

Club Meetings

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

Board Of Trustees:
10/2/14- 7:00 PM
Club House

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



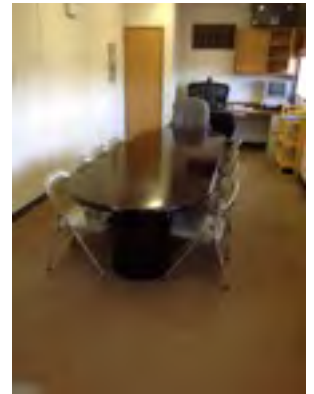
September/October 2014

Edited by Charles Burke & Dave Pathe

New Clubhouse

Work on the new club house continues with the generous help of many members. Once the final details were worked out on paper, the conduit trench was dug to connect the trailer to the the electrical power panel. Once that task was completed, the lighting and air conditioning systems were activated. This work was followed by the addition of a basic staircase and the outside was given a good cleaning. With the unit habitable, the BOT held its September meeting in it!

But it did not stop there, within 24 hours the heart of our operation was relocated from the old trailer once a new lock was installed. A notice was sent out to the membership that from that point on, all scheduling would be done from the new facility!



Maintenance Flights Calculations by Mike Bernicker

When it comes to calculating fuel cost for a flight, it is a fairly straight forward exercise. You simply take your Hobbs time and look up the cost on the a chart. But what if you are involved with ferrying an aircraft for maintenance work? Here things get a little more complicated.

According to the Rules & Regulations, flights up to and including 1.0 hours Hobbs time, the Club member receives a 0.5 hour credit. For example: For a 0.8 hour flight, the Club member is charged 0.3 hours ($0.8 - 0.5 = 0.3$). A 0.5 hour flight is without charge to the Club member. Each sales slip can have a maximum of one 0.5 credit applied. For flights greater than 1.0 hours Hobbs time, the Hobbs time shall be split 50/50 between the Club and the Club member. For odd Hobbs values, the credit shall be rounded up to the next tenth of an hour. For example: For a 1.7 hour flight, the Club member receives a credit of 0.9 hours ($1.7 / 2 = 0.85$, round up to 0.9) and is charged 0.8 hours.

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Introducing N67818

On Thursday September 4, 2014 the latest addition to our fleet arrived at N12! Thanks to Tom Flieger and Tom Russell, the aircraft was ferried from Illinois to NJ a trip spanning about 900 miles. The flight required a number of refueling stops which provided a chance to also stretch their legs. Working in their favor, the weather was perfect.



Stop by ad see what it looks like first hand.



My first step to become a pilot was brought about by being in the right location at the right time. While driving past N12 I took a chance, put on the turn signal and drove up to the FBO. There I inquired about lessons and was provided with MAFC contact information. One thing led to another and now I am a member!

While I am just starting out on this journey, aviation is in my blood because my father was a pilot flying small aircraft. This provided plenty of inspiration but now it is realized that there is a great deal of work ahead and I am looking forward to it.

Since my story in aviation is yet to be written, it might help to know where I am coming from. I hold a degree in automotive engineering and owned businesses in this field. But life took me into a totally unrelated field and now I have a sporting goods business located in Jackson. This retail store specializes in hunting, fishing, guns and ammo. Unlike aviation, I was very good in school sports earned many athletic awards

On a person note, I have been married for 33 years and have three boys. My lovely wife and I were born in India but met her in Iran where we both were working. However, we had to leave in a hurry after the overthrow of the Shah government. We have now have been living in US since 1980.

The Hudson River Tour by John Hannon

If you've never flown the New York Special Flight Rules Area (SFRA), grab a club instructor or another pilot knowledgeable of the airspace and enjoy the unparalleled views of NYC. As I often tell pilots, best fly it while they still let us.

The New York Class B Airspace Hudson River and East River Exclusion are known collectively as the "New York Special Flight Rules Area" This article will discuss only the Hudson River Class B exclusion.

The Hudson portion of the SFRA begins from the south as you cross the Verrazano–Narrows Bridge and extends north to the Alpine Tower.

Simple requirements are:

- 1) Lights on (Anti-collision lights and aircraft position/navigation lights shall be on, if equipped. Use of landing lights is recommended.)
- 2) Speed <140 kts IAS
- 3) Monitor and communicate on 123.05. Self announce position at the mandatory reporting points as depicted on the New York VFR Terminal Area Chart (TAC) or New York Helicopter Route Chart.
- 4) Have a current New York TAC chart and/or New York Helicopter Route Chart in the aircraft and be familiar with the information contained therein.
- 5) When northbound, fly the eastern shore of the River, and when flying southbound, fly the western shore.

