

### Club Meetings

Board Of Trustees:  
8/4/16- 7:00 PM  
Club House

General Meeting:  
8/20/16 9:00 AM  
N12 CAP Building



Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

### Young Eagles & MAFC by Frank Fine

Four members of the Monmouth Area Flying Club participated in EAA Chapter 315's Young Eagles Flight Rally on June 18 at Lakewood Airport. Al Miller, Art Templeton and John Pereira helped give plane rides to twenty-two young people aged 8-17. Frank Fine, as Young Eagles Coordinator for Chapter 315 coordinated things on the ground along with his wife June and his daughter Carol.

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Top Left: Art Templeton  
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If you would like more information on the Young Eagles program, contact Frank Fine, Chief Instructor.



### If You Missed the Meeting by Karen Barbagelata

At the July 16 meeting, club president Tom Fliger presented a PPT on airport construction at the July 16 club meeting. Lorio Construction will begin work on the new hangars imminently. Construction may easily take a year or more. There are 36 slots in the new hangars, and these are already spoken for.

With the new terminal and hangars being constructed over the old banner drop zone, banner operations will move to the northwest side of the airport. Banner aircraft will have a holding pattern over the old drop zone until it (the banner airplane) can safely pick up or drop banners. Banner aircraft will announce 2 miles from the airport, on 122.8 CTAF. Tom notes we must stay aware of what the banner planes are doing, just as they must stay aware of us. The banner planes will maintain 500 feet AGL during operations until pick up or drop off operations. Hooks will be deployed over the old parachute drop zone. It is imperative to maintain radio contact on 122.8 at all times. It is also imperative to look closely before takeoff or entry in to the pattern.

Be aware there is a possibility that a banner could drift on to the runway, closing same, requiring you to divert to another airport, such as Miller. This has happened and is possible with a prevailing west wind. Just in case, practice those go arounds!

Banner operations usually start at 10 a.m., but may start at 8:30 a.m. depending on the company. They return approximately 2 hours after takeoff for a banner exchange. If they are not following radio and landing protocol, notify Tom immediately.

Club members discussed the potential problems with the new flight pattern, and suggested a member of this club should represent the club in the planning discussions. Members noted it's not a bad idea to specifically make a radio call asking if banner planes are in the area. Perhaps banner planes could have a regular posted schedule for drop off and pick up, with us having access to the schedule. Tom will check with Matt; it may be possible. Some of the banner planes only use handheld radios which have been known to fail.

It was discussed that with a banner in tow, the banner planes have restricted maneuverability and thus have right-of-way. The banner trails close to 100 feet behind the plane. With a banner in tow they may not have the ability to hold in a pattern. They are much slower than we are, so they will be in the pattern for a long time. Be aware and be safe.

### Medical reform becomes law, President signs FAA extension



On July 15, President Barack Obama signed third class medical reforms into law as part of an FAA authorization extension passed by the House and Senate days earlier. With the president's signature, which came just hours before the FAA's authorization was set to expire at midnight, medical reforms became law and the clock started ticking on an FAA mandate to translate that law into regulations. But don't rush out and burn your FAA medical, the FAA has a year to act upon the law and they are not known for moving quickly.

### My Journey into Aviation by Greg Gelnaw

It's back in 1965 and my dad is taking me flying. I'm ten years old and very excited to go. Dad's flying and someone else is upfront while I'm in the back seat. This is an amazing day, its beautiful out and I'm going in an airplane with my father.

Taking in everything there is to see from the air is fascinating as we all know. However, this is all about to change for me when my dad starts to do what I later was to learn are called stalls! I told my dad that I suddenly was not feeling well but this was falling on deaf ears. Finally he does stop and there is an airport in sight. At this point, I am so relieved but still uneasy.

While getting close to landing, we were bouncing all over, and just as we were about to touch down I yipped all over my dad's neck! It took him hours to clean up himself and the plane while I waited in the car. My dad never complained but that was it for me and I never set foot in a small plane again until I was in my later 50s.

My son had a different introduction to flying and is now a CFI working at Hartman Airport (KPNE). One day he takes me up for a short flight around the pattern and guess what? The burn is back and I'm excited especially after flying a few more times with my son Casey.

