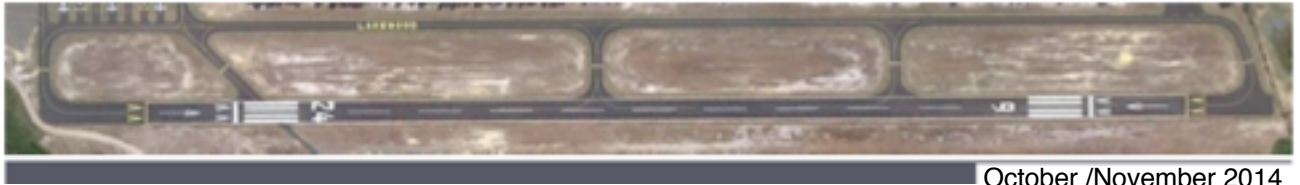


Club Meetings

General Meeting:
10/18/14 9:00 AM
N12 CAP Building

Board Of Trustees:
11/6/14- 7:00 PM
Club House

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



October /November 2014

Edited by Charles Burke & Dave Pathe

Who Are We? by Charles Burke

In the Private Pilot training video, sold by King Schools, Martha King introduces the viewer to her program and then goes on to say that pilots are a very small and select group of people. After you put in your time, hard work, the sacrifices and money, to finally receive your certificate, you begin to realize just how true this statement is. But let us take a minute to give substance to the abstract concept of "small and select group".

Based upon 2013 FAA figures, there are about 600,000 active civilian pilots in the USA. When compared to the total population, that amounts to about 0.188%. But let us prune these figures a bit by only looking at those who hold a Private Pilot Certificate. The FAA states that in 2013 there were about 180,000 which translates into 0.056% of the population. If we just look at women pilots, that figures shrinks to 12,000 or 0.0038% Just using these numbers, the assertion that we are a very small and select group of people, is supported by fact.

But with this crown of laurels comes more than just a recognition of achievement, there is also an implied responsibility. To that end, the members of the MAFC have indeed lived up to expectations. Just look at the composition of its membership the next time you attend a meeting or event. By age, we span several generations starting with sixteen year olds up to those in their 90s. By race and ethnicity we represent people from Europe, Africa, Asia, the Americas, India and probably the Southern Pacific. Filter again by religion and you have Jews, Christian, Muslim, Buddhist, and Hindu. And of equal importance, we have both men and women in our ranks.

Why is all this worth noting? it is because we transcend those categories that too many people use to draw lines that divided and degrade people. In our case, the same diversity is our strength because it illustrates the power that we have when our collective energy is put into a specific task. We are indeed a small and special group who should be extremely proud of both our personal achievements as well as those as a group called the Monmouth Area Flying Club.

The \$57 Hamburger by Tom Russell

On September 23, 2014, Tom Russell and wife Ginny took N67818 to Central Jersey Regional for lunch.

Here's Tom's report:

We decided to try an Italian restaurant just a short walk from Central Jersey Regional (47N). We'd not been there before.

No GPS in N67818? It shouldn't be hard to find 47N. But we were too low to pick up the Solberg VOR, which would have been really helpful as it is located almost exactly in line beyond 47N. The compass was our guide. Once we saw the big quarry near Princeton off our left wing we knew we were getting close. I said to look for a railroad line crossing in front of us; the airport should be just off to our right when we see the railroad. When we came to the railroad I didn't see the airport, but Gin said "There are a lot of little airplanes right down there below us! Is that it?"

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We chose two sandwiches from the lunch menu, and two draft birch beers. Tab with tip: \$24.

Back at 47N after a short stroll to "downtown" Manville we found we would have a delay getting off for our trip back to N12: a glider was being towed into position to takeoff on runway 25. FBO Jodi came over to chat. After the glider and tow plane went out of sight she said the tow plane would soon be back; we should stick around to watch the way the pilot lands that plane. He flew over



the airport and then it looked as though he just let the plane drop out of the sky – you have to see it to believe it – an approach angle similar to a helicopter.

Sandwiches plus 1.3 hours in N67818: total cost just under \$57 for each “burger.”



Hobbs Meter and Your Checkbook

For those new to aviation, the Hobbs meter initially is something of a mystery. Unlike the altimeter, airspeed indicator and compass, counting Hobbs does not seem to fit into the group of recognizable instruments. But that all changes the minute you begin to pay the bill after a flight has concluded and it is realized that this meter can have a serious impact upon your wallet.