Practical flying tips:

- 1) Altitude restrictions apply. Fly the SFRA portion of the route between 1,000 and 1,250 MSL
- 2) Get your altimeter setting from the Newark ATIS (it is on a Nav frequency of 115.7)
- 3) If it is bumpy at N12, do yourself a favor, put off your Hudson River tour until another day. Some of the worst turbulence I've experienced is in this corridor. If it's bumpy at the home 'drome, usually it will be three times worse up there.

Know when the Yankees are playing! The FDC NOTAM (9/5151), often called the "stadium TFR" that covers sporting events prohibits all aircraft and parachute operations at or below 3,000 AGL within a 3 nm radius of any stadium with a seating capacity of 30,000 or more people when there is a major league baseball game. It takes effect from one hour before the scheduled event time until one hour after the event concludes. Flight Service does not usually know whether the Yankees are playing or not, nor are they required to know. It is your job as PIC to know this. Recently ForeFlight has added graphical Stadium TFR's overlaid onto



their sectional charts. Does this mean one cannot fly the Hudson when the Yankees are playing at home? If you desire to fly the entire Hudson SFRA, yes. What about the Mets, Jets, and Giants? No worries there. The stadium TFR's for Citi Field and MetLife stadium do not extend into the SFRA so won't impact your Hudson River flying fun.

This photo shows the lateral limits of the stadium TFR that surrounds "the house that Ruth built".

As you can see, trying to turn around near the southern or northern side of the restricted airspace is NOT a good idea

On the days when the stadium TFR is not in place, turn around just south of the Tappan Zee Bridge (you will be about 6 NM north of the SFRA by then) where the river widens out to a little more than two nautical miles. This gives you extra room to make that turn and if you decide to turn around at a point further south, remember that your turning radius increases as your ground speed increases.

There may be times when it is prudent to make position reports at places not listed as mandatory. Though the airspace is confined, it is easy to "lose" another aircraft in the ground clutter. Sample radio call: Skyhawk, VZ, northbound, twelve hundred. Keep it short and sweet.

Personal flotation devices for all on board, though not required, are not a bad idea.

For those who use ForeFlight, download the New York TAC VFR Planning Chart under the "Documents" tab.

Additional rules apply. See:

[14 CFR Part 93, Subpart W](#)—New York Class B Airspace Hudson River and East River Exclusion Special Flight Rules Area. See also 14 CFR 91.351 and 91.352 for additional information.

I write this on the five year anniversary of a midair collision over the Hudson River that occurred between a Piper Cherokee Lance PA-32R-300 and a helicopter. Sadly nine lives were lost as a result. A number of the rules now in place for the Hudson flight are a result of that accident.

And by all means, take the NY SFRA course linked below. While not mandatory like the Washington D.C. SFRA course, there is just no reason not to take the course "ALC-79: New York City Special Flight Rules Area (SFRA)"

https://faasafety.gov/gslac/ALC/course_content.aspx?CID=79&SID=389

As with all flights, safety is paramount. Enjoy the Hudson Tour and don't forget to take advantage of the views both day and night. If you ask me, the Hudson River tour is a "must-fly" for pilots based in the area.

