



### Club Meetings

Board Of Trustees:  
4/7/16- 7:00 PM  
Club House

General Meeting:  
4/16/16 9:00 AM  
N12 CAP Building

Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

### Inside this issue:

**Page 1**  
KOSH

**Page 2:**  
Problem Reporting  
Club shirts  
Wright Bros. Memorial

**Page 3**  
Important dates  
Preheater update  
AOPA Offer  
DIY ADSB-In

**Page 4**  
The Ever Evolving  
Flight Circle

**Page 5**  
Spotlight On  
Note from President

**Page 6**  
Training Tip

### KOSH by Joseph Bonacci

There is a place in the mid-western United States where 550,000 people gathered over a seven day period (July 20-27). A place where slightly more than 10,000 aircraft flew in piloted by general aviation pilots. A place where there were an additional 2,668 show planes, 1,031 home built aircraft, 976 vintage airplanes, 350 warbirds, 130 ultralights, 101 seaplanes, 30 rotorcraft and 50 aerobatic aircraft. A total of 1,048 forums and workshops were held, attended by 75,000 people, 800 vendors, and 970 media representatives from six continents, and 5000 volunteers needed to handle the 50,000-100,000 people that attended this event everyday.

Add to that the fact that there were 3,000 aircraft arrivals on average per day and 16,278 movements of aircraft for the week. The air traffic controllers boasting that it was double the numbers that occur at O'Hare airport in Chicago on a given day.

Where did all this happen? You may have already guessed. It is at the annual EAA Air Venture at Wittman Regional Airport in Oshkosh, Wisconsin. An event that has been going on every year since 1953. While various airports were utilized, Wittman airport in Oshkosh was approved by the EAA board in 1969 and has had the event there every since. Through the 70's and 80's the event gained national prominence and has never looked back, expanding year after year.

It encompasses the entire airport property and to give you an idea as to just how big, check out the EAA Air Ventures website and take a look. I was there for 3 days, 9-5, walked a total of 29 miles and still was unable to see everything. Airplanes and more airplanes, everything from home built to Lear and Eclipse jets and everything in between, 800 vendors in over 4 very large hangers demonstrating and selling EVERYTHING aviation, \$250,000 simulators that you can try out, forums, workshops and of course 2 hours a day of air shows. Air shows that included everything from Steermans to F-22 Raptors and the worlds newest most advanced aircraft, the F-35 Lightning. When I say everything in between I mean everything. B-29, B-25, P-51's, Corsairs, Avengers, Sabre Jets, F-4's, F-100's, Harriers, B-52 and even the brand new Airbus 350, which maneuvered over the field at about 500-1000 ft.

Friends of mine have been asking me to go for years and I finally took them up on it. Needless to

say I will be back next year. If you don't fly yourself, commercially, it's Chicago to Greenbay and then a 40 minute car ride. When your not at the airport there are plenty of places to hang out in Greenbay and Oshkosh. Being a college town (University of Wisconsin) Oshkosh has some great casual restaurants and brew pubs to check out.

If you love flying (that's why we joined the club) make it a goal to go at least once. You won't regret it, I promise.



**The Ground Crew Wants to Hear From You!**  
 by Charles Burke

Endeavoring to increase communications between the pilots and those responsible for addressing issues with the planes, a new set of communications reference cards are being placed in the aircraft as well as each plane's flight activity logbook which is located in the trailer. On each card you will find the names and contact information for all the key people who have the job of addressing problems.

However, the link between the pilot and those responsible for correcting problems does require a very important step, the information must be reported. Because cell phones, e-mail and other forms of electronic communication are now ubiquitous in our culture, the cards not only include the names of the individuals but also their contact information. But, as noted, it is the pilot who has to take the important step of reporting the problems. If you fly the aircraft and notice a problem, big or small, contact the crew chief or maintenance officer.

The next time you sign out a plane, or are a passenger, take a look for these cards. They are currently being updated and will be distributed as each one becomes available. Once they are in place, it will make it possible for you to file a report immediately. Also, in being courteous to your fellow pilots, if the plane has a problem and needs to be grounded, call or notify the next person who has it signed out and ask the crew chief to change the schedule so others know it is grounded. If we all do our part most of the problems will be resolved at a much quicker pace.

