

Club Meetings

Board Of Trustees: -
7:00 PM 2/2/17
Club House

General Meeting:
9:00 AM 2/18/17
N12 CAP Building

Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata



2017 Elections Results

At the January 21, 2017, the annual elections were conducted resulting in a “peaceful transition of power” involving no changes! Tom Flieger was reelected President, and Janice Blackburn Vice President. The Board of Trustees remains the same with Mike Bernicker, Dan Coles, Frank Fine, John Pereira, Tom Russell, Tom Smock, Art Templeton, Robert Tozzi and Dave Truilli, all being reelected. *CONGRATULATIONS!*

With no challenges to any of the positions, vote counting was greatly simplified for Dave Pathe, Karen Barbageleta and Guy Barbageleta



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WHY, WHY, WHY? by: Parvez Dara, MD FACP ATP MCFI

It dawned on me that the human element is at its best and its worst in circumstances that constrain time. Say for instance, loss of engine power in an aircraft. For some that have practiced, time dilates but for weekend warriors it contracts. The sudden stoppage, loss of the constant welcome drone of the engine suddenly changes to the slipstream whoosh, evokes many a fear.

But in the same vein why would one subject oneself to such a calamity? Why indeed would one leave the surely bonds of the earth with half of the required fluid that needs a spark to keep us in flight and half of the needed information? Why?

The answers are complex and mostly seem to deal with a tincture of confirmatory bias, a touch of justification, a thimble-full of macho-hood and let's not forget the ever lurking over the shoulder lack of good preflight. In all these sinews portending harm exist a pinch of the human hubris. That desire in simplified terms is the “get-there-itis” and “I know it all,” to the neglect of all that precedes it.

Take for example the Brazilian Football Team that perished 12 miles short of the airport for lack of fuel. Here the justification was cost and availability of fuel and a single aircraft operation flight piloted by the owner himself who admittedly was concerned with the survival of his enterprise and not quite in touch with the potential of a loss greater than wealth. Sadness befalls us pilots after such a tragedy and there is unfortunately no lack of such actions and the consequences that follow.

Imagine a pilot pre-flights for a 200 nautical miles and decides to fill the aircraft wings with a 250 nautical miles worth of fuel. The logic being, why carry more than you need (plus it is expensive). So our pilot takes off on a perfectly nice day on his journey. His first half of flight rides the bottom of a high pressure located in the upper latitudes and then he is faced by a deepening low pressure in the higher latitudes and to the West of him. The tail winds become headwinds and the aircraft speed slips and slips as the aircraft continues to sip and sip more and more fuel to ride the same distance. The pilot now concerned about his margins decreasing, sweats and eases on the manifold pressure or RPMs to try the economy mode of flight. But the fangs of the Low are sharper and deeper. The forward speed diminishes further and progress is slower while the wings get emptier and lighter by the minute. The pilot changes altitude, trying to limit the headwinds and reach his destination, while airport after airport below him slides by. He can now see his destination airport in the CAVU weather from 10 nautical mile distance. He grows comfortable, made it, he thinks. The GPS distance unwinds and at 4 miles and at 2000 feet AGL the engine turns rough and quits as the last drop is sucked. The pilot trims to best glide. The distance narrows to 2 and one half miles and the altitude is now 1200 feet AGL. The pilot feels he can make it if only he could hold the altitude for just a bit. He pulls ever so gently on the yoke and the buffeting shakes the aircraft and then... A hole in the ground, bent metal and a life lost is recorded by the NTSB.

Continued below



Behavioral psychologists have made a living out of studying irrational and stupid human behavior for many years, writing books and articles. More articles will be written as time passes. Since we as pilots have figured every which way of creating an aeronautical disaster, the problem lies in our 3-pound flesh contained within the skull that continually seduces us into the habit of stupid decisions.

Personal vulnerability, careful risk assessment and gaining insight from other's experience is a good way to become an old pilot. Remember not all Plan As work out. Have Plan Bs and Cs for safety and security. The IFTTT (If this (happens) then, I will do That) concept of aligning needs with desire is a always a good thing.

