

Club Meetings

General Meeting:
11/15/14 9:00 AM
N12 CAP Building

Board Of Trustees:
12/4/14- 7:00 PM
Club House

General Meeting:
12/20/14 9:00 AM
N12 CAP Building



November /December 2014

Edited by Charles Burke & Dave Pathe

Icing

At the Saturday Nov. 15, General Membership meeting, our guest speaker will be Chris Dumont from the FAA and the topic is icing. Icing in flight can be bad news! It distorts the flow of air over the aircraft, diminishing the wing's maximum lift and propeller's thrust, reducing the angle of attack for maximum lift, adversely affecting aircraft handling characteristics, while significantly increasing drag. **Don't miss this very thorough presentation of aircraft icing and effects, by Chris Dumont from the FAA Technical Center!**



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The New Sign In/Out by Dave Trulli & Mike Bernicker

The new check out/in system on Flight Circle.Com is in full operation and must be used from this point on. To assist you in becoming acquainted with the system, an instructional page has been posted on our website www.flymafc.com. Just click on the "Links" tab located to the left side of the screen and you'll find the link there. These easy to follow directions should be printed out and taken with you, along with your Flight Circle log-in information, when you go to check out an aircraft.

Also when flying please remember to check your plane back in to the system for proper billing. The next person can not check out their flight and record times unless you close your flight when complete.

Note: The flight status is color coded for easy checking.

- Blue reservation have not been flown yet.
- Green are flights that are in progress and not yet returned
- Grey is a completed flight.
- Red is a maintenance booking

Also remember to cancel your flight in the scheduling system if you are are going to cancel your flight.

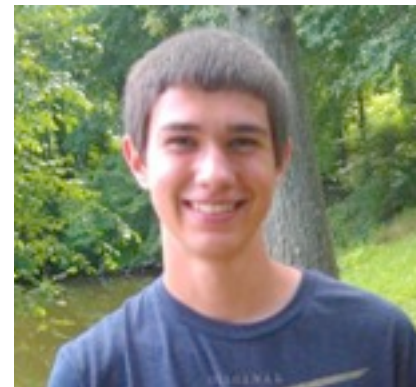
Lastly, **DON'T FORGET TO LOG OUT** when you are finished at the computer.

Spotlight on Pat McGill

Pat became involved with flying a few years ago when he took up the hobby of flying RC planes and helicopters. He also liked to build balsa wood model planes and is currently, working on a Messerschmitt BF 109. Spurred on by the flight on models, he decided to take the giant leap and become a pilot!

Pat just joined the club this past August and is currently taking flight lessons with Tom Flieger flying the Cessna 152s. While he has only logged a few hours of flight time he knows that this was a good decision and is looking forward to earning his Private Pilots license.

Currently, he is a senior in high school with classes that include classes include AP chemistry, pre-calculus and honors electronics. He also works at Wooley's Seafood House 4 days a week doing a variety of different jobs. When not busy with school or work he likes to shoot and fish finding it relaxing spending Sundays with his family on their boat fishing.



Taxiing At A Non-Towered Airport by Bob Tozzi & Charles Burke

For many of us based here at N12, we are accustomed to working at non-towered airports but that does not always translate into all pilots following FAA recommended taxiing and communications procedures. Not too long ago, we were in 4287Q and radioed our intention to begin taxiing to runway 6 for the run-up. Then, without any warning, we watched in amazement as an aircraft suddenly pulled out of the line directly in front of us! They then proceeded to taxi to the runway where they conducted the run-up and started to take off. What was puzzling was this all took place without following the FAA recommended radio communications procedures.

As we stopped at the hold line, we radioed to the other craft inquiring if their radio was inoperative which prompted a somewhat sarcastic affirmative. This incident prompted a review of a booklet available from the FAA titled, Runway Safety, A best practices guide to operations and communications (document OK-11-0876). Here are a few excerpts from this booklet that might be worth reviewing:

Non-Towered Airports

1. When flying to or from a non-towered airport, always monitor and transmit on the CTAF or Unicom frequency that can be found on the sectional charts or in the airport directories.
2. Proper use of CTAF builds situational awareness and increases the margin of safety for all pilots.
3. Always transmit before taxiing, taking off, entering the traffic pattern and landing.
4. Routinely monitor and use CTAF within 10 miles of your destination airport.
5. Remember some aircraft may not have a radio so always continuously scan the runways and approaches for other traffic.
6. CTAF and Unicom frequencies may be shared by airfields in the same geographical area. For this reason, the message protocol is modified to begin and end the transmission with the airport names.

Radio Communications Format

1. Identify the airport you are calling.
2. State your aircraft make, model and call sign.
3. State your position.
4. Repeat the name of the airport at the end of your transmission.

Additional best practices

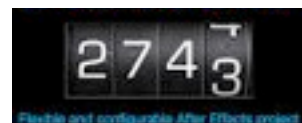
1. Study the airport diagram and have it out before landing or taxiing.
2. Review NOTAMS and ATIS information related to the airport.
3. Prior to taxi, brief passengers to minimize conversation and questions while operating on the surface.
4. Always use standard ATC phraseology and proper voice cadence.
5. Know airport signage and lighting.
6. Visually check to ensure there is not any conflicting traffic prior to crossing a runway as well as intersecting taxiways.



As noted, this is only a few of the many recommendations that are found in the FAA booklet. For more information, review www.faa.gov/air_traffic/publications/atpubs/atc/atc0307.html

Hidden Digit by Mike Bernicker

Upon completion of your flight, if the last digit of the Hobbs meter is between digits, EVEN IF IT HAS JUST BARELY STARTED TO MOVE FROM ONE DIGIT TO THE NEXT, you should always use the higher of the two digits. The meter contains a low-order hidden digit; the digit you see doesn't start to move until the hidden digit has reached "9," so rounding up is clearly the right thing to do. If you notice a discrepancy at the start time, make a note on your sales slip. Taking a picture with your cell phone is suggested.





