

MAFC

MONMOUTH AREA FLYING CLUB

Club Meetings

General Meeting:
3/21/15 9:00 AM
N12 CAP Building

Board Of Trustees:
4/2/15- 7:00 PM
Club House

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4/21/15 9:00 AM
N12 CAP Building



March/April 2015

Edited by Charles Burke & Dave Pathe

Aviation Radio

A need has arisen for communications between those flying our aircraft as they enter the pattern and those members who are next in the reservation queue. To bridge the gap, Charles Burke recycled an older unit that had been taken out of 4287Q. With the help of Erwin Taper, they were able to rewire the radio so that it can be operated outside of an aircraft. Charles designed and built an enclosure to house the unit taking into considerations the radio's dimensions as well as heat dissipation issues.. An independent power supply was added and input/output connectors built into the cabinet. The antenna, a unit that once was on the old trailer, was taken down and completely refurbished bringing it back to like-new condition.

After the February 20th meeting Greg Gelnow contributed his skills in assembling the antenna mast, wiring and bringing the unit on line. This required Greg's mounting of a 14 foot mast that is encased in a custom aluminum housing that he built. The housing not only makes the installation look like a professional installation but also protects it from the elements. Once the unit was installed, it was fired up and was functioning in both the transmit and receive modes.

Now that the unit is available for use, there are a few guidelines that must be followed.

1. Turn the radio on or off using only the switch on the white front panel. Don't use the switch on the radio.
2. Turn the power off when you are no longer using.
3. Keep the radio tuned to 122.8
4. Until a determination has been made regarding the FCC licensing of the radio, do not use it to transmit.



Greg Gelnow & Charles Burke
Installing the radio and antenna

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NJ Aviation Council
Congratulations!
Super Detailed WX



NOTE: Avoid non-essential transmissions from the aircraft to people in the clubhouse. Depending upon your altitude, your transmission will also be heard possibly up to 30+ miles away.

First Aid Kit

MAFC Member Peter Abadir has generously donated an aviation First Aid kit to the club that is F.A.R. 121.309 Compliant. The kit will be stored in the trailer and available for use should a need arise. The kit contains:

- 16 Adhesive Strips
- 84" Bandage Compress
- 5 Triangular Bandages
- 44" Gauze Bandages
- 10 Ammonia Inhalants



Guest Speaker: Dr. Parvez Dara



At the February 20th General Membership meeting, Dr. Parvez Dara MD, FACP, conducted a FAA training program titled, Decision Making, Risk Management Strategies and Loss of Control. Utilizing a number of well designed slides, Dr. Parvez covered the topic enhancing it with his own experiences as both a pilot and CFI. It was an excellent presentation and well timed especially when you consider the recent weather conditions.

Those in attendance, and who signed the special registration sheet, received FAA Wings Credit for attending the session. The accreditation number is EA1760190

MAFC History: by Frank Fine

While cleaning out the old trailer a picture and a plaque were discovered. According to Frank Fine, the plaque was obtained to record the first spot landing contest that the club held back in the late 80's. The event was won by Anthony Poulter.

The contest rules were simple, you had to land in the white boxes, that were painted on runway 32 using white wash. This was accomplished while coasting in a power-off mode.

Several events were subsequently held some in conjunction with the Jersey Aero Club. Only 4 of the 20 plates are engraved so there is plenty of room should the club decide to hold another contest in the future.



Spotlight On: Rick Taglang



Rick's first exposure to the idea of becoming a pilot took place watching crop dusters behind his house in Lockport NY and recalled thinking how cool that would be to be a pilot! But the actual leap into the cockpit took place in 1984 as a navigator in the USAF. He also began training in the same year for his Private Pilot Certificate while attending Nav School in Sacramento CA.

The flight training in the C-152 Aerobat took place at Rio Linda Airport outside Sacramento CA. and then at the USAF Pilot training in Del Rio TX at Laughlin AFB. Aircraft flown during training include C-152, C-172, T-37, T-38 and T-41 (Fighting Mescalero). The flights spanned a number of airports including those at Rio Linda CA, Presque Isle ME, Hondo TX and Laughlin AFB TX.

As a pilot, he as flown B-52G & H, T-1A (Beech 400), Hawker 800XP, Challenger 604, Global Express, Lear 40 & 45 To date, Rick has logged over 6500 hours! Along the way, Rick has earned ratings in ATP, AMEL, CFI/CFII AMEL He is now working on his ASEL and will add at Comm level and will eventually add ASEL CFI

