

MAFC

MONMOUTH AREA FLYING CLUB

Club Meetings

General Meeting:
5/16/15 9:00 AM
N12 CAP Building

Board Of Trustees:
6/4/15- 7:00 PM
Club House

General Meeting:
6/20/15 9:00 AM
N12 CAP Building



May / June 2015

Edited by Charles Burke & Dave Pathe

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Close Calls by Bob Tozzi

At the April 18, General Membership meeting, Jon Spare, a representative from the FAAST Team, talked about mid-air collisions. In this presentation titled, Are They Inevitable or Preventable?, a discussion of mishaps and close calls were highlighted. The program was built around two real life collisions and the factors that were involved. Mr. Spare went on to discuss what could have been done to prevent them. Throughout the program, members noted their own close call situations.



Speaking of Mid-Air stuff....

It is hard to believe that mid-air repairs were actually done on a frequent basis. Does anyone recall the air-to-air re-fueling of one biplane to another using a long hose? Those people had to be either fearless or just plain crazy!

In this case Gladys Ingles had more guts than a sausage factory. Take a look at this 1924 film www.flixxy.com/mid-air-airplane-repair.htm

Fabulous footage, although grainy due to time and bad equipment in those days compared to today, but what nerve this woman had.



Gladys Ingles was a member of a barnstorming troupe called the 13 Black Cats in the 1920's. Ingles was a wing walker; in this film, she shows her fearlessness in classic barnstorming fashion to save an airplane that has lost one of its main landing gear wheels.

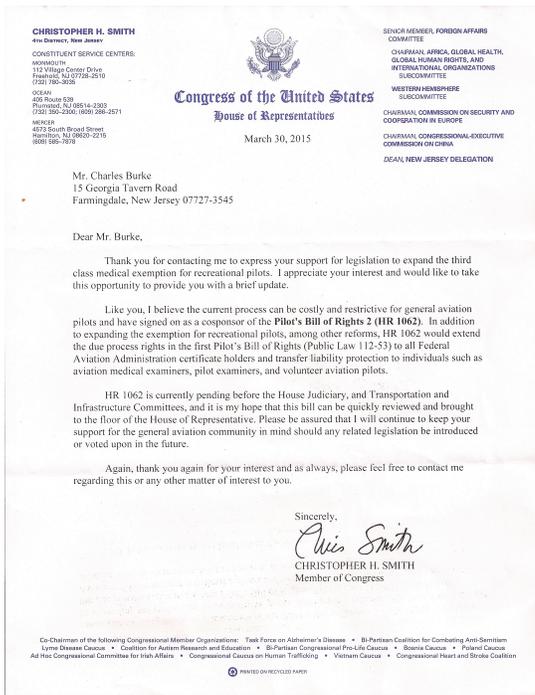
Ingles is shown with a replacement wheel being strapped to her back and then off she goes as "Up She Goes," a duet from the era, provides the soundtrack. In the film, Ingles transfers herself from the rescue plane to the one missing the main landing gear tire. She then expertly works herself down to the undercarriage only a few feet from a spinning propeller. It's certainly a feat many mechanics wouldn't even try on the ground with the engine running. Gladys died at age 82.

3rd Class Medical

Several month ago, you were urged to contact your representative in the U.S. House of Representative urging them to support Bill HR3708. This bill seeks to eliminate the 3rd Class Medical for General Aviation pilots flying smaller aircraft. Now there is a similar bill that has been introduced in the Senate, S2103 and it has already gained about 52 co-signers.

As noted in the previous letter to the MAFC members, we all may face the day when we are still more than capable of flying but the FAA will pull our Medical Certificate because we no longer meet their ridged standards. This will either lead to costly and time consuming tests or possibly hanging up your wings for the rest of your life.

You are now faced with a very crucial choice, you can do nothing and let the chips fall as they may or you can take action. Pilots, as a rule, are not passive people and when the House of Representative Bill was introduced there were thousands who wrote urging support for it's acceptance. We now have a second opportunity to move this legislation forward with the passage of Senate Bill S2103.



Contact your Senators and let them know that you want their support for this new bill. We have two Senators representing New Jersey and you simply need to pen your own text or copy/paste this suggested note (see below) into an e-mail and send it off.

Recently, Bill S2103 was introduced into the Senate seeking a change in the FAA regulations that currently impedes many General Aviation pilots from flying. These pilots are physically and mentally fit by any reasonable measure. However, many are unfairly denied access to flying because of medical issues that have shown not be a justified reason for the suspension of their license. As a General Aviation pilot, I urge you to support this legislation so that it can be joined with HS3708 and moved on for passage.

Reaching out to your representatives does work and here is the proof. Letters were also sent to Representative Chris Smith asking him to become a co-signer of the legislation. Here is a copy of the letter I recently received from him. In the letter he notes that he is now a co-sponsor of this bill.

