

### Club Meetings

Board Of Trustees: -  
7:00 PM 8/3/17  
Club House

General Meeting:  
9:00 AM 8/19/17  
N12 CAP Building

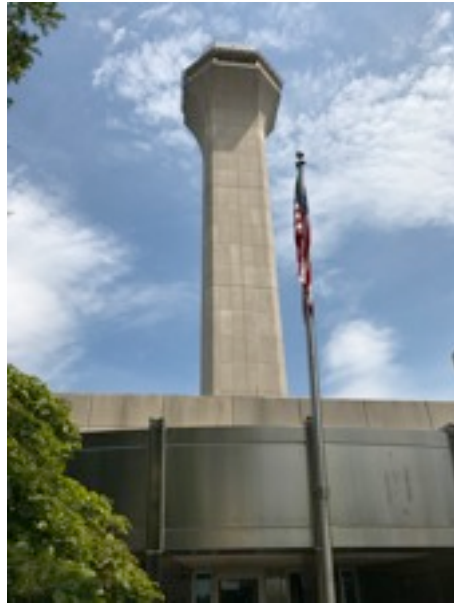


Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

### KEWR Tower Tour by Charles Burke & Nick Billows

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The trip to KEWR got off to a confusing start when, just hours before we were to meet, a message was received that we could not do both the regular tour and the tower tour on the same day. This was because the two tours had the exact same hours of operation, 10 AM to 12 PM!. But thanks to the help of Pat Bonner, Manager Landside Operations & Customer Service, last minute arrangements were made to give us transportation from Building One to the tower and to then reschedule the regular tour for another day.

After stopping at the gate that is located at the base of the tower, several security personal boarded the bus to check identification and gather additional information on those present. Once that was completed, the gate was rolled back and the bus entered the parking area. It also became very evident that the number of parking spaces was extremely limited and that having a number of cars attempt to park there would not have worked out. So having the bus transport us literally saved the day.

At the base of the tower, we were greeted by Monica de Rojas, FAA, ATC Support Specialist, who guided our group of twenty-two into a conference room. Next we met David Viparina another FAA Support Specialist who would be escorting us up to the top of the tower. Because the group was too large to fit into the limited space at the operations center, the group was subdivided into three smaller parties. Once the initial introductions and greetings were completed, the first group was led out. Mrs. de Rojas then began to describe the general ATC operation at KEWR and augmented the talk with a screen that depicted the same type of information the active controllers were working with far above our heads.

Numerous topics were covered as our groups were being rotated up to the observation level and Mrs de Rojas answered a wide range of questions that also included personal flying experience. It is believed by doing this she added a degree of reality that otherwise would have been lost.

As it turns out, her husband is a commercial pilot, so she was in a position to talk from both sides of the ATC microphone. This dual role situation even led to a funny story....Monica and her husband were flying a route that was going to take them through KEWR's Class B airspace so he asked her to handle the microphone. The request rattled her a bit since she had never handled the microphone from the pilot's side. After a brief pause, she politely declined.

Drawing upon her own experiences, Mrs. De Rojas made an offer that is pretty hard to turn down. It was so valuable to us as pilots who rarely venture in this air space that it was included with your July newsletter that was sent out on 7/1/17. Here is a copy of that offer:

During the Q & A portion of presentation conducted by the ATC tower staff, a concern was raised by a member who felt a bit intimidated by Class Bravo ATC and chose to simply skirt it. The ATC presenter was more than sympathetic and offered an interesting helping hand. She indicated that they would be more than willing to work with individual pilots on a one to one basis. She suggested that if you were planning to cross into the KEWR airspace, that we could send them a note providing date, time, and tail number. Then, as we flew up in that area, they would afford us as much personal care as possible.



This offer was well received especially by those who have been contemplating flying up/down the Hudson River past New York City or venturing north east into the Long Island / Connecticut area. An interesting tidbit: if you want to fly the Hudson River route and are worried about helicopters flying a few hundred feet below you while orbiting the Statue of Liberty, then fly on a Sunday. While one would think Sunday would be one of the worst days to fly the route, it turned out that New York's Mayor DiBlasio has banned helicopter tours on Sundays. This means that on Sundays, the helicopter traffic, especially around the Statue of Liberty and up and down the Hudson River, is greatly diminished.

