MAFC

June 2017 Issue

Monmouth Area Flying Club

Club Meetings

Board Of Trustees: - 7:00 PM 6/8/17 Club House

General Meeting: 9:00 AM 6/17/17 N12 CAP Building

Editorial Staff: Charles Burke, Dave Pathe, Karen Barbagelata

Inside this issue:

Disciplining Children submitted by Joe Ervin

Most people today think it's improper to discipline children, so I have tried other methods to control children when they have had one of 'those moments.' Since I'm a pilot, one method that I have found very effective is for me to just take the child for a short flight during which I say nothing and give the child the opportunity to reflect on his or her behavior.

I don't know whether it's the steady vibration from the engines, or just the time away from any distractions such as TV, video games, computer, iPod, etc. Either way, the kid usually calms down and stops misbehaving after our flight together. I believe that eye to eye contact during these sessions is an important element in achieving the desired results.
I've included a photo below of one of my sessions with a child, in case you would like to use the technique.....

$100 Hamburger by Nick Billows & Charles Burke

While we try to avoid featuring a restaurant within at least a year of time, it was decided to make an exception with the Apron Cafe at Hammonton Airport N81. The reason for doing this is that it was realized this is a perfect $100 hamburger run for a newly minted pilot or for anyone who doesn't have a lot of time to spare.

Located only 36 NM, and southwest of N12, Hammonton N81 is a short hop from (less than 25 minutes from takeoff to touchdown) by any measure. What also makes this run appealing is that it is hard to miss even if your navigational skills are not yet up to outstanding standards yet. Forget the GPS, just aim for the Coyle VOR and exit on the 265* radial and you will fly right over it!

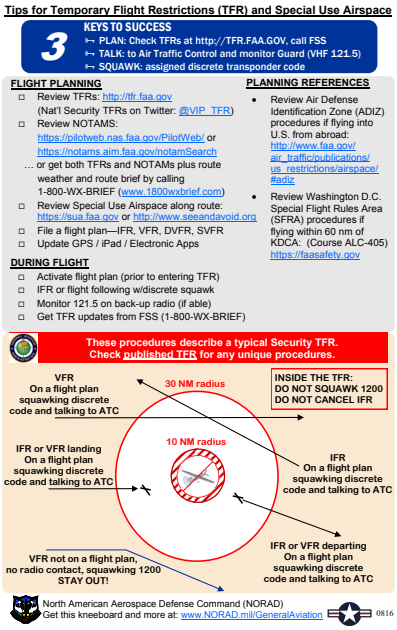
Another big plus is the airport itself. It has a beautiful 3600 ft x 75 ft runway that is in excellent shape and the approach is almost wide open with just a few trees to keep an eye out for. The entire facility (3 buildings) is spread out on the east side of the runway with the restaurant located towards the end of runway 3.

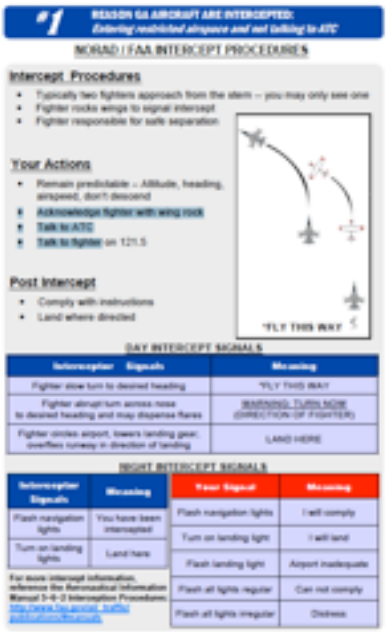
But what about the restaurant? They only serve breakfast and lunch but the menu offers a nice selection of good meals. I had a Caesar salad with shrimp that ran $8.00 or so while Charles had a grilled chicken on whole wheat that only ran $7. The place is immaculate and nicely decorated with an aeronautical theme. But the best part of the place is the staff! They are welcoming and friendly with plenty of smiles to go around.

If you want to learn a bit more about the Apron Restaurant, you can see their page on Facebook at https://www.facebook.com/Apron-Cafe-1033606593390729/ Bon Appetit!