MAFC History

With each passing day, a little bit of the club's history is lost. To help stem the tide, two things were undertaken. First, an attempt was made to gather materials from the original members. This step is still actively encouraged and if you have materials, please consider donating them. It can be photographs, documents or any other item that captures our past. All of these items are now stored in a cabinet located on a top shelf in the meeting room of the trailer.

A second way our history was documented is in a video. In this DVD a group of the founding members recount personal stories that truly capture the essence of our club. A copy of this DVD is also in the collection but can be seen on You Tube at:

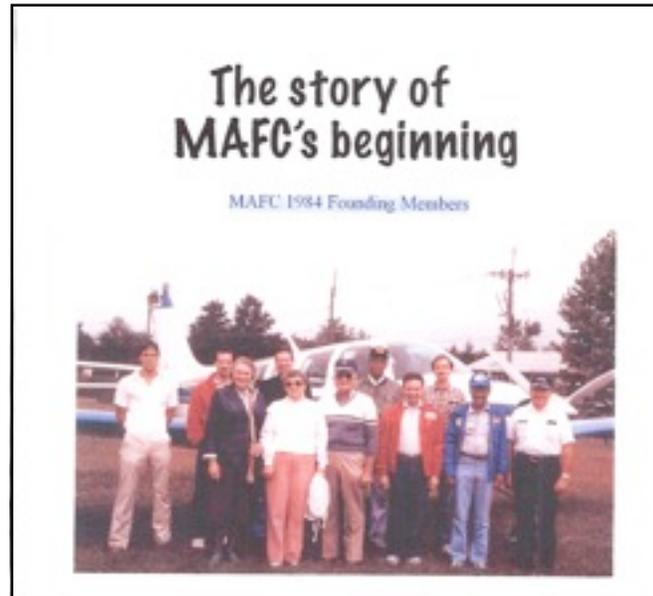
www.youtube.com/watch?v=iLk-OoZaJfw

Finding the 45°

New pilots have a great deal to think about while working in or approaching a pattern from a remote location. What heading to select for approaching on the 45° should not be one of them.

Finding the 45° to approach the pattern can be accomplished using several methods but here is an extremely easy reference tool that can make it very easy. Just look down along the left side and find the runway that you are aiming for. If it is not listed, pick one that is closest to it. To the right are two columns, one for the standard left approach and one for a right approach. Simply pick the appropriate one that is nearest you target runway. The angle given is you 45° approach path heading!

Run	Left	Right
3	165°	255°
6	195°	285°
9	225°	315°
12	255°	345°
15	285°	195°
18	315°	15°
21	345°	75°
24	15°	105°
27	45°	135°
30	75°	165°
33	105°	195°
36	135°	225°



Outside my window: Shots taken by Pilots



\$100 HAMBURGER vs \$1,000 ROUND of GOLF - by Dave Pathe

Quick Question: How much does that proverbial \$100 hamburger cost ? Well, not nearly as much as the \$1,000+ round of golf that I had the chance to play with my brothers last month.
 Destination: Montgomery Field (KMYF) just outside of San Diego.
 Transportation: Pilatus PC-12!

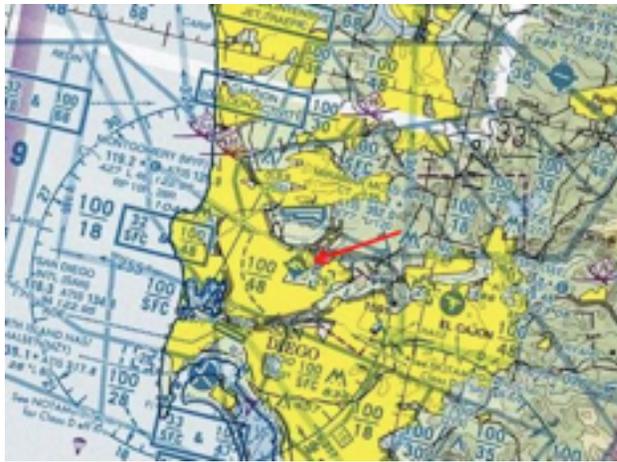


I've played golf since I was 10 years old, got to be a pretty decent hacker and even got a hole-in-one, but gave up the game 20 years ago due to a growing family, a bad back, and just not enough free time. Did I mention learning to fly and being part of the MAFC also kind of ate into my promising golf career? (LoL). On the other hand, my two younger brothers dedicated themselves to rewarding and successful careers and then in their 50's, got bitten by the golf bug as did my young nephew. During family get-togethers, the talk always turned to golf and so I finally decided it was time for me to get back into the game. Fortunately my muscle memory for golf turned out to be much better than my regular memory and I was still able to hit the ball pretty well, much to the surprise of my brothers who are still in the learning phase.