How refreshing it was to hear that ATC considers us GA pilots to be "customers" (Monica's word), not an interruption to their day. They want us to be safe, and will hold our hands to do it. We were greatly encouraged by Newark Tower's attitude toward its airline and General Aviation (GA) traffic. One comment from Monica was that "...if we didn't have you guys, we wouldn't have jobs!"

But getting back to the tower, each group was escorted to an elevator that took us almost to the top. After stepping out of the elevator, it was a short walk up two flights of stair and we were in the jewel at the very top. Looking about there was a 360 degree panoramic view of the airport along with the city scape that bordered it on all sides.

Around the periphery, computer screens glowed in the darkened room showing the movement of aircraft both in the air as well as on the ground. Mr. Viparina slowly walked us around the room stopping to explain what we were looking at and answered our numerous questions while introducing us to the staff.

After completing this phase of the tour, we returned to the conference room on the ground level, and departed for the return bus ride to Building One. Hoping to fit in a quick peek at the original ATC tower on top of Building One, we asked if it would be possible to see it but that was not possible because of meeting taking place in the conference access room. While most of the group departed at this time, a small contingent drove around to Building 11 located on the northeaster rim next to the Turnpike to enjoy the epicurean delights in the staff cafeteria. After that, we walked back to our cars and watched the large commercial aircraft literally land only a few hundred yards in front of us! It was a perfect way to end the day.

***The next set of ATC tower and KEWR Airport tours are set for August 22 and 25 respectively. Contact Charles Burke if you would like to attend one or the other. Both are FREE!***

#### **Art Martone: Honored Member**



At the July 15th meeting, a well deserved tribute was paid to one of the founding members, Art Martone when he was made an honorary member for life. The ceremony began with President Tom Fliieger presenting Art with a plaque along with a heart felt note of appreciation for everything that he has done for the club, including being club President for 10 years. Tom also noted that this is only the second time this honor has been bestowed upon a MAFC member. Helping to illuminate Art's achievements, several others shared their life experiences including Tom Griffin, Harold Morgan MD and Dan Coles. Also present during the ceremony was Art's daughter Evelyn and her husband, Paul Condello, DMD,

It would be impossible to list all of the remarkable achievements that Art has to his credit but starting with being awarded two Purple Hearts during his stint as a pilot in World War II, you get the idea that this is no ordinary man. He has been flying into his early 90's (an amazing feat in itself) but recently hung up his license for good. If you would like to get a better picture of who Art Martone is, here a reprint of his Spotlight On column from May 2013. It is truly a privilege to have a friend, war veteran, and person of his caliber as an MAFC member.

*Continued below*

**Spotlight On: Art Martone (reprint from May 2013)**

Art Martone was born in Harrison NJ and became so fascinated by aviation that, as a boy, he would walk to Newark Airport just to watch the planes. Building upon this, and an interest in flying for the military, in 1940 he attended the Citizens Military Training Corps at Ft Dix. Endeavoring to sustain his interest in aviation, he became an avid reader of flight books and magazines that were available at the local library. Later, this absorption of flight theory and practical knowledge would come into play during his involvement with flight school.

Desiring to fly in the military, he would visit the Federal Building in Newark hoping to get into the Air Force. His break finally occurred after Pearl Harbor when the Air Force suddenly changed the requirements for the pilot aviation cadet program. This opened the door to becoming a pilot and was quickly sent to Maxwell Field in Alabama for pilot pre-flight training as a cadet.

This led to actual flight schools primarily flying P17s, basic BT-13s and advanced AT6 for a total of 214 hours of flight time. Additional training at several other sites resulted in his goal to becoming a military pilot.

Art was commissioned as a Second Lieutenant in the Air Force Reserve and immediately placed on active duty as a P-40 trainee. Completing his P-40 training, he was assigned to the 12th Air Force as a replacement pilot in a P-40 fighter bomber unit. He completed his combat tour with 166 fighter bomber missions. In the interim, he had been shot down twice, awarded two Purple Hearts, the Distinguished Flying Cross and two Italian Service Ribbons. Keeping his flying tradition as a military pilot alive, he joined the Air National Guard in 1947 and retired in 1980.