I'm now 58 and make a decision to join M.A.F.C and start flying with Neil Wilson. Being a goal oriented guy, Neil and I were a good fit. The day I soloed, OMG, I was nervous. Its a hot and humid day flying N4287Q and in the cockpit by myself...what am I doing, where is Neil? He is watching as I taxi to 24 for takeoff. I'm going through my flow-pattern, all is looking good then announce my intentions and am off!! I've just started to climb out when I realize that I left the left window open. Neil always said don't let distractions get to me---"fly the plane". So I thought, oh well, if it falls off I can afford to buy a new one. In the end, nothing happens and I was able to close the window on crosswind.

This was my start and I'm now a 130 hour pilot and have fallen in love with N28BG, Archer. Funny how things and stuff hold us back, even someone's words. Who are they anyway? They don't have my dreams. Everyone we meet is going through something, we all have challenges, we all have mountains to climb or go through. All I can say is, "Thank you God for seeing me through". **Learn something every day!!**

### WINGS by Joe Bonacci

As most of you know, we recently had a great presentation on mid-air collision avoidance from representatives of Joint Base McGuire. Many of you with accounts on faasafety.gov received WINGS credits from me as a result of your pre-registration for this event.



Seeing as how I am the guy giving the WINGS credits, I am obviously a little bit biased when I say ALL members of the club should have an account on the FAA site and be enrolled in the WINGS program. Someone once said, "A good pilot is always learning". By setting up an account on the [faasafety.gov](http://faasafety.gov) website and enrolling in the WINGS program, you are making an investment in your knowledge as a pilot, learning about safety issues, and becoming much more qualified in dozens upon dozens of aviation topics. You can participate in events at our club, online courses and webinars, and events throughout the state at other airport locations. Additionally, if you really want to step it up and participate in the different phases of WINGS credits, in addition to the seminars and courses, you will have to fly with your instructor and complete any number of flying activities required for that particular phase of your learning. Bottom line: You become a better and safer pilot.

So go to the site, check out the upper right corner, hit Create New Account and you are good to go. Any questions, please give me a call.

### \$100 Hamburger by Tom Griffin

Looking for an out-of-state cross country destination to indulge in a meal a bit more tasty than drive-in fast food? Here's a couple of locations to consider – one in Pennsylvania and another in Maryland.

The first is the **Flying Machine Café** ([www.flyingmachinecafe.com](http://www.flyingmachinecafe.com)) at Chester County Airport (KMQS) near Coatesville PA. The airport is about 80 nm from Lakewood Airport – slightly less than an hour flight. The restaurant is attached to the Signature Flight Support FBO with a great view of the aircraft parking ramp and runway – convenient for grading takeoffs and landings.

The MQS airport is about 15 miles west of Philadelphia. A straight line course from N12 takes you through the northern parts of PHL's Class B airspace. With a little deviation to the north you can fly under portions of the Class B, or a little more diversion will keep you completely clear. If you choose to fly out that way midday on a Saturday it's likely that Philadelphia Approach will accommodate you with a clearance through the airspace. If you can file IFR, it might be a good opportunity to exercise the ATC system, let them keep you legal and maybe fly a GPS approach. Bonus – the airport landing fee is waived if you patronize the restaurant.

The menu is typical casual dining fare moderately priced. Food is probably 3 ½ stars, but the café's atmosphere with quality photos of warbirds and other aircraft, and many models "flying" around the restaurant rates five stars.

Another destination with a superb menu is **The Airport Café** ([theairportcafe.com](http://theairportcafe.com)) at the **Montgomery County Airpark, Gaithersburg MD (KGAI)**, providing great food and the challenge(?) of dealing with the Washington Special Flight Rules Area (SFRA). As the FAA SFRA instructions state, "the rules may sound intimidating, they are not difficult." What the instructions do not state is that the Airport Café crabcakes are the absolute best this pilot has ever tasted. They're amazing - no bread, fresh crab, and a secret pureed shrimp binder. The café serves breakfast and lunch in a simple dining room attached to the FBO, and an outside patio that has great views of the runway and taxiway. The airport is quite busy, particularly on weekends, so there will be a variety of airplanes to see.