In our club, the Hobbs meter is nothing more than a clock that indicates the time that the engine is running. It is a lot like the stopwatch held by the official during a race. When the engine starts, the Hobbs meter starts! It is totally independent of the speed of the engine, how lean the mixture or if the plane is even in the air. The clock is either on or it is off. What actually starts the clock is an oil pressure switch. When the engine is turning it produces oil pressure and the meter clicks away.

But what makes it different from the tachometer? The tach only indicates the number of times the engine has turned over. The rate of rotation will vary greatly during a flight especially on takeoffs, landings and general flight. This is why it is possible to have two flights with identical Hobbs times but different tach times. This can be especially obvious if you do a number of takeoffs and landings while confined to pattern work as compared to a point to point flight with only a single takeoff and landing..

Bill Wheaton by Dave Pathe



The speaker at the September 20, 2014 General Membership meeting was Bill Wheaton, a n F A A examiner in our area who has more than 30 years of flying experience and 1,000’s of hours in a variety of different aircraft including jets and turbo-props. He aimed his presentation at the CFIs in o u r club to help them better prepare their students for flight exams.

Mr. Wheaton began by noting that students were not e v e n aware of the Practical Test Standards (PTS) and the criteria they had to meet in order to achieve a Private Pilot’s License (PPL). The problems he was encountering during PPL flight tests were not isolated to this immediate area but were becoming more common nationally. He was not sure why this was occurring but hoped that by bringing this to the CFI’s attention in our club, steps could be taken so that students would be better prepared coming in for their exams.

The range of topics included, but was not limited to deficiencies in the areas of:
 1. Taxiing and crosswinds 2. Stalls, particularly in approach to landing 3. Go-Arounds 4. Emergency preparedness steps, primarily for engine failure 5. Short field landings 6. Proper communication techniques, especially at non-towered airports, 7 . Techniques for engine-out landings, and 8. Monitoring 121.5 MHz

He had three important suggestions for those preparing for their flight test. First, go through the Practical Test Standards and make sure that you can address them all. Second, during training, practice meeting more stringent requirements so that the maneuvers seem easier during the exam. An example might be if you are required to maintain a vertical altitude within 100 foot limits, train to within 50 feet. Lastly, as you get closer to the test date, fly with a different CFI and ask him to conduct a mock-exam for practice. He pointed out that by doing so you may be able to get a better feel for what the e x a m will be like and be better prepared when you take the actual test with an examiner.

Member Accomplishments

Rob Wall soloed September 12, Neil Wilson Instructor
 Greg Gelnow is now a Private Pilot after passing the flight test on September 16, Neil Wilson Instructor
 Dave Cottrell earned his Private Pilot on September 12, Tom Flieger Instructor
 Sean Barbetti passed his commercial check ride on September 22, Augie Cammarata Instructor
 Ben Ellis recently received his Instrument Instructor rating.
 Chris Armstrong soloed on October 3, Janis Keown-Blackburn Instructor
Correction: Mike DiBella earned his Private Pilot on August 7, Tom Flieger Instructor



Mike DiBella

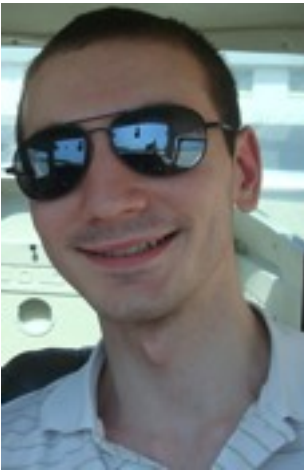
At the last General membership meeting, Tom Flieger presented Dan D'Andrea and Paul Caverly with plaques for their first solo flights. Mike DiBella received a plaque for earning his Private Pilot License.

Congratulations to all of these members for their noteworthy accomplishments!



Paul Caverly and Dan D'Andrea

Spotlight on Member John Berroa



When I was about 10 or 11, I flew to California with my family on vacation to visit an uncle. He had Microsoft Flight Simulator and while we stayed with him, he let me play around with it. That experience ignited the spark and I instantly gained an interest in flying. Oddly enough, the flight taken to visit my uncle wasn't what garnered my interest.

Many years passed before I was able to follow through on the desire to become a pilot, but when that step was finally taken, it was with Ocean Aire at Ocean County Airport. I flew all my training hours in a white and blue 152, N5128B. Once I earned the license, I did a couple of hours in a 172, but mostly my flight time after the license was in a white and red Cessna 152, N99HR. To date, I have logged around 80 hours of flight time.