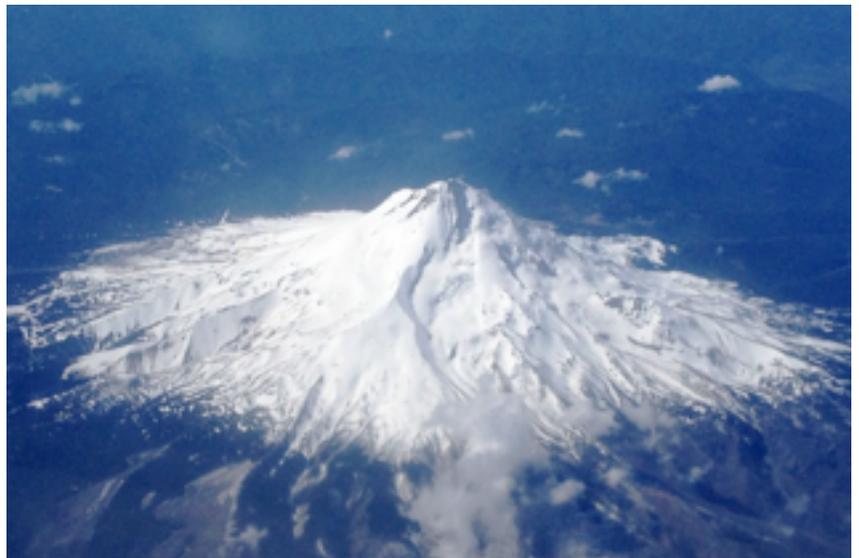
But I digress. This is a flying club dedicated to aviation...so let's talk about the most expensive round of golf I have ever played! We planned to visit my nephew who lives in La Jolla for an all- Pathe foursome weekend. My journey started at EWR in the "comfort" of a 5-hour United flight to Seattle where my flying brother lives. After a day of rest, we loaded up the Pilatus with our clubs and began our 1100 mile flight to KMYF from Paine Field (KPAE) my brother's home base and also the location of the gigantic Boeing Factory (If you are ever in western Washington, go on the factory tour... totally worth it.) For those not familiar with the PC-12, it is a fabulous traveling machine...turbo-prop, 250kts in the flight levels with weather radar, links to wx metars and ground based radar images, plus we both used our iPads with Foreflight and a Stratus receiver. Lots of gadgets and toys to

keep us occupied during a 4- hour trek. The weather was excellent and we passed Mount Ranier on the way down...a truly impressive sight. The above photo was taken at FL260 and shows an unusual lenticular cloud 'cap' right over the summit.



Traveling south into southern Oregon and northern Cal, there wasn't much to look except Lake Tahoe to break up the monotony and it was pretty quiet on until we approached the San Gabriel Mountains in southern California where the frequencies in SoCal approach were busy with both GA and commercial traffic. We were brought down to FL200, vectored right over LAX, and given the Oceanside Arrival along the coast into the San Diego area followed by vectors into Montgomery Field. As you can see from the sectional, it's a crowded area with numerous GA and military airports. Flight time was just over 4 hours and at a fuel burn of about 325 lb/hr of Jet A, the fuel cost alone was, well, way more than you'd spend flying to MIV and having burgers at the Flight Line Café. Also somewhat more than green fees and a cart at Torrey Pines, where we all played Sunday.

Southern Cal is in a drought, but during our visit we were careful to maintain proper hydration levels on and off the course. Monday brought more fine weather and we departed KMYF for the trip back. We flew runway heading off of 29R out over the Pacific, got a turn to avoid traffic, then vectored north over Catalina Island and up the coast crossing Burbank and back on our route. We passed close to Mt. Hood in Oregon which was still covered in snow followed by a visual approach past KSEA and into KPAE.



Total cost? Only \$100 per hole! Did I mention I shot a 90....with my sister-in-law's clubs? A very special family and aviation weekend. Fly Safe!

Both the Asbury Park Press or USA Today, now carry an interesting column titled, Ask the Captain. Written by John Cox, a retired captain with US Airways, he fields a wide range of issues all designed to help the general public understand the who, what why and when of the industry. Recent articles touch upon topics such as, Why does the descent take so long, How are flight times established and Which are harder to fly--a small plane or big jet?

If you do not read the Asbury Park Press or USA Today, you can find the column on the web at www.usatoday.com/topic/5E7F3783-3925-4483-B9D0-FED33169D7BE/ask-the-captain/ or, just type in Ask the Pilot and do a search.



Which is harder to fly — a small plane or big jet?

Spotlight on Kyle Braun



Kyle has been interested in aviation for as long as he can remember. He doesn't have anyone in his family who involved in aviation, so it was just something that he always enjoyed. He recalls seeing family videos of when he was still in diapers looking up and pointing anytime he heard a plane overhead, and is still looking up anytime Kyle hears an engine in the sky.