The Gaithersburg airport is about 150 nm from N12, so it will be about 1.5 hour flight. The Washington SFRA is generally the airspace within 60 nm of the DCA VOR. There is an FAA course, found on [faasafety.com](http://faasafety.com), which must be completed before going

### Fly Safe, Have Fun & Keep Learning! Aviation Tips for Pilots and Pilots-in-Training by Matt D'Angelo

Please go around...Last month, we looked at rejected takeoffs and ways to determine when a takeoff should be rejected. Some of these are quite obvious, others less so. This month, we'll take some of the guesswork out of rejected landings, otherwise known as a go-around.

Takeoffs are optional. Landings are mandatory. However, takeoffs are much more critical as the aircraft doesn't yet have those valuable things essential to every safe pilot - airspeed, altitude and energy. Because of this, there isn't a lot of time to trade one for the other. This minimizes options, making takeoff the most critical phase of flight. This is the reason the pre-takeoff abort plan is so essential. There is no time for thinking in the event of a system or equipment malfunction or failure. You need to have that plan top-of-mind and fly the plan. Decisions to reject the takeoff need to be timely and deliberate. Over-thinking is time wasted. Fly the plane, run your procedures.





Landings, while a mandatory part of each and every flight, are less critical. You have airspeed and altitude. You can use pitch and power at any point to add or remove energy and change airspeed and altitude as you see fit. At any point in the approach, you can use the ace up your sleeve - the go-around - to get out of there and try again or divert to another airport.

So what are some reasons pilots *don't* go around? The usual suspects...external pressures, pride, ego and, in many cases, a lack of situational awareness that a go-around is the best option for that particular approach.

What reasons are there to go-around? Any. First off, if anything doesn't look right, feel right, sound right, etc...on your approach, go around! If you have a gut feeling you should abandon the approach, go around! Some reasons to go around should be obvious - aircraft, golf cart, fuel truck, pedestrian, or deer on or approaching the runway, wind shear, overshooting the base-to-final turn, etc... should be automatic go-arounds. Other reasons may not be so obvious, but should be.

If you aren't stabilized on final, make an early decision to go-around. A stabilized approach is one in which the pilot establishes and maintains a constant angle glide-path towards a predetermined point on the landing runway and requires none to minimal control pressures, power changes, or configuration changes to maintain that glide path. If you're not stabilized, make the decision early and go-around. At the very latest, if you're not stabilized by 200' above ground level (AGL), go around.

Let's address a scenario of pilots who lose situational awareness and believe they are stabilized, but are actually ten knots above approach speed...if they believe they are stabilized, they won't think to go around. What's going to happen during their level-off and flare? You guessed it - they're either going to balloon, bounce, or float down the runway. That excess energy isn't going away easily! Unfortunately, this is a recipe for an overrun or loss-of-control accident, especially if there is a crosswind. The pilots in this scenario need practice with an instructor to assist with airspeed awareness, especially by use of outside references (site pictures).

So, every pilot needs to have a hardline, objective point on the runway where they will absolutely go-around if their wheels aren't on the ground. This point should be, for most runways longer than 2,000 feet, no further than 1/3 of the way down the runway. Pick a spot off to the side of the runway, so you actually know if you're going to float past it. Once you float past this point or, better yet, the moment you anticipate you are going to float past this point, go around!

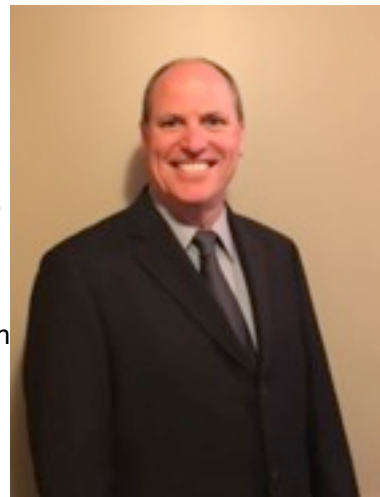
### **Spotlight on: Todd McPherson**

Interest in becoming a pilot began when I was young and my father actually took me up in a plane, that really set the ball in motion! But many many years passed before the next step could be taken and it finally happened on June 11, 2016 when I joined the MAFC. I will now be able to sharpen the pencil and soon cross off the quest to be a pilot from my bucket list!