There were a number of interesting events that took place during my training period that will never be forgotten. One time I showed up for a lesson and the wind was really strong and gusty. It was too much to do what we had originally been planning, so my instructor said we can either not go or

just putt around in the pattern to get a feel for the wind at these levels. So that's what we did. Instantly after takeoff, we experienced the most intense turbulence I've ever been in (nothing unmanageable though). Once we got up to pattern altitude however, it completely disappeared and was as smooth as a night flight. Every time we went under 1000 feet, we would start getting thrown around again. Very challenging, fun, and interesting experience.

I've lived in Barnegat pretty much all my life and love the Jersey shore. I graduated magna cum laude from Stockton College in May with a bachelors in psychology and a minor in behavioral neuroscience. I'm currently in the process of applying for an F-16 slot with the 177th Fighter Wing ANG unit down in Atlantic City and joined the MAFC in June of this year (2014).

In addition to flying, I have a Ninja 250R motorcycle that that is ridden pretty much anywhere unless I need the car, and I also have a strong interest in the financial markets. Now that I have the Private Pilot certificate, I plan on someday soon pursuing a Commercial, Instrument, and CFI rating.

The Black Hole: Suggested Solution by Bob Tozzi

There seems to be a run on missing Pitot tube covers lately. To help alleviate this problem and prevent them from dropping out of the plane, you might want to try and wrap the strap of the pitot cover around the Plug Cover strap and join the Velcro together as shown in the picture. This will hold and keep the plug covers and pitot tube cover together.



New Logo on Trailer



Thumbs up to John Pereira not only for donating the trailer but he now has given the club a new logo sign that adorns it!

Backup Key

With a nod to the old adage, "If something can go wrong, it will" a secure key box has been installed to the right of the trailer door. In the event there is a problem with the motorized combination lock, a key can be found in this container to open or lock the door manually. The combination is the same one used on all of the other locks. If you do have a problem and require the key, please let any of the ground crew or BOT members know so that it can be serviced.



The New Aircraft Check In/Out System by Mike Bernicker and Dave Trulli

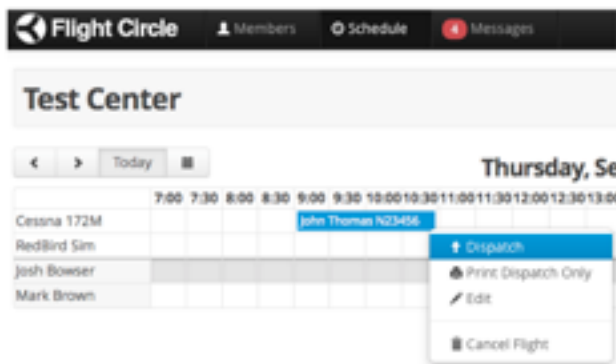
The new check out/in system on Flight Circle.Com is in full operation and must be used from this point on. To assist you in becoming acquainted with the system, an instructional page has been posted on our website www.flymafc.com. Just click on the "Links" tab located to the left side of the screen and 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 remember to continue filling out the paper receipt with Hobbs and tach times which will act as a backup should a problem arise with the on-line system.

Note, in the instructions it states to "right click" to dispatch the data. If you are working with a Mac, there is no right side to click on. However, if you hold down CONTROL while clicking, it will activate the program just as if you right-clicked with a PC.



How to Check in Flights

1. **DISPATCH:** After creating your reservation, Right Click it to Dispatch



Outside my window: Shots taken by Pilots



Close to Home by John McPherson



McPHERSON WWW.CLOSETOHOMECOMICS.COM

"You promised! I get to land the plane for once!"

TV Camera & Crew Needed! by Charles Burke

At the Board of Trustee meeting held on Thursday, Tom Flieger suggested we try taping guest speakers then upload them to You Tube so that members who were not present would be able to acquire the information. To do this we need two things and hope that you can help.

1. The club is looking for a video camera and a tripod. If you have a working video camera and / or tripod that you would like to donate or allow the club to use on a long term basis, please let me know ASAP.

2. If you would like to help tape the sessions, you will receive private tutoring by a professional videographer, producer and director of TV shows. The objective is to create a trained staff of about 4 or 5 members to help tape these presentations. You do not have to possess prior experience, anyone can learn to take great video.

Please contact me directly at tv-cable@verizon.net if you can help with the camera / tripod or are interested in being part of the team.

Takeoffs Are Optional. Landings Are Required