What is in My Flight Bag by Dan Coles

The recent announcement that President Trump may periodically be using his facilities in Bedminster, will translate into a TFR that will impact the airspace above and around the area. If you are not careful, it is possible that you may find yourself in trouble should you intrude into this area. This being the case, it is imperative that you check with FSS prior to departing. Here is a two page card that addresses this issue and should include in your flight bag.
Note: This card can be found on the MAFC web site at http://flymafc.com/docs/NORAD%20civil%20aviation%20kneeboard%20-%20US%20Airspace%20(Aug%2016).pdf Also reference http://www.norad.mil/General-Aviation/





Rub & Scrub

The Spring Rub & Scrub saw a hardy group of members climbing ladders to reach wing tops, crawling under the planes and cleaning windows to get the aircraft ready for the busy season! We even had a new fashion statement seen in exotic footwear.

Spotlight on: Ann Kuelzow

While I have always enjoyed traveling by air, I was concerned about flying myself since I don't like heights. I decided that I would face my fear and try a test flight. At first, I was anxious about being up in a small plane, but, after a few minutes, I realized how exciting and cool it was to be in control! I knew after this experience that I wanted to study flying. It's challenging, and you have to think ahead—but it's truly an awesome feeling to be piloting an aircraft.

About me: I am a Chemical Engineer, who started out by working for Colgate Palmolive and then transitioned to technology (working for Sybase/SAP). Currently, I manage the financial services business for a privately-held software company, aligned with MIT.

My husband has his private pilot's license and we have two children. Our daughter is a lawyer, who is finishing up an advanced degree at Georgetown Law, and our son is an associate at a NYC hedge fund.

The TFRs being imposed on New Jersey when President Trump is at his resort in Bedminster will have a serious negative impacts on two airports, N51, Solberg and KSMQ Somerset with a lesser issue on fifteen other public facilities and several private air fields. For those who enjoy the $100 hamburger run to Sky Manor N40 or Blairstown 1N7, this could be a serious matter.

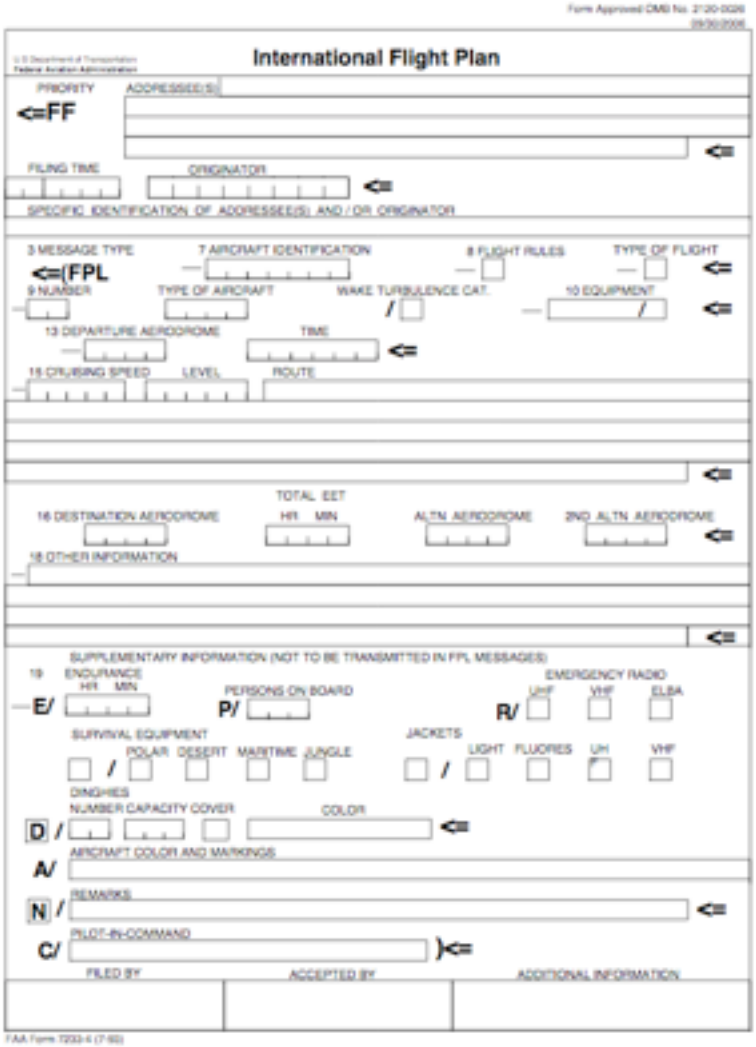
While this amounts to a concern in itself, there is another issue arising from the situation, filing the new FAA ICAO flight plans. Within the 30 mile radius of Bedminster, excluding the 10 mile no-fly zone, both VFR and IFR flights can take place if you file a flight plan and obtain a special transponder code that will be issued by ATC.