Because this step was just taken, I only began to actually take lessons recently and so far they have been in the club's Cessna 152s. While they are a bit smaller than a 747, being in the left seat sure makes up for the size difference.

On a personal note, I attended high school in Bricktown NJ, but have since traveled extensively in both the USA and abroad. I have a wonderful wife, daughter and son. When time is available, I enjoy hunting, fishing and the outdoors in general.

Sharing this interest in the outdoors, I have coached every boy's sport imaginable. But the greatest joy is watching my kids grow up and become productive in society. The kids love doing things as a family and that produces a truly great feeling of satisfaction..



### **McGuire Drive Through** by Charles Burke

On the morning of Sunday July 17, a group of about fourteen GA pilots assembled in front of the Thunderbird Bowling Alley just west of the McGuire AFC main gate. At the appointed time, a white bus pulled in and Captain Kyle Johnson welcomed us aboard. This was the start of a fascinating day that took us in and around the sprawling facility. Also on the agenda were several excellent presentations plus some high caliber pizza. Within the group were two members of MACF, Charles Burke and Nick Billows along with his lovely wife Gayle.

The first stop was in a small lecture hall where there was an extensive continental breakfast awaiting us. After making a significant dent in the copious spread, the group settled into the seats and a series of formal presentations commenced. Captain Johnson and Major Kavanaugh began the session by conducting a well rounded presentation covering the major aircraft stationed at this facility. This was followed by Captain Mike Vastola who presented a program on spatial orientation and hypoxia.



Charles Burke                      Nick Billows  
 Gayle Billows

At the conclusion of the program, we boarded the bus and were taken to RAPCOM. This afforded us a chance to see what it was like on the other end of that communication line when you press the mic button and talk to KWRI approach. An officer described the advanced system as the group watched the ATC team communicating with numerous aircraft that were active in the areas including our own N93KK!

After departing the building we were driven to several aircraft where a full contingent of crew were waiting to take us on a front row tour of each plane. Because the group was relatively small, everyone had a chance to experience what it was like to be in the pilot/copilot seats plus explore the cargo areas that were behind them. The crews that were present had volunteered to do this and everyone appreciate the excellent job that they performed.

The next stop was the tower! An elevator took us up 4 stories then we had to make the trek up three more flights via the stairs. Once again, we were greeted by a crew who, between managing a fleet of KC-10A that were doing takeoff and landing practice, were eager to answer questions and share their personal stories with us.

Our final stop was back at the building where we had started from but this time we were shepherded into another room where stacks of pizza, along with beverages awaited us. Once we had a chance to enjoy lunch, Captain Johnson, and his crew, returned us to our cars so that we could head home.

While all of this was very interesting and educational, the one thing that was a common denominator with each experience was that safety is paramount and they want to help us fly safely. The need to actively work with their ATC was clearly demonstrated while in the RAPCOM building as we watched small GSA aircraft and large military transports sharing a space that is too small by any measure. This is especially true for those of us who fly VFR---talk to McGuire ATC as soon as you can after takeoff or as you approach the area on the return leg. You can't beat the offer plus they realize that there are a lot of new pilots who have some trepidation about calling ATC and they will bend over backwards to be part of your education process.

Think you might be interested in participating in a McGuire drive-in or even a fly-in? Contact Mike Maino at 609-312-9170 or e-mail him at [mmaino@oceanairsupportsquadrone.com](mailto:mmaino@oceanairsupportsquadrone.com). The next drive-in is slated for August 21 and there is a fly-in set for September 18.

**The First Air Force One** by --Kurt Stofko

If you go to You Tube and type in, The First Air Force One or enter the URL [https://www.youtube.com/watch\\_popup?v=ehwvZXVKmPU](https://www.youtube.com/watch_popup?v=ehwvZXVKmPU) you will find a video that tells the fascinating story of this aircraft and what is being done to preserve it. If you are an aviator and history buff, it is worth taking to the to view this short video.



