

# MAFC

## MONMOUTH AREA FLYING CLUB

### Club Meetings

Board Of Trustees: -  
7:00 PM 1/5/17  
Club House

General Meeting:  
9:00 AM 1/21/17  
N12 CAP Building



Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

**January is BOT Election month, please remember to mark your calendar and attend the General Membership meeting!**



A Message from the President: Tom Flieger

Happy New Year!!

Greetings - and it's not from the Selective Service!

As we anticipate the imminent arrival of cold weather, there are a few items that I want to mention.

First of all, Matt has strung the power cords for the oil heaters for the planes. They are there to keep the oil warm in moderately cold weather, but they will not, nor are they intended to, keep the oil warm in severe cold. Remember, there is an operational rule about preheating the engines as well as a prohibition against even thinking about flying in extreme cold. It is all spelled out in the Rules and Regulations, so make sure you read and heed.

Secondly, the club sprung for a new cover for 67818, right down to the color coordinated orange and white! It is simple to put on and now mandatory. As the old Geico commercials used to say, it is so simple that even a cave man can do it. So do it!

Third, the two blade propellers should now be turned vertically when you tie the planes down, so that if there is any precipitation of the liquid or semi-frozen type that descends on our flock, the said precipitation WILL NOT freeze in the bottom of the spinner and cause an imbalance of the spinner/propeller.

Fourth, for those of you who were unable to attend the regular meeting on November 19th, there were two changes to the club By- Laws, as per those By-Laws were voted upon by the members present at that meeting. FYI, they were (1) a limit to the number of terms the President may hold - namely two one year terms, and (2) the elimination of the need to have multiple signatures on club financial documents, i.e. checks, etc., as Tom Smock pointed out this is all done electronically now anyway. That By-Law item goes back to when the club was affiliated with the Army, and it was a CYA regulation.

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Fifth, at the BOT meeting on December first, an addition to the probationary membership section in the Rules and Regulations was voted upon unanimously by the BOT. The addition stated that probationary members may not hold office until admitted to regular membership, they may not sponsor new members into the club and they must attend at least half the regularly scheduled general membership meetings or Board of Trustees meetings, or a combination of both, in order to satisfy the requirements of the number of meetings attended.

Sixth, it has come to the attention of the BOT that, in many cases, Flight Circle has not received an update of members' medical certification (as long as that is a requirement), the MAFC six month check ride and your FAA Biennial Flight Review. Next time you fly, please be sure your instructor updates this information as "red flags" are showing up on Flight Circle.

Finally, in preparation for winter operations no matter where you are, there are a series of things you can do that will prevent potential problems.

1. Make sure your feet are on the brakes as you start the engine, and then test the brakes BEFORE you taxi.
2. If necessary and prudent, have your airplane towed to an area of the ramp NOT covered in ice and/or snow.
3. Taxi SLOWLY and CAREFULLY - you're taxiing at the right speed if you have to slightly add power going around a corner.
4. If you start sliding and feel like you're heading for trouble, pull the mixture to shut off the engine to save the propeller/engine and minimize any other potential damage.

*(continues on the next page)*

5. If possible and allowed, SLOWLY and CAREFULLY drive your own vehicle onto the ramp/taxiway/runway environment to assess conditions.
6. LOW WING AIRCRAFT - snow banks MAY be higher than the wings. Make sure you can get by taxiways and even runways that have snow along the sides. Hard snow can bend soft metal!
7. If you are going to another airport, especially smaller ones, it would be prudent to call ahead to determine runway, taxiway and ramp conditions.
8. CHECK NOTAMS!

Keep the blue side up and FLY SAFE!

### Flying and Medications - by Karen Barbagelata



In a letter sent to all pilots on July 17, 2013, it was stated that "Medications currently prohibited by the FAA are found to be present as causal or contributory in approximately 12 percent of fatal general aviation accidents. . ." This letter was signed by dignitaries from the Aircraft Electronics Association, the Aircraft Owners and Pilots Association, Michael Huerta of the Federal Aviation Administration and many others, and was meant to address the use of common, OTC medications such as antihistamines.