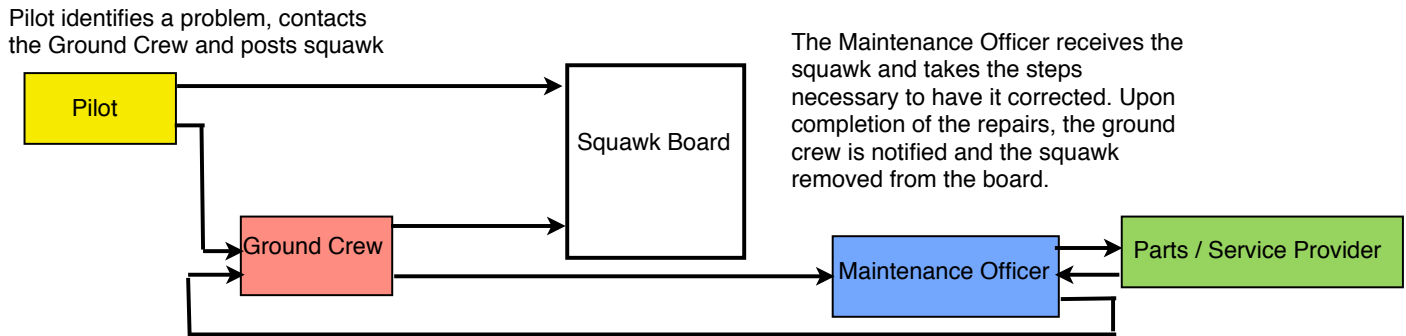
Born Syracuse NY, raised in Reading PA, Exeter Twp. HS, Penn State, BS in Finance Albright College (Reading PA), Masters of Aerospace Science – ERAU, USAF Air Command and Staff College, USAF Air War College. Rick has traveled all over the world. Family life includes his wife Alison (29 years on 28 Dec 2014) sons Ryan (22-US Army 2Lt Lehigh Chem Eng.) Rob (20-Junior at Drexel Univ – Computer Science Eng) John (16 – Junior at Marine Academy of Tech. and Environmental Science – MATES)

Squawks (Part #1): by Charles Burke

When a problem arises with an aircraft, it is imperative that the issue be handled in a proper and efficient manner. In the case of an aircraft owned and operated by a single individual, a simple point to point process is followed. But, when there are multiple aircraft and they are owned by a club, the process becomes a bit more complex. Here in the MAFC, we have a policy for dealing with issues that evolved over many years. In fact, it was rooted in the military environment from which the club originated.

But while the process of dealing with an aircraft problem is spelled out in writing, seeing it in a graphic format makes it much easier to understand. This flow chart, with the accompanying remarks, clearly shows what should happen from the point of origination to the completion of the service work. But, like all systems, there are always potential fault lines and these usually are traceable to assumptions. Assuming that someone else knows about the problem or that it may have already been corrected, represent two that can have grave consequences. The rule of thumb should always be to assume that no problem is too small to worry about and that you need to report it. Always make sure the ground crew has been notified plus that the squawk is posted on the Squawk Board. Once the issue is in the system it can be determined by the ground crew or maintenance officer what is the nature of the issue and the gravity of the situation. If this simple rule is followed, aircraft problems will be on the radar and we all will have safer aircraft to fly.

Anatomy of a Squawk



1. Ground crew identifies a problem, attempts to rectify it and, if required, contacts the Maintenance Officer then posts it on the squawk board.

or

2. Problems received from the pilots are evaluated and attempts made to rectify them. if required, they contact the Maintenance Officer and post it on the squawk board (if it has not already been done so).

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When it is determined that a problem has been resolved, the squawk is removed from the squawk board.

Note: In the event that the problem is of such a nature that it puts the pilot and aircraft in immediate danger, the plane must be grounded and the Maintenance Officer notified immediately.

Congratulation!

1. Chris Armstrong and Andrew Marsala completed what can be termed an exemplary Probationary Period and at the March Board of Trustee meeting were accepted as full Senior Members into the club.
2. Ryan Betts just passed his CFI check ride, John Hannon was his instructor
3. Sean Barbetti completed the requirements and is now certified to fly IFR, Augie Cammarata was the instructor.

The NJ AVIATION EDUCATION COUNCIL by Bob Watkins

The NJ AVIATION EDUCATION COUNCIL is an organization committed to promoting aviation here in the state of New Jersey. There are several MAFC members who are active in the group and they include, in addition to me, Janis Blackburn, Tom Flieger, and Bob Tozzi.

We have been involved in giving workshops to teachers around the state and attended various conventions such as, Guidance Counselors, NJEA Teachers conventions etc. in the hopes of instilling interest in Aviation among the youth of New Jersey

The NJ AVIATION EDUCATION COUNCIL is planning an Aviation Day at Ocean County Airport on May 2, 2015. If anyone in the Club knows of a young person in grades 6 - 8 who might enjoy learning about aviation, please fill out the registration form and the consent form and send it in. There is a limit on the number who can attend so please suggest to interested students that they must act promptly if they wish to participate. The NJ AVIATION EDUCATION COUNCIL has a page on Facebook and is a good place to start a search for more information on both the event as well as the club.

FOR AN APPLICATION OR ADDITIONAL INFORMATION CONTACT BOB WATKINS

Super Detailed Local WX by Greg Billows

While looking for local weather information I came upon a fascinating web site that is produced by Richard Cutrell who lives in Shark River. The WX info and forecasts are only available during the winter months but are usually more accurate than those issued by the professional government and commercial services. Take a look and see for yourself. Go to:

www.tristatestormwatch.com/forecast



Outside my window: Shots taken by Pilots