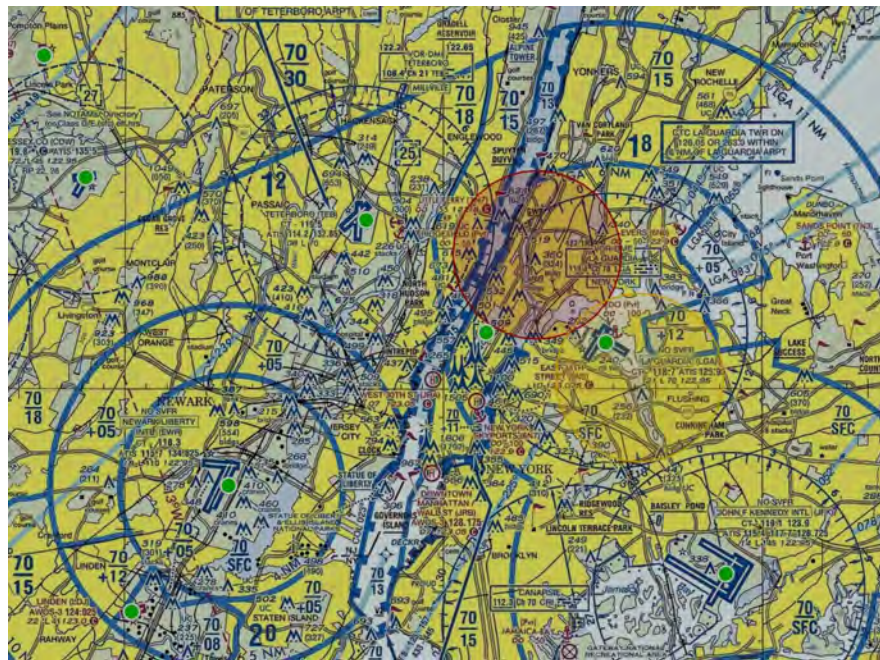
MAFC Epicurean Delights

One of the best kept non-secrets is that if you open the club's refrigerator you will find a great selection of drinks and ice cream priced below Blue Light Special levels! The next time you are in the trailer, take a look and see what Epicurean delights await you :-)



A Knotty Situation

Not sure how to make the tie-down knot? A training aid was created and can be found in the trailer. Step by step instructions are included.



\$100 Hamburger: Pocono Airport KPMO by Bob Tozzi & Charles Burke

If you are looking for a great meal and a beautiful airport, try a flight to Pocono Airport (KPMO). The flight itself is a treat as you sail up to northwestern NJ and then pass over the Delaware Water Gap to reach your destination. The airport sets a high bar when it comes to the runways and facility, everything is well maintained, and the staff extremely hospitable. And one of the nicest surprises is the use of a free loaner car to drive yourself over to our target, Mamma Maria's.

Mamma Marie's is a short drive from KPMO and initially presents a nondescript facade that hides some of the best pizza we have encountered this year. The menu is solidly Italian but the standard American fair can also be ordered. The waitress staff was friendly and make you feel right at home.

**KBLM and Landing Fees**

Several members recently reported that they have been charged a landing fee at KBLM so it was decided to give the management office a call to verify this. The person who answered confirmed that they are charging a landing fee and that, "they always had charged a fee". It might be something to keep in mind down the road especially if you are a student pilot looking to gain experience on a variety of runways. On the other hand, if you need to actually go to KBLM it is suggested that you drive, the fee is not worth it.

Ground School

Tom Flieger is once again offering Private Pilot Ground School! The class begins on September 15th, and runs for ten Monday nights from 6:30 to 9:30 p.m. The cost for the course will be \$150 and will be taught at the Fort Monmouth Recreation Center off Hope Road in Tinton Falls, easily accessible from Routes 18, 34, 35, and 36 as well as the Garden State Parkway, exit 105. Registration may be accomplished on line at www.monmouthcountyparks.com, then visit the "Program Registration" page and follow directions, by phone with a credit card at 732-842-4000, ext. 1, by mail with a note indicating the course you wish to enroll (Aviation Ground School - code MAG44A, a check in the amount of \$150 made out to Monmouth County Park System, and mailed to 805 Newman Springs Road, Lincroft, NJ 07738-1695, or in person to Park System HQ in Thompson Park on Newman Springs Road in Lincroft. Registration deadline is Thursday, September 11th. Register early to avoid disappointment. If you need the course to take the "Written Test", then this is for you.

Member Accomplishments

Mike DiBella passed the Private Pilot test on August 7th, Frank Fine instructor
 Michael Siniaki obtained his commercial license, Neil Wilson instructor
 John Ferraro passed the Private Pilot test August 21, Neil Wilson instructor
 Tom Fortunato soloed on Aug 27, Janis Blackburn instructor --(He just started his senior year in H.S.)

Takeoffs are optional but lands are required



Outside my window: Shots taken by Pilots



ATC Calling :-)

While taxiing at London 's Gatwick Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. An irate female ATC ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!" Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?!!!" "Yes, ma'am," the humbled crew responded.

Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high. Just then, an unknown pilot broke the silence and keyed his microphone, asking, "Wasn't I married to you once?"

THE MAFC Black Hole



Maybe the club is under the influence of a black hole because things seem to be vanishing into it such as pitot tube covers, cowling plugs, the power cord for the IFR trainer, etc. These are all gone and no one seems to know where they went. Please try to be careful when working with items that can be blown away or pieces of equipment that can be removed. Being careless not only wastes money but inconveniences other members.