His military stories are incredible in that he was shot down twice and obviously survived. In the first incident, while recovering after dive bombing a flak 88 defended bridge in Italy, his engine sputtered, the oil pressure indicated zero so he immediately turned to the nearest friendly area at Anzio Beach Head about 25 to 30 miles away. As he approached the beach at 8000 feet a German AA selected him as a target and fired away. A fragment of flak came through the right quarter windshield panel sending shards of plexiglass into his right thigh, forearm and face. He proceeded over a cloud that prevented the flak gunners from tracking and firing at his plane. However, his engine started to run rough and the prop came to a stop. As he glided down through 3500 feet the protective cloud ended and then immediately eyeballed a field to belly land on. He noted dirt mounds on the field with a tank propped up on the backside of each. As he flared and touched down between the mounds, the left wing shattered upon impact and a cloud of dust quickly rose. Suddenly, the P-40 came to an abrupt stop against one of the mounds and flames erupted about 4 feet in front so he had to exit as soon as possible. As horrific as this incident was, he survived and was soon back in the air.

His second brush with death occurred just a few months later when he was on a mission targeting a German caravan. After several passes, he hit his target but when it exploded shrapnel from the vehicle flew up damaging his plane. While attempting to reach the coast, the engine began to fail and he had to bail out from about 4000 feet but got tangled preventing a clean departure. Kicking free of the A/C he pulled the ripcord. The chute streamed up between his legs causing him to blacked. When his vision cleared he lost his left shoe and was being circled by his wingman. The ride was uneventful, but as he approached the ground he felt like being on an express elevator with no way to control the down speed. Contact with the ground was hard, resulting in a few abrasions and a badly sprained left ankle. Looking about, he saw a group approaching him and fortunately they turned out to be friendly and rendered assistance. These people shielded him from the Germans giving him shelter and food for five days while waiting for allied forces to advance fifty miles to the area.

His legacy continues and can be seen in the fact that he has logged over 10,000 hours with 2500 hours in the F-105 Thunder Chief. This fact places him as one of the top 10 pilots flying this warbird.

**HAL 9000 Ravages N12**

After the July 15 general membership meeting, a long line of cars were seen backed up at the exit gate. An inquiry was immediately initiated and it appears as if the super computer HAL 9000 from 2001, A Space Odyssey survived and may have taken over the automated gate system. But luckily for those caught in the grasp of this diabolical computer, the group banded together and successfully escaped by driving over ramp to the chained gate near the club house. All made it out alive and were able to return to their normal routines. However, both the CIA and FBI suggest that you keep an eye on your toaster and other household appliances.





The sky is not a tidy space. It is true that it is blue and beautiful. At times it is spotted by soft cotton balls called clouds and other times hidden behind a darker canopy of moisture. Throw some wind and discontinuity of frontal passage and all things go in turmoil. So, it is not a tidy place.

Weather continues to confound pilots in varied ways. It takes some pilots gradually from the blue to the haze without the pilot's detecting a change. The fuzzy logic of the brain continues to "see" the far-off buildings that are truly hidden behind the haze. And the pilot happily goes from visual to instruments without too much fear, until the alarm bells sound at his predilection and awareness is brought to bear. What does the pilot do? If (s)he is not instrument rated, (s)he panics. If (s)he is instrument rated but not proficient, (s)he panics as well. And accidents happen.

Cloud dynamics is a wonderful study of atmosphere in motion. The basic premise being Sun heats the earth. The heat lifts the air. The movement of the earth rotation and fronts create dynamics of horizontal motion of wind across the earth that picks up the heated air and turbulence happens. Add to that the moisture, off the lakes, rivers and the oceans and now you have the capability of some serious weather phenomenon. More simply termed; thunderstorms those horizontal turned vertical events called tornadoes.

So, in planning a trip of more than 100 miles a pilot must look at the weather 100-200 miles in all four quadrants of his location and its hourly rate of change. That determination will allow for better trip planning. You do not want to be caught in a storm when you arrive or be stuck at the \$200 hamburger joint overnight either; they have metal chairs and stools mostly. Now would you?