As cold and flu season roars in, it seems prudent to consider the OTC medications so readily available to us all before we climb in the left seat of a plane. While the FAA does not maintain a listing of approved medications, the Aviation Medicine Advisory Service ([aviationmedicine.com](http://aviationmedicine.com)) does maintain a listing of many medications both by name or category. Under the category of allergy and cold, many surprises appear. Benadryl, for example, is a banned substance with at least a 60 hour prohibition from flying. NyQuil, Bromax, DayQuil, Tussionex and Zyrtec all have multiple day restrictions for flying.

Guaifenesin and Nasacort are allowed, as is Sudafed, however it is important to know that the FAA guidelines clearly state that all medications have side effects, and until you know how those side effects will impact *you*, it is dangerous to fly. Sudafed, for example, states on its packaging that it may cause a rapid heart beat and severe anxiety; this seems contrary to flying for anyone! Specifically, FAR 91.17 states (a) No person may act or attempt to act as a pilot crew member of a civil aircraft... 3) While using any drug that affects the person's faculties in any way contrary to safety...

As a good rule of thumb, the FAA states:

**Label warnings.** Airmen should not fly while using any medication, prescription or OTC, that carries a label precaution or warning that **it may cause drowsiness or advises the user "be careful when driving a motor vehicle or operating machinery."** This applies even if label states "until you know how the medication affects you" and even if the airman has used the medication before with no apparent adverse effect. Such medications can cause impairment even when the airman feels alert and unimpaired (see "unaware of impair" above).

Even vitamins and supplements can affect a pilot's ability to fly. Kava-Kava and Valerian Root are both on the FAA prohibited list. Many supplements can affect your blood pressure, and can interfere with other medications prescribed by a doctor. As such, it is important to advise your doctor, as well as any doctor completing an Airman's Safety Physical, of any and all supplements you may take.

The AOPA also maintains a useful database at <https://www.aopa.org/go-fly/medical-resources/medications-database>. This database allows you, as pilot in command, to act responsibly before take-off by making sure you are flying unimpaired.

Finally, it makes sense to use the personal readiness **IM SAFE** checklist before each and every flight to confirm you are physically and mentally safe to fly, not impaired by – Illness, Medication, Stress, Alcohol, Fatigue, Emotion. As a rule, flying while ill keeps one out of the cockpit, even if medication mitigates the symptoms of the illness.

Let's stay safe this season, and err on the side of caution. When in doubt, stay on the ground.

### ...COURTESY, CLEAR RULES KEY TO GOOD FLYING CLUB RELATIONS

August 2008 Aviation Digest

When you're part of a flying club, it's a little like being part of a family - lots of individuals with unique personalities and varying needs living under one roof and sharing a bathroom, or in this case living at one airport and sharing aircraft. And, just as in a family, being courteous and establishing some simple house rules can go a long way to creating harmony. According to Joe Fox of the Inn Flying Club of Maryland, good relations between members and between the club and airport based businesses "rely on courtesy, pure and simple."



**What's in Your Flight Bag?** by Charles Burke

In the November 2016 issue, there was an article on how to clean your headset, and a warning was also included about leaking batteries that could ruin them. The warning stated that it is a good idea to change the batteries at least every six months if not more often. Several members responded with a good question, what should you do if a battery does leak? Since batteries are ubiquitous in portable electronic gear, this article will try to offer a solution.



If you discover that the batteries in your equipment are leaking, you may be able to clean up the mess and restore the device to working normally. But, sometimes the damage is so bad, the only option is to throw it away and dig out your credit card since it will have to be replaced. But if you used the battery in a normal fashion and it leaked, try contacting the battery's manufacturer. Sometimes a representative will offer to repair or replace your electronics item. The company may also be able to provide you with special cleaning instructions. Now where did you put that instructional booklet that came with the device!

The first sign that a battery leaked is a white or slightly brown crystal growth on the end of the battery and in the tube where they were housed. This is either a dangerous acid or equally dangerous base. So, before trying to clean anything, get eye protection and even rubber gloves. FYI- acids will usually cause a burning sensation while a weak base may not but both will damage tissue (eyes, skin, nasal passages, etc).

Cleaning up the mess requires that you first know if it is an alkaline or nickel cadmium cell. If you can't find out the type on the case then you can go on the web and find it by simply going to the manufacturers web site.