**Club Shirts ----Reminder**

Don't forget that the club now is now offering MAFC printed T-shirt thanks to the effort of Girish Mandhwant. If you wish to order one, contact him at (732)860-8604 or email [EMAILTOGIRISH@gmail.com](mailto:EMAILTOGIRISH@gmail.com).



**Wright Brothers Memorial by Mike Souza**

On Sunday February 21, 2016 my wife and I took off for North Carolina to see the Wright Brothers Memorial. The trip to the Outer Banks took about 2 1/2 hours it is was worth every minute on the Hobbs meter. The weather produced a welcome change because when we left N12 it was 40° but a beautiful 65° when we landed. People walking by stopped to watch us get out of the plane and point us in the right direction. It was an amazing feeling looking over the plane and seeing where aviation started. Before leaving, I went into the AOPA Building and they stamped my log book. As we walked back to the plane, another pilot walked by giving me a nod and a smile. It made me realize how lucky I was to call myself a pilot.



66977



**REPORT A PROBLEM!**

*If you find a problem, please report it as soon as possible.*

1. Using the data below, start by contacting the Crew Chief. If they are not available, work your way down the list in the order presented.

**IT IS MANDATORY THAT YOU ACTUALLY ESTABLISH CONTACT WITH THE INDIVIDUAL YOU ARE TRYING TO REACH. DO NOT SIMPLY LEAVE A MESSAGE. IF YOU DO NOT ESTABLISH CONTACT THEN GO TO THE NEXT NAME ON THE LIST**

2. Post the issue on the squawk board in the trailer.

3. Notify the next scheduled pilot if the problem would prevent them from flying.

Crew Chief: **Tom Fieger**  
 tel: 732-671-9327  
 e-mail: [Motsair@Hotmail.com](mailto:Motsair@Hotmail.com)

Asst. Crew Chief: **Chris Armstrong**  
 cel: 732-691-6569  
 taem1@yahoo.com

2nd Assistant Maintenance Officer: **Art Templeton**  
 Home:732-255-5392  
 Work:201-315-1589  
 e-Mail: [artemp@verizon.net](mailto:artemp@verizon.net)

1st Assistant Maintenance Officer: **John Pereira:**  
 Home:732-349-1292  
 Work:732-496-0597  
 Cell:732-496-0597  
 e-mail: [murtosajp@msn.com](mailto:murtosajp@msn.com)

Maintenance Officer: **Dan Coles**  
 tel 732-922-6574  
 work: 732-859-3480  
 cel: 732-859-3480  
 e-mail: [challenge40@aol.com](mailto:challenge40@aol.com)

## Important Dates In Aviation for April

April 1, 1974: British Overseas Airways Corporation and British European Airways ceased to exist today. The two carriers have been merged to create the giant British Airways.

April 3, 1982: The Airbus A310 makes its first flight.

April 6, 1926: Walter T. Varney launches his airmail service. His company will later grow into the massive United Airlines.

April 8, 1963: Douglas Aircraft announces its plans to build the short-range DC-9.

April 9, 2001: American Airlines completes its takeover of bankrupt Trans World Airlines, ending 75 years of TWA operations.

April 12, 1954: Following two crashes in three months, the Certificate of Airworthiness for the Comet 1 is withdrawn.

April 13, 1966: Pan American World Airways places an order for 25 Boeing 747's.

April 17, 1971: Federal Express is founded in Memphis, Tennessee by Fred Smith.

April 22, 1998: Trans World Airlines orders 24 Boeing MD-83's and saves the production line for another year.

April 26, 1972: The Lockheed L-1011 TriStar enters service with Eastern Airlines on the Miami to New York route.

April 27, 1958: The prototype de Havilland Comet 4 makes its first flight.

April 29, 1988: The Boeing 747-400, the worlds largest jetliner, makes its first flight.