Short list of to think about:

1. Preflight (Pilot, Aircraft, Environment, External pressures/distractions) with the idea of a potential hazard to overcome
2. Always confirm to self...in case of...
3. Have a Plan B
4. Consider loss of thrust at takeoff, cruise and approach to landing and the Plan B
5. Consider weather on each flight
6. Consider other aircrafts in the air...maybe carry the safety of an ADS-B receiver
7. Consider the flight route and terrain
8. Consider Fuel requirements
9. Consider training and practice
10. Consider personal mindset

What's in Your Flight Bag? by Charles Burke

To many, the idea of packing a first aid kit in your flight bag might seem like overkill especially if you are going up just to practice working in the pattern. But in my personal situation, it is a necessity. The reason for this is because of having to take blood thinners which can cause even a small scratch to bleed uncontrollably for protracted periods of time. So just having a few band-aides and a tube of antibiotic can be very important. But what about the average pilot, do they need one? The answer is, it does not hurt to be prepared.



The first-aid kits come in all sizes and shapes from the small packet that I carry to suitcase size units. But in reality, yours should be a function of your personal situation. On the lower end of the spectrum, maybe just a few bandaids in your wallet would more than be sufficient but this list could expand dramatically if you want to be well covered. Do you need important medications or an asthma inhaler? These are just two items that could be life savers if a need arises. So consider what you need and assemble your own! In my bag, I carry a small first aid kit that was acquired for free at a local community fair. It contains just a few band aides, a packet of antibacterial cream and a some gauze packets.



Special note: AOPA found this column of such value that they commissioned a year's worth of topics. Information on when the column will begin in print, was not made available but it was hinted that it will be in the AOPA 's Pilot magazine.

Refueling Up Close and Personal by Joe Bonacci

Given the numerous fly ins and drive ins at Joint Base McGuire, many of us at MAFC have had the pleasure to see first-hand the extent of resources available to our armed forces as well as learn about the various roles the NJ Air National Guard serves. This learning process covers everything from refueling missions throughout the United States, right down to assisting GA pilots such as ourselves with flight following and traffic advisories.

On Monday December 12, 2016, I had the pleasure to witness up close just how capable, professional and just plain awesome our NJ Air National Guard truly is.

I arrived at McGuire at 8:30 and was taken into the briefing room of the 108th Wing. The 108th Wing is an Air National Guard unit with a unique history. It is the result of a consolidation of two organizations; one with a rich tradition of fighter operations, and the other with a distinguished background in air lift and refueling operations. The two units merged in 1993 with the mission of becoming "America's best air refueling wing." The 108th Wing is comprised of almost 1400 professional men and women dedicated to being the best. As an aside, it deserves notice that only a third of the members are full time military, while the other two-thirds are reserve, National Guard units or "citizen soldiers".

So after a presentation by the 108th Wing Commander, Col. Andrew P. Keane, and a safety briefing by a member of the flight crew we were off. A shuttle bus then took me and some other individuals directly to the ramp where the KC-135 Stratotanker was being prepped for the refueling mission. The KC-135 is a military version of the Boeing 707. Its first flight was August 31st 1957. The KC-135 I would be on today was built in 1963, yes 1963. Needless to say, there have been numerous upgrades and engine retrofits but it is still a 1963 airframe. (My favorite plane at MAFC, 268BG being a mere youngster)

We were wheels up from McGuire at 11:00 and proceeded to make our way down to the state of Georgia where we would meet up with a C-17 out of Charleston AFB South Carolina.

Now, for those of you who have seen a C-17 up close on the ground or perhaps in the air when flying around central or southern NJ, you know it can be a pretty imposing sight. But I have to say, the word imposing takes on a whole new meaning at 25,000 feet, moving at around 350 knots and being 57 feet away. The KC-135 carries 150,000 pounds of transferable fuel. On this particular mission, once the hookup was made, 1000 gallons per minute was transferred to the C-17. As it was just a training mission, the hookup lasted for around 20 minutes, but needless to say, that is still a lot of fuel.



It took us about an hour and a half to meet up with the C-17, refuel and then the subsequent return to McGuire and back on the ground at 2:30. Aside from the occasional bump of turbulence it was a tremendously calm flight. I cannot even begin to tell you the skill and discipline of the pilots, boom operator and flight crew. Absolutely flawless execution. All in all, it was a pretty great way to spend a few hours of one's day.