**Alkaline Batteries:** Alkaline batteries can leak aqueous potassium hydroxide, which is a base solution. The best way to clean up the leak is with an acidic liquid.

1. Pour a half teaspoon of either white vinegar or lemon juice into a bowl.
2. Mix in one and a half teaspoons of water.
3. Dip the end of a cotton swab into the solution until it is saturated.
4. Rub the swab on the surface of the stain.

If the stain is fairly large, an old toothbrush can be used. A soft-bristled one is best since it is the most flexible. Since most stained surfaces will be electronics, let them air dry, but do not rinse.

**Nickel Cadmium Batteries:** Nickel cadmium batteries are acid-based, containing cadmium and nickel oxide hydroxide. This makes their leakage easiest to clean up using baking soda, a common base.

1. Put a half teaspoon of baking soda in a shallow dish.
2. Add enough water to make a paste the consistency of toothpaste.
3. Apply this mixture to stained areas.
4. Wipe off the paste with a damp cloth.
5. Dry the area with a microfiber cloth.

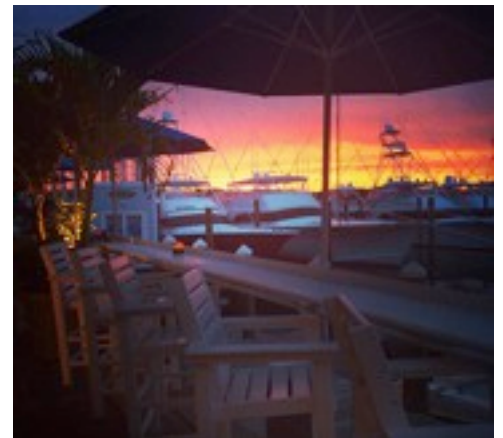
**Disposing of Leaking Batteries:** Since batteries can leak toxic substances into the ground if not disposed of properly, it is best to place them in a hazardous receptacles instead of just throwing them in with your regular garbage. Many landfills have battery disposable bins, as do some electronics stores.

**Can't beat this.....**While researching this article it was discovered that Energizer (Bunny with a drum) guarantees no leaks. If their batteries leak and damage your headset, camera, etc. they will replace the device!....[www.energizer.com/about-batteries/no-leaks-guarantee](http://www.energizer.com/about-batteries/no-leaks-guarantee)

**\$100 Hamburger: Ocean City MD KOXB** by John DeMillio

The best "\$100 Hamburger" I ever had was enjoyed years ago and this one came from the sea. I just looked up the restaurant and found it is still there, with an almost identical menu!

It was a trip my girlfriend (at the time) and I were taking for my birthday. Since I love crab cakes we flew to Ocean City, Maryland which turned out to be a very easy and incredibly scenic flight. After parking, we went in the operations building and were met at the front counter by a very nice woman. After signing in she asked how long we would be here and my girlfriend told her we were just going to have lunch for my birthday. She then told me she would waive the landing fee.



Since there were no restaurants on at the airport I asked about transportation and she gave me a card for this old classic car cab but said I should hold the card for after lunch. She told me she was finished with work for the morning and offered to drive us to lunch. Before we had left N12 I did some research and found a place on the bay in West Ocean City called Sunset Grill (ocsunsetgrille.com) at 12933 Sunset Ave. tel # 410-213-8110. Turned out they had fantastic crab cakes with great outside seating that featured a great view of the bay. The food was outstanding and exceeded my expectations.

After lunch, I called the classic car company (no longer in business) and a 1960 something Cadie promptly showed up. It was beautifully restored and for only a few dollars the driver had us back at the airport. Since it was a short flight, about 1 hour, I was home in time to make it to work at 5 pm!