**Important Dates In Aviation for**

- August 1, 1991: American Airlines takes delivery of its first of 75 Fokker 100's.
- August 3, 1981: United States air traffic controllers strike causing the cancellation of over one-half of U.S. flights. President Ronald Reagan will fire them two days later.
- August 5, 1971: American Airlines puts the DC-10-10 into service on its L.A. to Chicago route.
- August 8, 1967: The Boeing 737-200, 6 feet longer than the 737-100, makes its first flight.
- August 11, 1952: BOAC puts the Comet 1 jetliner on a route between London and Colombo, Ceylon.
- August 12, 1991: Delta Airlines purchases Pan Am's European Routes, northeastern shuttle service, and aircraft.
- August 14, 1984: The last Boeing 727, a 727-200F for Federal Express, is rolled out at Renton.
- August 20, 1963: BAC's, British Aircraft Corporation, BAC-111 makes its first flight.
- August 23, 2000: A Gulf Air Airbus A320 crashes on approach to Bahrain killing all 143 passengers and crew onboard.
- August 29, 1970: The McDonnell Douglas DC-10 makes its first flight.
- August 31, 1978: The British government returns to the Airbus program.

It was Sunday afternoon when we left Rochester with the intention of stopping in Hammondsport to see the museum, which we planned to do on Monday. Originally housed in a number of buildings spread throughout the town, a new sixty thousand square foot building was erected about fifteen years ago just south of town. Traveling alongside Keuka Lake, I think the westernmost and smallest of the Finger Lakes in central New York, the scenery was idyllic and serene. Hammondsport is essentially a resort town, obvious as we entered and looked for a motel! I had seen signs for the museum and knew of its existence having traveled the Southern Tier Expressway (Interstate 86 and US Route 17) more than a few times during trips to college reunions in Olean, and never had the time to devote to a purposeful stop, slightly off the beaten path, so to speak.



The museum itself tells the story of the man and his inventive genius. Of course I was there because of my interest in aviation, but Glenn Curtiss tinkered with motorcycles, cars, farm equipment and woodworking. Some of the large scale dollhouses were absolutely exquisite. Of course the airplanes were either originals or exact reproductions, including the June Bug, a JN-4 Jenny, a Robin, and a 2/3 scale P-40. We were enthusiastically ushered into the "restoration hangar", a rather cramped attachment to the museum building where the volunteers were putting together a P-40 that had crashed into the Everglades during a training mission during World War II and "located" about ten years ago. Using blueprints, they were fixing it to be displayed, as one of the volunteers noted "sometime in the future".

Admission was reasonable - I believe it was seven dollars for each of us (senior citizen rate!) and I thought worth it, seeing as the staff seemed to be all volunteers. They referred to the fee as a sustenance fee. Finding the museum wasn't difficult, as there is a C-46 Commando, looking very out of place, on Route 54 out in front of the driveway.

The ironic part is that there is no airport close by to attract pilots. Penn Yan isn't too far, which is where there is a famous engine rebuilding firm, but I really don't know arrangements to ferry pilots. The next "big" airport is Elmira/Corning International, which also has a museum but was closed as we were heading home. There is also the Soaring Museum up on Harris Hill, which I have been to and worth the detour. I don't believe you can fly into that field -- for gliders only. If you are ever up in that neck of the woods, look into all the region has to offer - all four seasons!

**Takeoffs are Optional, Landings are Mandatory**



**A truly awful song parody, sung to the tune of "Be Our Guest" from Beauty and the Beast:**

Pay your dues! Pay your dues!  
Make this payment soon or else  
we will have to have you grounded  
and have your altitude restricted



**Of Special Note!**

Congratulations to club member Joseph Bonacci, for his June 22 Certificate of Appreciation from the US Department of Transportation, FAA Eastern Region!



On July 16, Girish Mandhwani passed his private pilot flight test, Janis Blackburn is his instructor.

On July 20, Oliver Lin flew his first solo, Matt D'Angelo



Joseph Bonacci,



Oliver Lin