The pictures are cool, but the video(s) I have are needless to say even cooler. Shoot me an e mail at jbona25@gmail.com and I will be glad to forward them to you.

\$100 Hamberger by Robert Wall

Every year my family spends the summer on Block Island, Rhode Island, and is the primary reason I joined the club, so that I can fly there! Located right on Block Island's Airport (KBID) airport is Bethany's Restaurant. This is the place the locals get a good breakfast or lunch all winter long. Bethany's traditional menu is ever popular and, surrounded with airport memorabilia and the warmth and fun of the friendly staff (even at 6:30 in the morning), the whole Bethany's experience can't be beat. Look for the blackboard specials, which usually include Bethany's mom's (Pat Campbell) prize-winning chowder. The menu offers delicious choices, but the big omelets stuffed with almost everything are a hit — and so is the chili.



Spotlight on: Peter Guilfoyle



I always wanted to fly but could not afford it until retirement. But that did not prevent me from being airborne in another way. My involvement with aviation began when I made my first parachute jump in 1960 and continued with this sport off and on throughout the last 50 years. My brother Lee was my jump-master in 1960 and we continued to work together at the Lakewood Sport Parachuting Center in the early 60s.

As a student pilot, I began to fly in earnest after joining the MAFC in 2010 and am still learning. The initial training was in the Cessna 172s, but am flying the 152s now. and have accrued over 100 hours with Tom Fleiger as my CFI.

On the personal side, I was born in 1944 in Jersey City but have now lived in Howell since 1974. I earned degree in accounting at Rutgers and Fairleigh Dickinson and became a CPA. With a long a rewarding career behind me, I am now semi-retired. This year I celebrated 50 years of marriage and have 2 boys, both living nearby---- neither of which wants to fly.

Newark Airport & Howard Hughes by Charles Burke

In the January 19, 2017 issue of the Star Ledger newspaper, the headline on the front page reads, "History made over Jersey." What sparked the story that followed was the 80th anniversary of billionaire Howard Hughes' record speed of seven hours, 25 seconds to transverse the continent in his H1 aircraft. This time set a record with an average speed of 332 miles per hour that was sustained for decades to follow. The aircraft was never flown after this remarkable feat and is now on display in the National Air & Space Museum of the Smithsonian, in Washington DC.



But the article goes way beyond the Howard Hughes story and also mentions the airport itself. The facility was once the busiest terminal in the world with international figures, along with a cavalcade of stars, passing through the building. While the original wood structure is long gone, the second structure, built in 1935, still stands near the north end of the field. This truly beautiful Art Deco terminal was moved in 1953 more than half a mile, on dollies fitted with 1,408 truck tires after being cut into three sections. The greenhouse-like control-tower bubble is still attached and can be accessed via a winding staircase.

If you are interested in history, you can go see this beautiful building first hand. After arriving at EWR, take Brewster Road (the service road) north until you reach Conrad Road then turn right into the parking lot. Enter the main doors and sign in. While only the lobby area is open to the general public, it does contain an impressive display depicting the airport's history as well as an extensive collection of models. All of this is set in the original interior that, by itself, is worth the trip. ***Continued below***

Another way to see the building is to sign up for a special tour that is being scheduled for Friday March 10! The MAFC is arranging a tour that will include the main building, tower, air rescue fire fighting unit, and a bus ride across the apron to Terminal B. The event will begin at 10 AM and run until 12 noon. After that, you can elect to have lunch at the employee cafeteria located on the northeastern edge of runway 22. Space is limited to 25! If you would like to take part, please contact Charles Burke ASAP at chas.burke@verizon.net or tv cable@verizon.net.

Tires by Tom Smock

The club has purchased spare tires for all our aircraft. They are in the lockbox in front of the Club trailer. In the box are 600 x 6 six ply tires, 600 x 6 four ply tires, and 500 x 5 four ply tires. The 600 x 6 six ply tires are for the mains on the Arrow. All the Cessnas and the Archer main tires are 600 x 6 four ply. The 500 x 5 four ply tires are for the nose wheels on all seven aircraft.