**Heating Things Up** by Charles Burke & Dan Coles

Reprint of March 2016 issue

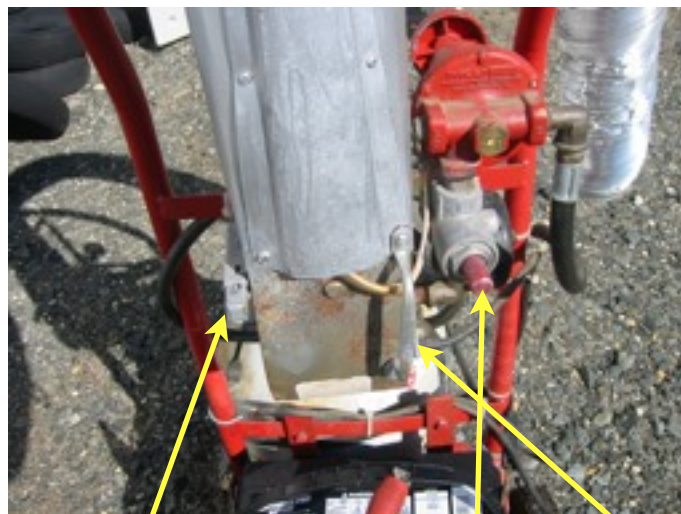
With the temperature yo-yoing from 6° to 60° in a matter of 48 hours, it is hard to keep track of how to prepare for a flight. But when the thermometer drops below 32° there is a good possibility that you will need to pre-heat the aircraft. This is especially true if overnight frigid temperatures are compounded by gusty winds. Attempting to start an aircraft cold, can not only drain the battery but it also puts a great deal of stress on you. Don't forget that the engines can be damaged by improper or insufficient heating during cold weather....so below 10F is a no go. (see Cold Weather Aircraft Rules on page 4)

The club has a pre-heating system that is stored in a gray shed at the rear of the clubhouse. The unit consists of a propane tank, a battery, the heating unit and a piece of flexible tubing. To use, start by wheeling the unit over to the aircraft and position it near the engine. **NOTE: If you wish to utilize the preheater you must be first checked out by a CFI.**



Battery connections

Propane tank valve



Press the igniter (left) and the fuel supply button (right)

Power switch

Here is the sequence for starting and stopping the preheater.

**STARTING-**

1. Connect the battery terminal clamps to the battery--WATCH THE POLARITY: RED is +, Black is -
2. Throw the power switch to the ON position. You should hear the fan blowing.
3. Open the valve on the propane tank.
4. Press both the igniter and the fuel supply switch rods and hold for at least 30 seconds. You should hear the ignition and burning of fuel.
5. Let go of the two switches. If the flame goes out, repeat this step.
6. Position the flexible tube so that it is blowing hot air up through the nose wheel opening and leave it there for about 4 or 5 minutes.

**Continued below**

**STOPPING-**

1. Shut off the propane tank supply.
2. Wait about 30 seconds and throw the power switch to the OFF position.
3. Disconnect the battery terminal clamps.
4. Move the unit away from the aircraft and secure.
5. Try starting the engine.

**Warning:** When the preheated is on, the aluminum tube can get very hot so you should always wear gloves when handling it. Also remember that this device has a open flame and you need to exercise caution around combustibile materials.

**Spotlight on:** Charles McKelvey and Jeremy Salkewicz

## Charles McKelvey

I became a private pilot in 2003 but I flew for only 3 years. All my flights were local and towards South Jersey. After always wanting to get back in the air, on May 23, 2016, ten years later, I joined this flight club. Now I had the opportunity and excuse to fly from N12 to Brookhaven KHWV as my wife, Kristin and I wanted to visit friends for a wine tour weekend.

I've never flown through Class Bravo so with the help of Foreflight I was able to plan our route. There was already a suggested route to fly at 2,500, so I filed that flight plan. Upon takeoff from Lakewood, McGuire opened our flight plan, transferring us to Kennedy Approach. Kennedy Approach changed our altitude to 5500 feet towards JFK and cleared us to go through class bravo. Flying through JFK airspace was really cool. We had lots of traffic in sight including very close American Airlines flights. We made it to republic FGR where we descended to 3000 feet. My wife took pictures of the Jones Beach Monument (see above) and other sights as we continued on to Brookhaven. After scaring 3 deer off the runway, we had a great landing while our friends were taking photos of us coming in.