But there is a catch in this step. As of June 5, 2017, a new ICAO flight plan will be required for all domestic and Canadian flights. A quick examination of the new ICAO form will reveal that it appears to be much more complex then the one we are accustomed to using. However, when you read the FAA guide on how to complete the form, you find that you will only need the same core data that is currently being requested. This will mean that you will be leaving a number of lines blank.

Here is a link to the instructions that the FAA has issued for completing ICAO form 7233-4: https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/res_links/media/icao_flight_plan_filing.pdf It is suggested that you download it, as will as the paper form, then review both. In addition, AOPA has an excellent article on this topic along with an instructional video that you may find helpful. It can be accessed at https://www.aopa.org/news-and-media/all-news/2017/april/03/international-flight-plan-change-takes-effect-june-5

Once you are familiar with the new form, you can contact FSS or use any one of the on-line services such as ForeFlight, Sky Vector, etc. to file and execute the implementation.

One caveat-- be careful when entering the navigational equipment codes. Double check to make sure that you have the correct numbers.



International Flight Plan

PRIORITY ADDRESSEE(S)

<=FF

FILING TIME ORIGINATOR

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR

3 MESSAGE TYPE 7 AIRCRAFT IDENTIFICATION 8 FLIGHT RULES TYPE OF FLIGHT

<=(FPL

9 NUMBER TYPE OF AIRCRAFT WAKE TURBULENCE CAT. 10 EQUIPMENT

13 DEPARTURE AERODROME TIME

15 CRUISING SPEED LEVEL ROUTE

TOTAL EET

16 DESTINATION AERODROME HR MIN ALTN AERODROME 2ND ALTN AERODROME

18 OTHER INFORMATION

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)

19 ENDURANCE HR MIN PERSONS ON BOARD EMERGENCY RADIO UHF VHF ELBA

E/ P/ R/

SURVIVAL EQUIPMENT POLAR DESERT MARITIME JUNGLE JACKETS LIGHT FLUORES UH VHF

DINGHIES NUMBER CAPACITY COVER COLOR

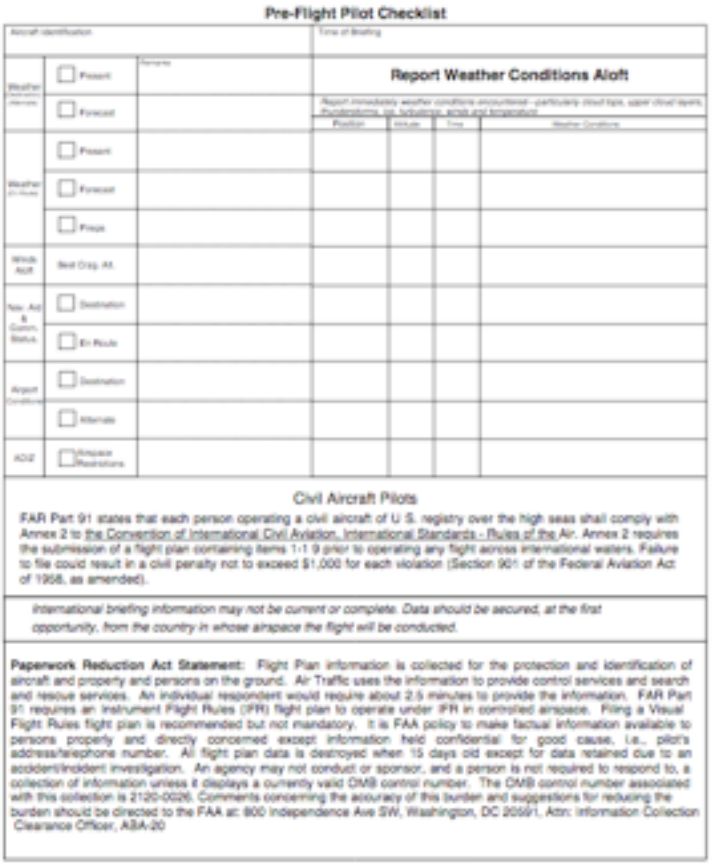
D/

A/ AIRCRAFT COLOR AND MARKINGS

N/ REMARKS

C/ PILOT-IN-COMMAND

FILED BY ACCEPTED BY ADDITIONAL INFORMATION



Pre-Flight Pilot Checklist

Report Weather Conditions Aloft

Civil Aircraft Pilots

FAR Part 91 states that each person operating a civil aircraft of U.S. registry over the high seas shall comply with Annex 2 to the Convention of International Civil Aviation, International Standards - Rules of the Air. Annex 2 requires the submission of a flight plan containing items 1-1 9 prior to operating any flight across international waters. Failure to file could result in a civil penalty not to exceed $1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended).