Updated MAFC Promo Video

With the addition of a 6th aircraft to the MAFC fleet, it was necessary to update the YouTube MAFC promo video. With a few clicks of the mouse and the magic of modern editing, the video was altered to show all of the current aircraft. You can find it on YouTube at <https://www.youtube.com/watch?v=jGQH4VJWSQs> or go to www.flymafc.com and click on the video.

New Ground Crew for 4287Q

After serving as the Crew Chief for many years, Jim Pagilia has stepped down so that more time can be devoted to managing his business enterprise. The club wishes to thank Jim for all that he has done. Taking his place is Sean Barbetti a relatively new member who is looking forward to providing support to those who fly this aircraft.

New REPORT A PROBLEM cards will be printed and placed in both the aircraft as well as the sign in/out books. Note that Tom Griffin continues as the Assistant Crew Chief.



\$100 Hamburger: Ocean City MD (KOXB) by Bob Tozzi and Charles Burke

A few months ago we decided to take N4287Q and head south looking for the ultimate \$100 hamburger. Ocean City Airport (KOXB) looked like an interesting place to target but we were stymied by the fact that there were conflicting reports on food services at the facility. A quick check on several web sites showed that there should be several near the terminal but a call to the manager's office revealed that you had to take a taxi or rent a car if you wanted to appease an appetite. So, it was decided to brown bag this venture and target another facility the following week. But, while there were no \$100 hamburgers, we decided to write a review anyway.

Just the trip down and back is worth the time. We took a straight line course to Heropa Beach MD which took you near Warren Grove then over Atlantic City Airport and then Cape May Airport. The Delaware Bay then opens up before you so we ascended to a higher altitude to insure compliance with Rule #5.15 and coasted over a ferry and a pod of dolphins before reaching the other shore. Once we were back over land, you turn south and sail over some beautiful beaches before Ocean City Airport comes into view. Others have gone to the boardwalk area and found reasonable restaurants, so ask for advice.

The airport itself is a model of what you would hope to find at every facility. Two well maintained cross wind runways are flanked by a spacious taxiway that leads to a cluster of buildings with the terminal in the center. Inside we found a warm welcome and even free coffee. When we noted that we were only making a quick stop to have our brown bag lunches, the person at the counter suggested going up to the second floor and that there was an office with a nice view plus a TV if we wanted to relax.

We suggest that you consider Ocean City Airport for a possible \$100 hamburger run modified with a brown bag or picnic style meal. If you decide to take a fall excursion, you will find it a nice place to enjoy both inside the terminal or outside where there are benches.



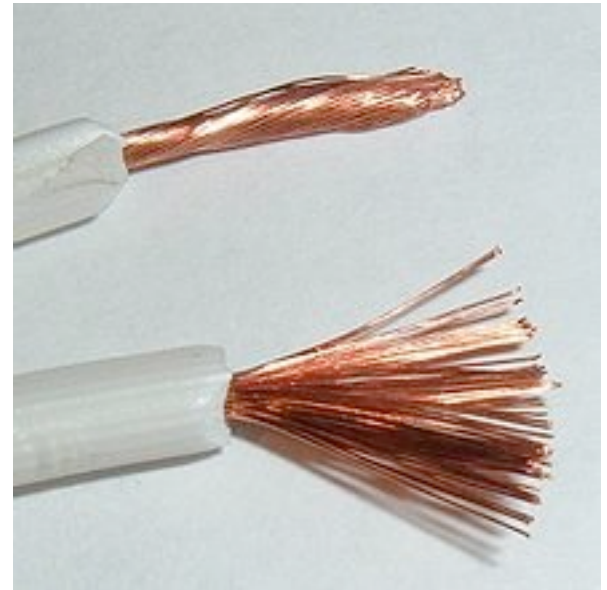
Member Accomplishments

Peter Abadir soled on 10/31, Neil Wilson Instructor

Aircraft wiring and what can sometimes go wrong. by Charles Burke

Wire can be manufactured in a number of forms but the two most common are solid and stranded. Solid wire, which has a single core conductor, is used where it will not be repeatedly flexed. This is because after it has been bent at the same point a few times, it can sometimes break. Stranded wire, on the other hand, is made up of many thin wires usually uncased within an insulating jacket. The numerous thin strands allow for movement because they can slide over one another and the thinness of each strand gives them more flexibility and is employed in places where periodic bending is required. However, what most people do not realize is that this bundle of thin wires causes an increased chance for corrosion to damage it.

Corrosion in stranded wire is induced by the fact that the small space between each strand creates an opportunity for capillary action to take place. This wicking like action literally sucks up moisture which can travel considerable distances through the spaces between the conductors. If the moisture is polluted, it can carry agents that may react with the conductors. Basically, a chemical reaction takes place that can result in a physical change to the conductor itself. The changes to the conductors may reduce it's ability to carry the required electrical current and can also make it brittle. This same action also takes place between the conductor and crimp-on connectors.



Trailer spruced up

Thanks to Tom Russell for organizing a trailer exterior cleaning party that took place after the October General Membership meeting. A hardy crew tackled the stains and discoloration.

In addition, a number of other members have help to almost complete the transition to the new facility. Just about everything has been moved and the new steps have been completed. Now, where to place the jacuzzi?



Outside my window: Shots taken by Pilots



Close to Home by John McPherson



"Hi, folks, this is your captain speaking. We're currently flying at a... AAHHHH! Bee on my leg! Jerry, get that bee off my leg! AAHHHH!"