Hopefully, all our flat tires will occur at N12. Flats at other locations will be dealt with on a case by case basis. Our rationale for this is when a flat tire occurs, if the FBO does not have the correct tire in stock, our plane could be down for three or four days waiting for the tire to come in. We'll see how it works

MAFC Rules and Regulations Part 5

4. Paperwork, Scheduling, etc. (cont'd)

- 8. If you purchase fuel and/or oil while away from home base, the Club will reimburse you. Just leave a copy of the receipt(s) in the metal box and your account will be credited accordingly.
- 9. You must pay for all landing, parking, tie-down and pre-heat fees. The Club will not reimburse you. Some airport operator will mail a bill for landing fees to the registered owner. Club members should not use this option; landing fees should be paid as they are incurred if at all possible. Notices for landing fees received by the Club will be given to the pilot who incurred it.
- 10. You must pay for any repairs purchased away from home base. Authorized repairs will be reimbursed. Other repair charges will be reimbursed by the Club only to the extent that the BOT determines that the repairs were appropriate and the charge reasonable. Authorization for away-from-home repairs may be obtained by calling the Maintenance Officer, a BOT member, or that plane's Crew Chief. (See also section 9.) Whenever possible, the authorization should be obtained from an officer who is not participating in the same trip as the plane in question. Emergency repairs can be expensive, and we want to avoid the appearance of impropriety.
- 11. Scheduling: Reservations shall be made by using the designated MAFC Flight Scheduling System. A reservation must be made for all aircraft operations. A user id and password will be assigned to you when you join the Club. It should not be given to others.
- 12. Precedence will be given to members requiring an aircraft for an FAA flight test. The examinee must consult with the Operations Officer, and must notify any pilots whose reservations must be "bumped," at least 48 hours in advance
- 13. The Operations Officer's approval is required for RON (Remain Over Night) flights. RON Request forms are provided at the clubhouse on the MAFC website and should be submitted at least 10 days in advance whenever possible. The information requested on the RON may also be e-mailed to the Operations Officer. Members requesting RONs that extend into the next month should verify the status of the aircraft's annual inspection prior to requesting RON approval

Important Dates In Aviation for February

- February 2, 1963: The Boeing 727 makes its first flight.
- February 3, 1983: Boeing announces that it is winding up production of the 727.
- February 4, 1968: Lufthansa received its first Boeing 737-100.
- February 9, 1969: The prototype Boeing 747 makes its first flight.
- February 11, 1964: The Boeing 727 enters service with Eastern and United.
- February 12, 1974: The last operational Comet 4B makes its final flight.
- February 14, 1980: Japan Air Lines puts the Boeing 747SR into service. The aircraft can carry up to 550 passengers.
- February 18, 1970: KLM, Swissair, SAS, and UTA place a large order for the McDonnell Douglas DC-10.
- February 19, 1965: The Boeing Company announces its short range aircraft, the 737.
- February 22, 1987: The Airbus A320 makes its first flight. This is the first subsonic passenger airliner to use full time digital fly-by-wire control systems.
- February 23, 2001: The last McDonnell Douglas MD-11 is delivered to Lufthansa Cargo. This marks the end of 30 years of McDonnell Douglas trijet production at Long Beach.
- February 24, 1984: The Boeing 737-300 makes its first flight.
- February 25, 1965: The Douglas DC-9 makes its first flight.
- February 27, 1997: USAir officially becomes USAirways.
- February 29, 2000: Boeing launches its two new longer range aircraft, the 777-200LR and the 777-300ER.



Aviation Tips for Pilots and Pilots-in-Training**External pressures...** by Matt D'Angelo

You (a Private Pilot) and your family are all set for a flight from Lakewood to Montauk, on the eastern edge of Long Island, to visit family for a party you've all been planning and looking forward to for months. Weather checked. Looks like a beautiful day, no significant weather forecast and no flight restrictions affecting your route. The plane is fueled and preflighted. No issues. Passengers are boarded and excited to go.

Enroute, the flight is smooth, tranquil and uneventful - like a flight with family should be! New York Approach is relatively quiet, providing only occasional traffic advisories as you fly at 5500' over the busy southern coast of Long Island.