Non-pilot passengers fear turbulence the most. Yet in majority of the cases in small aircraft low to moderate turbulence is easily handled and explained away as "pot-holes" in the airways. The pilot's main concern is to keep the aircraft at maneuvering airspeed so as not to stress the aircraft itself. At worse the plane will stall but not break apart. Also put out the parasitic drag in the form of flaps and gear to decrease the stall speed.

A simple memory jog to have as a heuristic; if there is humidity, haze and a few irregular clouds floating around in early morning, the afternoon will not bode well for flight. And this is true whether-or-not there is a front coming through (Remember air-mass thunderstorms). It remains the pilot's responsibility. Let me remind you that 80% of all aircraft accidents and incidents are pilot induced. Oops!

Oh, and before you "kick the tire and light the fire," also heed the density altitude. High density altitude and non-turbocharged aircraft do not mix well. In high density altitude, the propeller is inefficient (not biting enough air molecules due to high temperatures) that translates to low thrust and slower roll. You might run out of the runway before you can get airborne. Now that would not be a good thing, methinks.

Preflight is more than a checklist. It is a PAVE! P for Pilot. A for Aircraft. V for EnVironment and E for External Pressures. See here... [https://www.faa.gov/training\\_testing/training/fits/guidance/media/personal%20minimums%20checklist.pdf](https://www.faa.gov/training_testing/training/fits/guidance/media/personal%20minimums%20checklist.pdf) Additional benefit for reading this article on Airspeeds: [https://quizlet.com/\\_1flvzh](https://quizlet.com/_1flvzh)

### **Spotlight on: Diwakar Srinivasan**

I have been interested in flying since I was a young boy. Tom Cruise aka Lt. Pete "Maverick" Mitchell in the Top Gun movie was a great motivator for flying and created 'the need for speed' bug that I had back in those days. When I became an adult, this led to joining the Indian Air Force.

My initial flight training was in the Indian Air Force starting off in a single engine piston trainer (HPT-32). followed by a single engine jet trainer (HJT-16). [https://en.wikipedia.org/wiki/HAL\\_Kiran](https://en.wikipedia.org/wiki/HAL_Kiran). This list soon expanded to include the MiG-21's, MI-8's and the MI-17's. In the end, I logged a total of about 1100 hours flying time.

I left the service in 1998 and had planned to fly professionally and relocated to the United States hoping to obtain my commercial certificate. However that didn't go quite as planned due a number of unexpected opportunities that arose at the time. Because of this, I didn't pilot any aircraft in the years that followed. Once again things have changed, plus my children are growing up and are ready to fly the nest, so I felt it's time to get back in the air.

I looked at various options to get into flying and found the MAFC website which provided extensive and excellent information on flying as a hobby without breaking the bank. After attending a couple of meetings, I felt right at home amongst other aviators in this club.



*Continued below*

I have not held any civil or FAA certifications in flying but do plan to get them in short order. I officially became a member of the club on 17 June 2017 and look forward to getting my rusty flying skills dusted and in good working order. I also plan to promote aviation as a wonderful recreation and profession amongst friends and family.

**Maintenance Corner** by Dan Coles



This past month, we have been continuing our regularly scheduled maintenance along with some unscheduled activities. In the scheduled column we had two 50 hour services performed with N268BG, and N93KK being the recipients. N4287Q returned from its annual inspection at BP Air with N66977 taken to BP Air for its annual inspection. With that completed, it is back at N12 and in its tie down.

The unscheduled maintenance starts with a magneto failure on N67818 during the run up. That happened just 80 hours short of the 500 hour magneto service. The shop at Lakewood put in a new magneto and got the aircraft back on line. N61WT had a tire go flat at the tie down and this was also serviced by the shop. They put on a new 600x6 6 ply tire and tube from our stock.

In addition, N93KK was taken to BP Air to check the accuracy of the oil pressure gage which seemed to be operating improperly. But after a careful examination, it was found to be working normally. The oil pressure was raised and now registers in the middle of the green. N93KK was grounded for a short time with a charging problem. Once again the shop at Lakewood got it back in the air by replacing some burnt wires. They also put two new main gear tires on N268BG from the clubs stock.