International briefing information may not be current or complete. Data should be secured, at the first opportunity, from the country in whose airspace the flight will be conducted.

Paperwork Reduction Act Statement: Flight Plan information is collected for the protection and identification of aircraft and property and persons on the ground. Air Traffic uses the information to provide control services and search and rescue services. An individual respondent would require about 2.5 minutes to provide the information. FAR Part 91 requires an Instrument Flight Rules (IFR) flight plan to operate under IFR in controlled airspace. Filing a Visual Flight Rules flight plan is recommended but not mandatory. It is FAA policy to make factual information available to persons properly and directly concerned except information held confidential for good cause, i.e., pilot's address/telephone number. All flight plan data is destroyed when 15 days old except for data retained due to an accident/incident investigation. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0026. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ABA-20

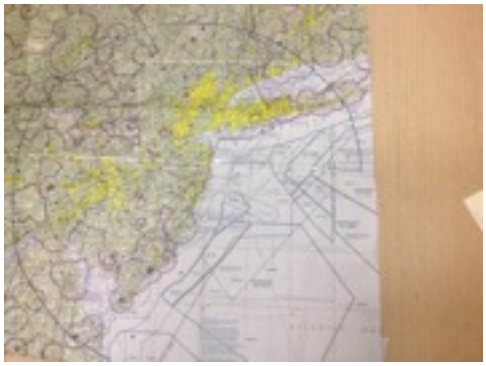
Continued below

Cessna 152:
Aircraft Type Designator: C152
Class: Fixed Wing
Engine Number-Type/
FAA Weight Class: 1P/S
ICAO WTC: Light
Wake Category: F
SRS: I
LAHSO: 1

Cessna 172:
Aircraft Type Designator: C172
Class: Fixed Wing
Engine Number-Type/
FAA Weight Class: 1P/S
ICAO WTC: Light
Wake Category: F
SRS: I
LAHSO: 1

Piper Archer and Piper Arrow:
Aircraft Type Designator: P28A
Class: Fixed Wing
Engine Number-Type/
FAA Weight Class: 1P/S
ICAO WTC: Light
Wake Category: F
SRS: I
LAHSO: 1

$100 Hamburger: Master List by Nick Billows



As MAFC members, Charles Burke and I like to break up our XC trips with lunch at some near, and not-so-near, airports that offer a restaurant. Our usual modus operandi involves one of us flying out and the other handling the return flight thus sharing the cost of the plane. That's the easy part.

The hard part is finding new places to go because, short of buying John Purner's book, The $100 Hamburger, or subscribing to his website, it's hard to know where airport restaurants are located. Otherwise, you learn (can you put in here "where the good airport restaurants are") from MAFC members or other pilots.

Searching on the web, I came across www.flytolunch.com. This is a free and very simple to use website that allows you to enter your starting airport and the distance you would like to fly. The website then gives you a listing of restaurants on the airports within that distance radius. It will also give you restaurants within a short walking distance of the airports, a short drive, or a long drive. Each restaurant is rated from one to five "propellers".

I entered N12 as the origin airport, and asked for restaurants "on the airport" within a 100 mile radius. That's about an hour in a 172 or in the Archer, about as long as Charlie and I like to fly for lunch. The website came up with 22 locations. Distances ranged from Flying W (N14) at 30 nm to Cherry Ridge (N30) at 99.3 miles. Included are two restaurants on Long Island: one at Republic Airport (KFRG)—53 nm, and Francis S. Gabreski (KFOK)-- at 85 nm. Other airports that fell within the circle are located in Connecticut, upstate New York, Pennsylvania, and Delaware.

Using the information from the website, I needed to get an better idea of where these restaurants are located. Also, I wanted to be aware if a route from N12 crossed New York Class B airspace, Philadelphia Class B airspace, or McGuire's and Lakehurst's airspace.

Using expired Washington and New York VFR charts, I taped the top of the Washington chart to the bottom of the New York chart where they overlapped. A string was then tied around a marker pen, and tied the other end to a pin inserted on N12. The string length was set to equal 100 nm on the map. I then found each airport and circled it on the joined charts. That way, I could easily see the easy-to-get-to airports from the more challenging ones. Armed with this reference tool, it is easy to select a destination that will make your stomach happy.