When Kyle was 14, he was able to take a Young Eagles flight in a Cessna 172 out of Old Bridge Airport with his dad and brother, sitting in the right seat. He had the time of his life being the co-pilot and actually flying the plane for a little bit. The pilot took a path that allowed him see his house from a couple thousand feet up, and ever since then he knew that he eventually had to earn a pilot's license.

While Kyle wanted to fly, he was not able to take lessons, as college and his career got in the way. But that changed recently when a number of factors changed making it a perfect time for him to start.

Kyle joined the MAFC to take flight lessons, as well as to be around a group of people who are also

interested in flying. Kyle found that he is especially inspired by listening to the stories and interesting experiences of the club members, as well as being able to participate in the various club events.

Kyle grew up in Freehold, NJ, and now lives in Red Bank. He went to high school at St. John Vianney in Holmdel, and graduated from Monmouth University in 2011. Kyle currently works as an accountant at Withum,Smith+Brown in Red Bank, and is a Certified Public Accountant. In addition to working as an accountant, he also referees youth travel and men's league ice hockey, and has been doing that for 14 years. Being a big New Jersey Devils and hockey fan, refereeing is a great way for him to stay active and involved in the game.

Headset Adjustment: by Charles Burke



There seems to be an air of mystery that surrounds the proper adjustment of the headset volume especially in aircraft such as N4287Q because there can be four independent controls. This topic is being covered because on a number of occasions rather odd settings were found during the startup steps and there also have been pilots who have reported the system not functioning properly when it actually was.

What are the four volume controls? Before answering this question it is important to note that the actual number can vary depending upon the system. The first is the master volume control that is on the radio itself. The second volume control is on the intercom panel and the third can be found on many headsets. The fourth is actually the squelch. So the question then is, how do you adjust all four to obtain optimum results?

First, it is important to understand that if there are multiple volume control than they are connected in series (daisy chained). What this means is that no matter which one you adjust, it will alter what you hear. So if one is turned way too low, adjusting the others may not produce the desired results. Think of this as yelling into one end of a long pipe that has 3 valves evenly spaced along its length. If you tighten down on the first valve, no adjustment on the other two will allow more sound to reach the other end. The same thing is true if you were to close down the second valve.

Also in the mix is another problem, distortion. Amplifiers are not perfect, as any audiophile will attest. The problem of distortion pops up because the amplifier can't reproduce sound of equal quality at all volume settings. In reality, the distortion mostly comes into play at the high (loud) end and manifests itself as garbled audio.

OK, so how do you set this confusing series of controls up? It is actually very easy and can be done in less than 30 seconds, more like 10 seconds once you get the hang of it. But, like all simple stories, there can be exceptions so just use this plan as a starting point until you have mastered the system in the aircraft that you fly. Here are the steps suggested to get those headsets humming:

1. Before you power on the radio, turn the squelch off (usually full counterclockwise)
2. With the radio still off, preset all of the volume controls to mid position.
3. Turn on the radio and set the master volume control on the radio to a comfortable listening position.
4. When no one is talking, slowly turn the squelch up (usually clockwise) until there is silence. When adjusted properly, the audio should only be heard when someone is speaking from an inside or outside source.
5. Now listen to hear audio from some outside source. If you are at N12, just click the mic 3 times to trigger the weather reporting system then adjust the master control on the radio for an acceptable level. (This is assuming that it is working)
6. Once you are set, the other people with head sets can adjust their levels using the intercom volume controls or the control on their headsets. From that point on, you should be in the ballpark.

Member Accomplishments

Mike Muench passed his flight test and is now a private pilot. Neil Wilson instructor.

Jason Miller passed his flight test and is now a private pilot. Neil Wilson instructor.

Funding Workshop

On Wednesday April 29, the New Jersey Aviation Education Council held a special meeting in the MAFC clubhouse on alternate sources of funding. Charles Burke conducted a 2 hour session designed to show how it is possible to acquire large amounts of goods, service and funding with a minimum of effort. Several members of the MAFC were present, including two BOT members opening the door to possible exploration of this system by the club.

Final Step

In March of 2012, the first issue of the newsletter was distributed to the membership. From that point on, 38 issues have been assembled containing a wide range of information that covered a broad spectrum of topics. But one that was always the most important was the Spotlight on... in which forty-four members shared their personal stories with the club. In doing this, it helped to illustrate the diversity of backgrounds that make the MAFC such a powerful union.

But life has gotten in the way and it has been found necessary to hang up our hats at the old printshop. It has been an honor to serve you all but we must now note that this is the final issue under our tutelage.

Thank you for your support and interest.

Dave Pathe & Charles Burke

