturing photographs at the staff at our booth at the McGuire open house. Thanks to Andrew Marsala and all who offered their cameras!

The camera, a battery charger and "Quick Start" instructions are in a plastic zip bag under the main counter in the trailer. Please feel free to use the unit for shots of members who need a digital picture for the web site or if submitting information that can be used in the newsletter. If your not sure how to download and e-mail them as attachments, just leave the unit in the bag and drop a note to one or both newsletter editors.

Barbecue Grill: Another call went out for a grill that can be used to cook hotdogs at the Rub & Scrub which resulted in two being made available. Art Templeton came through with nice unit that will be initiated during the aircraft cleaning party. After that event, it will be cleaned, covered and left at the trailer (under the rear area) along with the donated lawn mower. Thank you Art!



A note of appreciation for their help goes out to Michael Souza who offered to lend a grill and to Mario Marzili who offered to supply additional propane tanks.

McGuire Open House



Chris & Mike Souza
Michael Armstrong Charles Burke



Nikhil Brahma



Chris Andrew Marsala Bob Watkins
Armstrong Charles Burke

The MAFC took advantage of the invitation to participate in the Joint Base McGuire-Dix-Lakehurst Open House & Air Show by setting up a booth in the main hanger. The hanger is located directly in front of the general public entrance so there was a constant stream of visitors stopping to learn about our club and General Aviation. The booth was staffed by a crew of volunteers that included Andrew Marsala, Chris & Michael Armstrong, Mike Souza, Charles & Winnie Burke, Bob Watkins, Nikhil Brahma, Dan Coles, Tom Flieger and Sam and Sammy Terrasi.

While our team was busy manning the booth, the crowd found a wide range of aircraft and exhibits stretch across the ramp to visit. Many of the aircraft were open to the public allowing visitors a chance to sit in the cockpit of some planes that were large enough to swallow a small house. On the other end of the spectrum were deadly fighter and drones that made you happy to know you were not only the delivery end of these machines.

While the planes and exhibits were rewarding to see, the most impressive, and appreciated, were the dedicated service men and women who serve our country through the armed forces. Thank you!

Quick Question: What aviation safety device was initially sold and used primarily in amusement parks in the early 1930's?

Since you already know the title of this article, you may have guessed it was the Link Trainer...a crude but effective "simulator" (aka "the blue box") used to train many pilots and the forerunner of today's aviation simulators. Amazing, but it took the military several years to recognize its value and begin to utilize it to train their pilots. Today, there are now many types of far more sophisticated flight simulators ranging from PC/desktop programs we all have to fixed platform and multi-million dollar full-motion simulators.

I had a chance to meet up with my pilot-brother in Scottsdale, AZ to attend part of his 3-day recurrent Pilatus PC-12 training course at Simcom, a major aviation training school with 7 or 8 different simulators and locations in Orlando and Dallas with more Sim's.

I attended several hours of intense classroom and Sim training sessions as my brother and fellow trainee, Scott, a professional pilot, applied what they learned under the tutelage of Ray, an excellent and experienced Simcom Instructor. And as a bonus, I actually learned many fascinating details of the PC-12 electrical system, a subject that comes up regularly during social gatherings (yes, just kidding!). Plus I got to fly some basic take-offs and landings for 30 minutes (including a 1200' short-field landing) and had it entered in my logbook....a lot of fun and a great learning experience as well!



Relief: I didn't "break anything" after my 1st landing!



3 screens & 180° view make for very realistic visuals.

The PC-12 Simulator uses a real cockpit from an actual PC-12 with avionics hooked up to the simulation computers, but has a non-motion fixed platform (called "visual motion"). Several computers are used which control the visual displays, avionics, instructor station, and calculate the flight characteristics. The displays are very realistic and have 3 projectors on 3 screens for 180 degrees of visual display. Just behind the pilot seats, the instructor has 2 touchscreen monitors to setup the training exercises, enter weather conditions, introduce problems and print out results of the training session. I sat in the back across from the instructor and just behind the pilot seats with a great view of everything going on. And even though their PC-12 Sim is only visual motion, when the pilot first banked the aircraft, I instinctively reached for a handle to steady myself....it was very realistic.