What's next: Student Pilot and Ground School Training by Neil Wilson

Every person involved with aviation is a student. We're always in the process of learning and never "know it all". The people who need the most help or counseling, however, are the new folks. They may have had a lifelong dream of flying and need help with the learning process. Let's go over a few simple thoughts on how to help them.

The FAA has a couple of documents with ideas and suggestions. The first is Advisory Circular 61-65F Certification: Pilots and Flight and Ground Instructors. This was updated just over a year ago to include the new Student Pilot Certificate application. Paragraphs 4, 5, and 6 specifically cover, Pilot Training and Testing, Knowledge Tests, and Completion of Ground Training or a Home Study Curriculum. Also covered are the Practical Tests (Flight Tests) And Student Pilot Certification. Here is the direct link: https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_61-65F.pdf

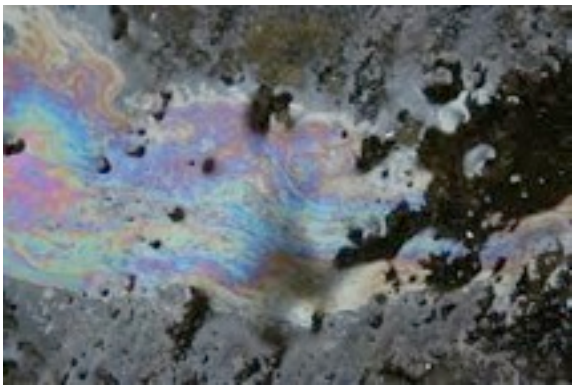
The second is the "Student Pilot Guide" FAA-H-8083-27A Change 1. This guide was also updated a year ago after being around for 10 years. Some of the areas covered are: Choosing a Flight School, The Role of the Instructor, What Flight Training Requires, and Instructor and Student Relationship. Also, Suggested Study Materials, How to Obtain Study Materials, How to Study for the Knowledge Test and Study Habits. Here is the direct link:
https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/media/student_pilot_guide.pdf

Continued below

This was one of the best thoughts from the “Student Pilot Guide”. “Like anything else in life, the more you educate yourself and are aware of what is expected of you and others, the more control you have of your goal's outcome. Research the avenues open to you. Get impartial opinions of the flight school and/or instructor you intend to employ.”

Learning to fly is like building a house. It requires blueprints or a specific plan of action and also very important is goal setting. A goal must have a date set to it or it is just a wish. The folks who accomplish goals and dreams have dates set to them. Remember staying up to the wee hours of the morning, maybe with coffee, to get that report paper finished. You may have procrastinated but it did get accomplished. You need to do the same goal setting with the date setting to accomplish you flying dreams!

What are you looking at? A pre-flight checkup (Part 3) by Dan Coles



LIQUIDS---As you do the exterior examination, look for liquids on the ground. The presence of any type of oil should be a red flag that requires additional scrutiny. Occasionally you might see amber colored oil coming out of places on the aircraft you wouldn’t expect. These places might be the wings where the sheet metal laps over another piece. Or some place on the fuselage where you wouldn’t be likely to find oil. This oil is most likely from a corrosion protection process we have done and is residual oil finding its way out. This process is usually done during an annual inspection so it is after the aircraft is returned to service you will most likely see it.
Red liquid on the ground under, around or on the wheels is an indication that hydraulic fluid is probably leaking from the caliper and this can translate into brake failure. The brake hydraulic system needs a closed system to function fully and any loss of liquid may generate serious issues. The Pipers landing gear struts have hydraulic fluid in them as well as the nose gear struts on the Cessna’s. All take the weight of every landing and develop a leak over time. If you see fluid, immediately terminate your plans to fly and then contact the maintenance personnel in the club.

Oil on the ground under the cowling can be a serious issue or merely an indication that whoever added oil was a bit on the sloppy side. You are better off assuming the first scenario and do a more intensive examination. This would obviously start with pulling the dip stick and checking oil levels. Historically, one reason for oil leakage has been caused by pilots over-tightening the dip stick knob. Because some of the dip stick tubes are made of plastic, it is possible that they inadvertently cracked the tube causing a leak. But there may be other reasons for the problem. That said, make sure that you bring the problem to the attention of the maintenance personnel in the club and note it on the squawk board.