Before leaving for home, I had the opportunity to talk to a flight instructor at Brookhaven Airport. I wanted some insight on flying home. He suggested we take off and maintain 500 ft. I laughed and replied, "seriously?" He said I could try 4,500 but they'll push me down. So we took off from Brookhaven following an Archer with a jump plane behind us. We tried to start out at the suggested 500 feet just to see what it was like, but it was bumpy. We climbed to 1700 feet and spoke with great controllers at JFK continuing with my open flight plan. JFK asked if we could drop down to 500ft and follow the beach. I replied that we tried that at Brookhaven but it was too bumpy. Instead, he cleared us through class bravo at 1400 feet flying down the beach. From Long Beach to Sandy Hook we had little traffic and 1 cruise ship. The controller had us squawk VFR but remain on his frequency until we reached Sandy Hook because of the incoming Airbuses coming down the flight pattern for EWR and/or JFK. It was very cool to see the big planes fall in line. We made our way back to Lakewood with another great landing. Having a great co-pilot helping me look for traffic and tuning frequencies made a great and stress free trip.

When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.

## Jeremy Salkewicz

I was about five or six when I first became interested in aviation, attending the Oshkosh fly-in with my father and his best friend Capt. Robert Davison who was a Pan Am 747 Captain.

I was enamored from the first minute I flew with a friend of the family's in his Cherokee 6. After that, attending various air shows like Oshkosh, and our own Sussex Air show became annual events that were relished. From that point on, I read every book I could get my hands on about flying. My new heroes became people like Chuck Yeager, Bob Hoover, and Robin Olds to name a few.

My initial flight training began here with Tom Flieger back in May of 2009 and I soloed in our old 152, N48231. I've been a student pilot for quite a while because some life events interrupted my flight training. But now I'm back at it hope to complete my Private Pilot's license by the end of this year.

The only other aircraft I've flown while in the club are the 172's but I've flown in quite a few types of aircraft including: Bonanza's, a Pitts S2-B, a Super Decathlon, and a Stearman (doing formation aerobatics with the Red Baron Pizza Demo team at Oshkosh, even as a passenger, what a thrill that was!)



I was born in Pt Pleasant, NJ and raised in Toms River. As an avid skier, I attended the University of Utah in Salt Lake City receiving a B.A. in Political Science in 2001. Having grown up on the Barnegat Bay, I returned to Toms River after a few more years in Salt Lake, finding a home on the water next door to where I grew up. Boating, sailing, water skiing and fishing are some of my favorite ways to enjoy summer here at the Jersey Shore. I've been fortunate enough to travel most of North America, including extensive visits to Canada and Mexico and have visited most of the 50 states including Alaska and Hawaii.

While in College I was a competitive skier competing on the International Free Skiing Association tour in 2000 and 2001. My events were Skier Cross and Slope style, though I never won an event, I never lost a party. More recently I've been recognized by the DoD for my part in providing engineering support for Army programs at the Aberdeen Proving Ground.

I married my wife Kristy in 2011, and we have two sons, James Ayrton, 3 and Jackson Ashe, 6 months. I'm the New Jersey Division Manager of Entegee, an Engineering and technical staffing company that specializes in providing engineers to the Department of Defense and the aerospace industry.

I've enjoyed being a member of MAFC, and I hope to get to know more of you in the near future. See you around the airport! Being the father of 2 boys under 3 years old, I have my hands full. In the future I would like to have a more active roll in our club.

**MAFC Rules and Regulations Part 4**



**4. Paperwork, Scheduling, etc. (cond't)**

5. For each plane there is a Usage Book, in which you should enter the date, pilots' and passengers' names, the ending/starting/delta tach and Hobbs readings, the number of landings, ending fuel level, and any appropriate comments. This information is very important to the crew chiefs and treasurer. Please also indicate the approximate level of fuel remaining on board. If you are not able to fill the gas tanks due to the pumps being closed, write "Pumps Closed" in the comments area. This information is a big help to the next pilot. The Usage Books are to remain in the clubhouse.

When signing out a plane, if the present Hobbs and tachometer numbers do not agree with the previous sign-in numbers, you should skip a line in the usage book, using it to call attention to the discrepancy. Perhaps the airplane was repositioned to its home field from maintenance at another airport. Perhaps the previous pilot made an error. The Club keeps close track of these things.

The Usage Book also contains Crew Letters, as discussed in section 9.