About a half hour and half way into the flight, conditions start to change. Nothing sudden, just a subtle change in the look of the sky and a several degree counter- clockwise shift in heading to remain on course. The clear, crisp horizon is now less crisp. You note the change, but keep on flying. Ceiling and visibility still seem excellent. Ten minutes later, you note a few snowflakes. Visibility begins to deteriorate and familiar landmarks and islands at known distances vanish into a fuzzy, whitewashed sky.

What do you do?

For everyone at every experience level, initially there will be pressure to complete the flight...to push on and make it to Montauk with family. This outcome is convenient. It's what you planned, so naturally it's what is expected...you'll be home or at your destination, on time, with family. But therein lies the problem. This is where external pressures to push on can be extremely powerful, incipient and dangerous.

External pressures are a link in nearly every accident chain. How to mitigate the risk of external pressures? This starts long before the flight and needs to be ingrained in the culture and attitude of you and each and every passenger you ever fly with. You, as Pilot-In-Command, need to set the expectation and communicate it not only in your passenger briefing, but as soon as friends and family express interest in becoming your passengers. This should happen even when you are still learning to fly. It is up to you to be absolutely certain all who will be your passengers, as well as those awaiting your arrival at your destination, agree with the following...

"General aviation is much different than other forms of transportation. Due to weather, mechanical issues or circumstances outside of our control, we may not make it to our intended destination. We may need to return to our departure airport or divert to another airport, where we may potentially need to remain overnight until conditions change. If you are not prepared for this potential outcome, we should postpone or cancel this flight. Our alternate mode of transportation to our destination is to call Uncle Bob to drive and pick us up from Montauk. He isn't drinking so he will be ready to do so."

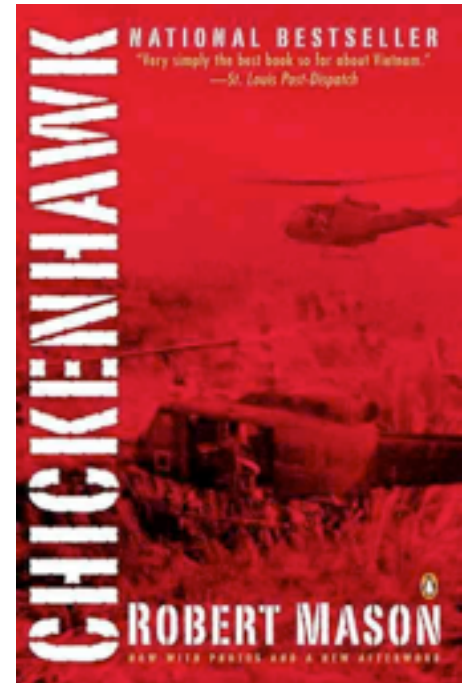
Of course, you'll need to substitute Uncle Bob in this example for an Uber, cab, rental car or airline flight, depending on the particular flight. Unless, of course, you have a willing family member or friend always at-the-ready! Always plan for time-critical events, such as meetings, weddings and parties, so you have time to make a no-go or diversion decision, then still get there with ample time to spare, using your alternate mode of transportation. Otherwise, you will again have external pressures weighing on your aeronautical decision-making. Unfortunately, these same pressures also weigh on our judgment, often with unfortunate outcomes.

So, back to our flight to Montauk with deteriorating visibility caused by snow...

This decision should be easy. Turn around and divert to one of Long Island's other many airports. Islip is looking good right now. So is Brookhaven. Wherever you decide to go, you should feel no pressure from passengers to do otherwise. This should be the case if you have done a good job ingraining this in the culture of general aviation flying. If not, just fly the plane, isolate yourself from the conversation with that particular passenger and focus on the diversion. Once on the ground, rethink how you talk about flying and how you brief your passengers. Also, make sure the passenger who was pressuring you knows they're taking the LIRR next time, regardless of the weather!

Fly Safe, Have Fun & Keep Learning!

This is Robert Mason's astounding personal story of men at war presented in a straight-from-the-shoulder account of the electrifying truth about the helicopter war in Vietnam.. A veteran of more than one thousand combat missions, Mason gives staggering descriptions that cut to the heart of the combat experience: the fear and belligerence, the quiet insights and raging madness, the lasting friendships and sudden death—the extreme emotions of a "chickenhawk" in constant danger.



Takeoffs are Optional, Landings are Mandatory