The check list tells us to check the engine oil but it doesn’t say to add any. What is the right amount of oil to have in the engine? The manufacturer says the engine will run on as little as 2 quarts, but they don’t say how long it will run. The dip sticks say 8 quarts for the four seaters and 6 for the 152’s. What is the proper amount? Usually if you fill the engine to the maximum amount, about a quart of oil will blow out of the breather tube pretty quickly. The regulation for certifying an aircraft engine says, and I’m paraphrasing, the engine has to operate normally with half of the amount of the oil posted on the dip stick in it. That being 4 and 3 quarts respectively. Here is where we can use our superior intellect as pilots. Knowing that one of the functions of the oil is cooling, and we should always keep this in mind. Add enough oil to keep from going below a critical mark for your intended flight, but not so much we will have a real chore removing it from the belly of the plane when we have our next wash and wax.

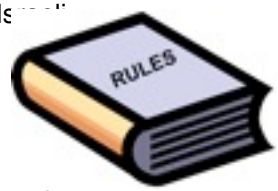
I have mentioned the color of some of the liquids we will find in our aircraft. As mentioned the red hydraulic fluid Mil. spec 5606 is used in the brakes and struts on all of our aircraft. This is made exclusively for aviation. Do not ever put a liquid of any type in our aircraft not intended for use in aircraft. This is especially true for motor oil. The oil we use is intended for the high temperature air cooled engines we operate. They have special anti-wear and detergent agents formulated in them that are designed to protect the engine. Definitely no substitution with some miracle product from Pep Boys. Keep the fluid levels where they should be and a sharp eye out for leaks and you will have a safe flight and be able to stop when it’s over.

Important Dates In Aviation for June

June 4, 1963: Pan American World Airways takes out options on six supersonic Concordes.
June 5,: President John F. Kennedy announces support for a U.S. Supersonic Transport.
June 7, 1955: Douglas Aircraft announces it plans to build its first passenger jet, the DC-8.
June 10, 1998: The Boeing 717-200, formally the McDonnell Douglas MD-95, is rolled out at Long Beach.
June 13, 1979: The DC-10 is allowed to fly again following the American Airlines crash in Chicago.
June 15, 1955: The prototype of the Tupolev Tu-104 jet airliner makes it first flight.

Continued below

June 18, 1971: Southwest Airlines launches its first service from Dallas' Love Field.
June 21, 1972: The McDonnell Douglas DC-10-30 makes its first flight. The DC-10-30 is the intercontinental version of the DC-10 series.
June 22, 1984: A new trans-Atlantic carrier, Virgin Atlantic, begins service between London and New York with a single Boeing 747-100.
June 26, 1995: Boeing announces plans for the Boeing 777-300, the worlds longest airliner at the time.
June 27, 1976: Israeli special forces storm the airport at Entebbe, Uganda and free the remaining hostages from a hijacked Air France Airbus A300B2. All the hijackers are killed in the attack as are seven hostages and one Is[illegible] solider.
June 29, 1962: The Vickers VC-10 makes its first flight.



MAFC Rules and Regulations Part 5

17. Each member shall refuel the plane before signing it in, whenever it has been flown more than 1 hour since it was last filled, unless: the pumps are closed at the time the flight is completed; or the next pilot has requested less than full tanks. Do not allow line service personnel to overfill the tanks. During the summer time, leave room in the tanks for thermal expansion. Any excess fuel will spill out the vents, wasting money and harming the environment. Cessna's should have the left main wheel parked on the elevated ramps when provided at their tie downs. Also, pilots returning after the pumps are closed should write "pumps closed" in the Usage Log.
18. Make sure that you and your passengers open the doors in such a way that they cannot be over extended and damaged by a strong wind. When opening aircraft doors in a tailwind, use two hands. Hold the door securely with one hand while operating the latch with the other hand.
19. After flight, cabin covers, control locks, cowl plugs, and pitot covers should be put in place as appropriate. Be sure to check the condition of plugs and covers as the last pilot before the one reporting a problem is responsible for loss or damage.
20. Aircraft must be securely tied down. If the tie down ropes are not equipped with snap hooks and tension bars, you must use knots. Using two half-hitches snug against each of the aircraft's tie-down rings is recommended as secure and easily untied. MAFC aircraft have been damaged by the wind on several occasions, because of insecure tie downs.
21.Aircraft and lockboxes must be left clean and tidy. Members are responsible for cleaning planes after grass strip landings.

HEADS UP--Beware of banner activity at N12
This will be taking place on the west side of runway and the pattern will be used by the towing aircraft.

Takeoffs are Optional, Landings are Mandatory

Of Special Note!

Skye Randall flight 5/2/17, with only 15 hrs of training, Neil Wilson instructor