### Preheater Update by Charles Burke

While the season for needing the engine pre-heater is waning, steps were taken to help those using it do so in a safe manner. A set of instructions have been laminated and attached directly to the cart for your reference. The information is identical to that found in last month's newsletter. In addition, a pair of leather faced work gloves were donated that should prevent sustaining an injury while handling the hot air delivery tube. Please make sure that these are replaced should they be used for another application.

### AOPA Special Offer by Steve Fox



AOPA is offering a 6-month free subscription for student pilots. The subscription entitles students to Six issues of AOPA's flight training magazine which provides great articles for all pilots ensuring safety and interactive sections helping towards the written knowledge test. Additionally, you will receive emails with training tips that will make you safer and better pilots. This is totally free with no obligations. This offer is a great addition to any knowledge that you have received from you instructors.

Some examples of articles are pre and post flight procedures, maneuvers, emergency operations and many more.

The link for this can be found below:

<https://flighttraining.aopa.org/apps/student/studentregister1.cfm?offercode=S13XXWAMP>

### DIY ADSB-IN by Steve Fox

By Jan 1, 2020 ADS-B, or Automatic Dependent Surveillance-Broadcast will be mandated to have an aircraft operating in airspace that now requires a Mode C transponder must be equipped with ADS-B Out. ADS-B Out transmits information about altitude, airspeed, and location derived through GPS from an equipped aircraft to ground stations and to other equipped aircraft in the vicinity. Air traffic controllers currently use this information to see aircraft in real time. ADS-B in, is not part of the mandate but requires additional equipment which allows participating aircraft to receive traffic and weather information from ADS-B ground stations and nearby aircraft broadcasting their positions through ADS-B Out.

Currently there is an inexpensive simple solution to ADS-B in which will improve situational awareness in the cockpit. In most areas an ADS-B in signal can be had at or just above pattern altitude. You will begin receiving NEXRAD radar, METARs, TAFs, NOTAMs, TFRs, and other Flight Information Service – Broadcast (FIS-B) products. Some apps will explicitly note that these products are being received via ADS-B.



Some applications that the receiver will work on is IPAD Foreflight and Android AVARE. Other than Garmin Pilot, which exclusively uses a proprietary Garmin device, have been reported to be compatible with this device. This small device measuring approx. 3" x 6" costs approximately \$105 and will provide ADS-B in for better visibility outside the cockpit. Below is an assembled unit that has been flight tested and great results. The link to the build instructions is as follows:

[http://www.eaa.org/en/ eaa/ aviation-communities-and-interests/ homebuilt-aircraft-and-homebuilt-aircraft-kits/ resources-for-while-youre-building/ building-articles/ instruments-and-avionics/ live-weather-and-traffc-for-less-than-\\$120](http://www.eaa.org/en/ eaa/ aviation-communities-and-interests/ homebuilt-aircraft-and-homebuilt-aircraft-kits/ resources-for-while-youre-building/ building-articles/ instruments-and-avionics/ live-weather-and-traffc-for-less-than-$120)



*Please note that there are additional sites which support the coding*



**The Ever Evolving Flight Circle By Dan Coles**

The adoption of Flight circle as our scheduling system has been a blessing for those of us managing the club in more ways than one. When I joined the club in 1995, the club was just leaving BLM and spreading out to two airports N12 Lakewood and 2N8 Marlboro. At BLM the scheduling was done by placing your name in a book; once the club moved, the scheduling was done by phone with an answering service similar to the one doctors used. This worked for a while but wasn't the best solution for the club. We tried a similar system that had a computer component where if you didn't get a person you could talk to the machine. This was somewhat frustrating because I don't think it understood English all that well. So we moved to more of an electronic calendar with Aircraft Clubs.com. This was great; we could schedule on line, make back up reservations, and pull it up on any computer or smart phone.

The down side with all of these scheduling methods were cancellations, or should I say the lack of them. Many times, planes sat idle while the schedule was showing they were flying. The honor system wasn't working for us. At the same time, tracking maintenance times was quite a chore. We had to go to the airport to verify the tach times and check the log books to see what time related maintenance was due. We posted oil change times in the sign out books only to have them overlooked by the members returning the planes. Something had to be done to remedy this situation. In the beginning of 2014 I was talking with Dave Trulli about these issues and at the same time looking at scheduling services online that FBO's and flying clubs used. There were several to choose from, but they didn't quite have what we were looking for. Then Dave found a startup company Flight Circle.