6. Aircraft usage fees are normally based on Hobbs time. The current usage fees (dollars per Hobbs hour) are posted in the Club trailer and on the Club website. If the Hobbs meter is inoperative for all or part of a flight, flying fees will be based on the tach time multiplied by a conversion factor (or the Hobbs time, whichever is more). The conversion factor for each plane is determined by the maintenance officer, based on the average Hobbs/tach ratio and is currently 1.3 for the Cessnas and 1.2 for the Pipers.

7. If the least significant digit of a tach or Hobbs meter is between digits, even if it has just barely started to move from one to the next, you should always use the higher of the two digits. The meter contains a low-order hidden digit; the digit you see doesn't start to move until the hidden digit has reached "9," so rounding up is clearly the right thing to do. If you notice a discrepancy between your starting time and the last pilots ending time, bring it to the attention of a BOT member or crew chief. If you have a cell phone with a camera, try taking a picture of the hobbs meter to document the correct number.

**Takeoffs are Optional, Landings are Mandatory**



**FAA recently announced they may allow passengers to use cell phones while in flight!**



- January 3, 1981: Pan Am retires the Boeing 707 from its fleet.
- January 4, 2001: Continental Airlines places an order for 15 Boeing 757-300's.
- January 7, 1980: Pan Am takes over National Airlines giving Pam Am internal U.S. routes it so long desired. The financial troubles that will lead to Pan Am's demise began here.
- January 8, 1982: The Airbus A300 becomes the first wide-body to be certified to fly with a crew of two.
- January 9, 1962: The Hawker Siddeley Trident makes its first flight. The aircraft closely resembles the Boeing 727.
- January 10, 2001: Trans World Airlines files for its third chapter 11 bankruptcy in less than 10 years. As part of the deal, Trans World Airlines's assets are to be acquired by American Airlines.
- January 11, 1990: McDonnell Douglas announces its newest aircraft, the MD-11. It is designed as a successor to the DC-10.
- January 13, 1967: The Douglas Aircraft Company and the McDonnell Company merge to create the McDonnell Douglas Corporation.
- January 21, 1970: Pan Am puts the Boeing 747 on its route from New York to London. This marks the first passenger flight of the "Jumbo Jet".
- January 22, 1952: The British de Havilland Comet 1 receives the first Certificate of Airworthiness to go to a jetliner.
- January 25, 1930: American Airways is founded. Later, American Airways will grow into the 2nd largest U.S. carrier, American Airlines and later into the world's largest following its acquisition of bankrupt Trans World Airlines on April 9, 2001.
- January 27, 1959: The Convair 880 prototype makes its first flight.
- January 30, 1929: Inter-Island Airways Ltd. Is founded in Honolulu, Hawaii. It will later be renamed Hawaiian Airlines.
- January 31, 1989: Northwest Airlines puts the Boeing 747-400 into service on its route from Minneapolis to Phoenix.

**MIRACLE IN WWII BATTLE EXPLAINED** submitted by Tom Flieger

This story is confirmed in Elmer Bendiner's book "Sometimes It's Not Really Just Luck"

Elmer Bendiner was a navigator in a B-17 during World War II. He tells this story of a bombing run over Kassel, Germany and the unexpected result of a direct hit on their fuel tanks.

"Our B-17, the Tondelaayo, was barraged by flak from Nazi antiaircraft guns. That was not unusual, but on this particular occasion our fuel tanks were hit. Later, as I reflected on the miracle of 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple."

He continues "On the morning following the raid, Bohn had gone down to ask the crew chief for that shell as a souvenir of unbelievable luck. The crew chief told Bohn that not just one shell but eleven had been found in the gas tanks."

Yes, eleven unexploded shells, where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near miracle, or so I thought. Even after thirty five years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn.

"He was told that the shells had been sent to the armorers to be defused. The armorers told him that Army Air Force Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. Apparently when the armorers opened each of the eleven shells, they found no explosive charge. They were as clean as a whistle and just as harmless. Empty? Yes, none of them had an explosive charge!

However, one of the shells contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured the base for a person who could read Czech. Eventually they found an individual able to decipher the note. It set us marveling...

Translated, the note read: "This is all we can do for you now. Using Jewish slave labor is never a good idea."

**Of Special Note!**

Recently elevated from Probationary  
Period to Full Membership

- Steve Fox
- Scott Brady
- Ian Skuby
- Aaron Dembinsky