Each day, the training course consisted of morning and afternoon classroom and simulator sessions, typically lasting a total of 6-8 hours. The student-pilots alternated between "flying" pilot in the left seat and "observing" pilot in the right. Day 1 (which I did not attend) consisted of mainly of basic maneuvers (steep turns, etc.), the results of which were printed out for review. Day 2 afternoon focused on the PC-12 electrical system (2 generators, 3 busses, etc....just a little bit more complex than our aircraft) and troubleshooting problems introduced on the Sim. Ray, our Simcom instructor efficiently introduced 8 or 9 electrical scenarios over a 90 minute period which required use of the checklist and action by the pilot. During the final day, emergency procedures and engine out procedures were performed during cruise and then right after take-off at 1200' and then at 800'. Ray's point was to know the airport surroundings and runways (where you can land) before you start the takeoff roll.



Electrical Panel: "What else could possibly go wrong??"

What was also great was the constant banter between the instructor and trainees during the Sim sessions. Instructor Ray would say: "Well here we are flying along fat, dumb, and *semi-happy*..." which was code for leading into the next failure or some interesting training event. And after solving or identifying the problem, one of the pilot-trainees would typically say: "Well, we fixed *that* problem...now *what else* could *possibly* go wrong?!" which usually brought a collective chuckle from the group, followed by yet another training exercise. The training was provided in both an entertaining manner and delivered with much positive reinforcement.



Ray uses the Instructor Station to setup the next exercise.

At the end of the training, both pilots earned their currency and were able to log the Sim time and have it signed by Ray, which counts towards their currency. There are some great videos of the Simcom facilities and Sim's in use if you are interested in seeing them. Just go to their main web page <http://www.simulator.com/> or you can go to their locations page <http://www.simulator.com/about/locations> where there are promo videos and lots of other info.

As many of your know, my business is training simulators for the oil industry, and the benefits are very similar in both industries...you can get 10x more done in a Sim in the same time as a real plane and experience emergencies that can't (or you wouldn't dare) duplicate in the air....that plus it is just such a fun overall experience! If you ever have an opportunity to train in one of these advanced Sims, I highly recommend it. Fly safe!

Spotlight on Member Marcos Eddi

After having toyed with the idea of working to obtain a pilot's certificate, Marcos initiated lessons with Eagle's View located at KBLM. During the training period he flew a Cessna 152 culminating in passing the test this April after logging about 48 hours. With the certificate in his pocket he took the advice of a friend and applied for membership in our club.

Looking ahead, Marcos would like to start working for an instrument rating but with work being very demanding, and not much time to study, this will be a real challenge. In the interim, he would like to enjoy his Private VFR status and just fly. One challenge that is next on the list is working with one of the CFIs so that he can begin flying our 172s.

As a low time pilot, Marcos had an opportunity to realize the importance of not only good flying skills but also the value of sound aeronautical decision making. Marcos pointed out that, "It is pretty wild flying out there solo! Its always interesting even with my low amount of hours. You can plan plan plan but things change really quickly once you are out there. On my long cross country with my 3 towered airport the clouds dropped really low and winds started gusting way above my sign off but still had to make it happen."

Marcos was born in NYC but moved to NJ at a very young age and been here his whole life. His love for the Jersey shore was a major factor in decided to live near the beach. He started a fulfillment center here in Edison NJ and another in Los Angeles. The business handles import containers and ships for e-commerce countries from all over the world.

\$100 Hamburger: Florentino's at KLNS by Charles Burke and Bob Tozzi

After what had seemed to be an endless cycle of schedule/cancel/schedule, etc. because of bad WX, we finally had a chance to take a hop out to KLNS (Lancaster) and were glad that we did. First, the airport is large and accommodating with a modern, spacious terminal. Hoping to grab a quick lunch and get back into the air, we stopped at Florentino's which is located just to the right on the ramp side Upon entering, we realized that this was not a place to hit and run but rather one to sit back and relax while enjoying a good meal. But time was pressing and the waitress helped to move things along serving one of the best lunches we have had in a long time. In a nut shell, they serve excellent, reasonably priced meals in a very comfortable environment. This was worth the trip out there and we plan on returning!

PIZZA~PASTA~SEAFOOD~STEAKS~LITE FARE , 14 BEER TAPS~CRAFT BEER BOTTLE MENU~KILLER DRINKS

Relax with friends and take in the beautiful runway view from inside our restaurant
or watch the sunset across the runway from our outdoor bar & patio.
The FLIGHT DECK, our newest addition, has al fresco dining under giant shade sails,
a firepit area and a breezy barroom sheltered under a canopy.

The outdoor barroom has overhead heaters to keep you comfy late into the night and late into the season.
You just may want to spend the night in Lancaster.
...life is good today!

Flying in? You will find us adjacent to the West Ramp.

www.FIORENTINOS.com like us on Facebook