Dave made contact with them and we started looking over their product. At first, it had the same features as Aircraft Clubs.com, but the developers said they would do whatever we wanted to make it work for us. A plus for us was the cost was exactly the same as Aircraft Clubs.com. This sounded great, so we put together a wish list of features we wanted and signed up with the blessing of the BOT of course. Now, 20 months later, all of our original goals and more have been met. We can now we can track maintenance related items, member's medicals and currency are tracked, credit card payments are now accepted by the club, you know when a plane is flying and much more. As our needs expand, we can expect more features to be included in the future. Fly safe, Dan.

**Takeoffs are Optional, Landings are Mandatory**

**Of Special Note!**

Tom Bresnahan soloed on March 12,  
Neil Wilson Instructor

Matt Gomes passed his ATP test on  
Sunday, March 6th



**Spotlight On Chris Gaver--Editor: Kaushal Soni**

1. When did you become involved with flying? I started flying a little over a year ago.
2. Did anyone inspire you? I'm not sure that anyone really inspired me, it was just something that I wanted to do from the first time I played Flight Simulator on my Apple 2e.
3. Where did you actually learn to fly? I learned to fly at Eagles View Aviation at KBLM
4. What were you flying during your training (type of plane) and where? I flew mostly a Cessna 152 with some time in a 172.
5. When did you join the club? I joined the club last November
6. If you hold an office or duty in the club, what is it? I don't hold an office or official duty at the club. I'm attending as many meetings as I can to understand all the responsibilities, issues, and work required to make MAFC the great club it is, and look forward to getting more involved.
7. How many hours do you estimate that you have logged to date? I have about 130 hours at this point.
8. What other types of aircraft have you flown? Beyond the 152, 172, I've spent time flying a PA-28 Warrior and a Diamond DA-40.
9. What certifications do you now hold or have in the past? Right now, it's just a Private Single Engine Land... I'm currently working on my instrument rating.
10. What about you background (education, where born, traveled, family etc. etc) I live in Little Silver, NJ with my wife, Becky and 2 daughters (3 and 6 yrs old). I'm Jersey born and



raised growing up a little further north in Warren, NJ. We are all sailors and spend the majority of our free time cruising or racing in the summer.

I just got back from an incredible 2 week experience flying in the Rocky Mountains centering in Boulder, CO going as far north as Evanston, WY and as far south as Winslow, AZ. I was with an instructor flying a DA-40, mainly focused on a mountain flying check-out and my Instrument rating. It is an experience that definitely tested a low-time pilot like me, but the views, knowledge, and skills were incredible. I had a stop in Wendover, UT --- location for the movie, "Independence Day."

**Note From the President: Tom Flieger**

The other day while walking around 93KK as JJ was doing his preflight, I noticed three cigarette butts on the ground near the plane. As I walked over toward BG, there was another one just in front of the right wing. I know JJ is not a smoker, and I really doubt he would have gone through that many in that short a period of time, so if you do happen to smoke, please make sure you do it far enough away from any of the planes, like maybe out in the parking lot, so there is NO chance of an accidental fire.



Secondly, as I write this, Spring is just a few days away, and while the forecast is for a bit of white stuff prior to the real warmup, please be aware of a few things which will make flying that much safer. First of all, our feathered friends are looking for well protected and heated homes - like cowlings of airplanes returning home from a flight. They do not know the heat has already been turned off, and will begin to construct their homes almost immediately. Therefore, if you happen to notice bits of grass, straw, paper or other "foreign" objects near the engine intake areas, probably best to stand clear of the front of the cowling and tap it a few times to make sure the inhabitants will remove themselves from the premises. Then make sure there is nothing inside which may ignite as the temperature becomes hot enough to fry the little eggs which may be in the nest. Fire and gasoline don't mix well, and you'll feel a great deal safer knowing you have prevented a possible catastrophe.