Finally, N55804 is back from Ocean Aire following a lengthy repair after hitting a deer while landing on runway 24 at night. We now have an aircraft with a newly overhauled engine by Signature Engines, a new Hartzell 3 bladed propeller, a new propeller governor, a fresh annual inspection and a fresh 24 month transponder, altimeter, pitot static certification. As with all overhauled engines break in procedures will be followed for the first 25 hours or until the oil consumption stabilizes. If you plan to fly this aircraft and are not sure what the proper procedure is contact the chief flight instructor.

Please report any squawks promptly to the appropriate club maintenance person. Fly safe!

**MAFC Rules and Regulations Part 5**



25. No person may install or remove aircraft components or accessories without having received specific instructions on the proper procedure for that item. On several occasions radios have been damaged when the mounting screw was turned too far.

26. Individual pilots shall be responsible for VOR receiver checks. VOR receiver checks shall be recorded on forms provided in each aircraft's Usage Book.

27. Aircraft mixture control must be maintained at least 50 degrees rich of peak. This rule applies to all Club aircraft, even to those aircraft that have sophisticated engine monitoring devices. There is a significant amount of "hanger-talk" about operating certain aircraft engines at lean-of-peak mixture settings. However, this technique is generally used only for high-powered modern engines with FA DEC (fully automatic digital engine control). The engine manufacturer's for the MAFC engines specifically prohibit operation at lean-of-peak. Operation at lean-of-peak could void the engine warranty and/or the insurance.

**Important Dates In Aviation for August**

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 16, 2000: Following the July 25th crash of an Air France Concorde, Great Britain and France withdraw the Concorde's Certificate of Airworthiness.

August 20, 1963: BAC's, British Aircraft Corporation, BAC-111 makes its first flight.

August 29, 1970: The McDonnell Douglas DC-10 makes its first flight.

August 31, 1978: The British government returns to the Airbus program.

Continued next page

**\$100 Hamburger, KVAJ, museums, kids & two grandpas by Charles Burke & Nick Billows**

For those who are not aware of the link between us, we are not only members of the MAFC but are connected through the marriage of our children Lori Burke and Greg Billows. They, in turn, gave us two beautiful grandchildren Adrienne and Nick ages 10 1/2 and 9 respectively. Needless to say, we are working to expose them both to aviation and this has included taking them on a few \$100 Hamburger runs. Recent trips included stops at nearby aviation museums. Our most recent family flight took us to KVAJ, South Jersey Regional Airport near Mount Holly.



The WX was perfect with clear skies and relatively calm winds. Nick was in the left seat on the trip down and took a westerly route that allowed the kids to see 6 Flags Great Adventure from 2000 ft. Since KVAJ is relatively close, we were back down on the ground in about 25 minutes and immediately taxied to the Runway Cafe. Once we were seated, we enjoyed an delectable brunch. This restaurant has been covered recently in this column and was given two thumbs up for both the food and service.

After finishing up at the meal, we walked out of the door facing the street and turned right. Situated only about a hundred and fifty yards away is the Air Victory Museum <https://airvictorymuseum.com/>. One of the first things that we had to address is the cost of admission...it is very low as compared to similar facilities with adults running \$4, seniors \$3 and children \$2.

The building is fairly large and is packed with a number of military aircraft ranging from a full scale model of the Wright brothers plane to modern fighter jets. In between the aircraft are numerous displays that include military uniforms, models, cutaways of engines, trainers and a library just to name but a few. In addition, there are a number of larger aircraft positioned on the grounds outside of the building. Needless to say, the kids had a ball especially when they slid into the cockpit of a fighter and were surrounded by all of the gauges and controls.

The bottom line, a trip to KVAJ, the Runway Cafe and the Air Victory Museum was a perfect day for our unique clan and it will also be a great place for you to chart a course to this season!

**Of Special Note!**



Steven Fox earned his Private Pilot Certificate on 7/20/17 with Bill Wheaton, Ryan Betts was his instructor



Bill Geier passed his Instrument Practical Test with Bill Wheaton 18 July 2017, Matt D'Angelo was his instructor.



**Takeoffs are Optional, Landings are Mandatory**