**MAFC History: HELP NEEDED**

Are you a history buff? The MAFC has a rich story that should be shared with the membership and one way to do that is through a column in the newsletter. There is a great deal of material to draw from but more importantly, are the stories that can be learned from members who lived them. If you would like to help in putting the pieces of this picture together, please contact me at 856-512-0979 or chas.burke@verizon.net



**TRAINING TIP OF THE MONTH: Submitted by Steve Fox**

**What affects ground effect?**

AOPA February 29, 2016 By Dan Namowitz **Aviation Writer**

Training Tip: What affects ground effect?

A student pilot is practicing a soft-field takeoff—and quickly discovers that it takes a fine touch to extract the desired performance from the precision-demanding technique.

At first the takeoff was correctly performed, with the aircraft kept in motion during the ground phase, and accelerated for takeoff with the yoke held full back to lighten the load on the nosewheel on the rough surface. But after the airplane broke ground, the trainee was slow to lower the nose to accelerate in ground effect, causing the trainer to climb high enough for that effect to be lost—resulting in the aircraft “mushing” back onto the ground.

A learning experience, for sure—one that graphically illustrates a key point about ground effect: It “can be detected and measured up to an altitude equal to one wingspan above the surface,” according to Chapter 5 of the Airplane Flying Handbook.

Next time, the trainee will be more sensitive to ground effect’s feel, and will promptly lower the nose and accelerate to a safe climb speed before a wingspan of altitude is gained. And on future landings, the trainee may find it easier to anticipate ground effect and use it to make confident touchdowns.

Conversely, any excess airspeed on landing is penalized when an aircraft enters ground effect, because the reduction of drag delays deceleration to the correct airspeed—a phenomenon you may have experienced as your aircraft “floating.” The Airplane Flying Handbook defines ground effect as “a condition of improved performance encountered when an airplane is operating very close to the ground. When an airplane’s wing is under the influence of ground effect, there is a reduction in upwash, downwash, and wingtip vortices. As a result of the reduced wingtip vortices, induced drag is reduced.”

That zone “very close to the ground” may roughly define the extent of the vertical area in which ground effect exerts influence on an airplane that is taking off or landing, but within that vertical expanse, the effects vary from a reduction of induced drag of 25 percent when the wing is at a height equal to one-fourth the span, to 50 percent when the wing is at a height equal to one-tenth the span, says the Airplane Flying Handbook.

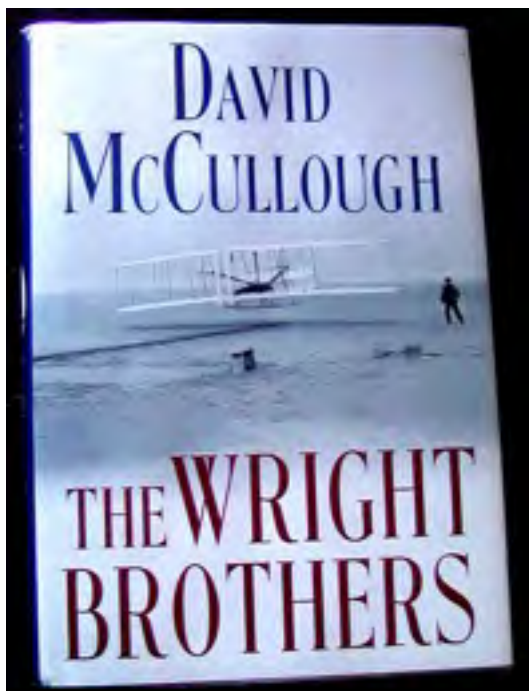
Airspeed also plays a role—why?

Because of the nature of the drag present. At high speeds, parasite drag dominates, so induced drag, and therefore ground effect, is less of a factor.

**GROUND EFFECT**



**A Sure Sign of Spring! Pic by Dan Coles**



**The Reading List: Recommended by Tom Russell**

In this thrilling book, master historian David McCullough draws on the immense riches of the Wright Papers, including private diaries, notebooks, scrapbooks, and more than a thousand letters from private family correspondence to tell the human side of the Wright Brothers’ story, including the little-known contributions of their sister, Katharine, without whom things might well have gone differently for them.