

Club Meetings

Board Of Trustees: -
7:00 PM 11/2/17
Club House

General Meeting:
9:00 AM 11/18/17
N12 CAP Building



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

ANTICIPATION by Parvez Dara, MD, ATP, MCFI

Anticipation is a strange word, come to think of it. Dictionaries describe it as an expectancy of fulfillment of desire. So clearly it is the expectant reward in the future.

Inside this issue:

- Page 1**
Anticipation
- Page 2:**
Spotlight on
- Page 3**
A Good Read
\$100 Hamburger
- Page 4**
Maintenance Report
- Page 5**
Young Eagles
Dates
Rules & Regs
- Page 6**
ATC-610
Of Special Note
Takeoffs

Now let me delve into this futuristic feature, briefly, so to speak.

There are several layers that bear witness to this anticipatory reward or outcome. Assume you have just crossed the hold short line and are turning onto the runway for a takeoff. The anticipation here is the act of pushing the throttle to the wall and the slow (sometime fast with afterburners), but progressively increasing acceleration that forces your back into the leather seat (assuming your aircraft seat has Corinthian leather) and watching the scenery accelerate away from you as the needle threads its way to the (blue line in twins) and VSO1.3 in the single four or six banger and you anticipate the loss of the rumbling noise and the bumpy turbulence of the wheels on the runway to give way to smoothness and vagaries of the wind and weather. Ah! Your mind cries, "what an exhilaration!" It happens to me each time sitting in Seat 10F, 20F or 30A of a commercial jet too; that moment when the bonds of earth do not chain me or the lumbering megaton piece of Aluminum to gravity and the quiet roar of the jet engine turns into a whine and smoothness takes over. Ah what a feeling!

So where is the lesson in all this?

Glad, you asked. Here it is! At liftoff, there must be a certain anticipation of dread that must be encountered as well.



What if the engine should quit on takeoff? What then? Many an accident has taken the life of the non-curious pilot. What if, is therefore anticipatory. Or not a reward or the thrill of it but the ignominy of the workings of a gremlin (or your last mechanic or you in inadequate preflight). If you anticipate such an eventuality that gremlins do exist, then you are prepared for the outcome. Landing straight or 30 degree bearing left or right of the flight path below 700 feet on a takeoff, on a single runway airfield, or reversal of course above 1000 feet. And you must have anticipated where to land on previous takeoffs where to safely set the aircraft down in case of such an "anomaly" (as NASA would call it). In fact, it behooves us, as pilots, to look for safe landing zones (even near N12) while entering the traffic pattern. Have you checked for them? In fact, this should be a routine at any airfield. The 45-degree angling into downwind has its rewards, accept them eagerly.

Anticipation is common to most pilots as it must be to all. For instance, if you bank the aircraft left or right, there is a loss of the vertical component of lift, isn't it? That leads to a dropped altitude, hence the accompanying action to the bank is a slight pull on the stick (or yoke) to maintain altitude. But if there is no thrust (as in engine power failure) the lift component degradation is more significant. Try finding out that altitude loss at higher altitudes with your instructor- and a wind-milling prop. Maneuvers practiced at altitude and in controlled environment bring the calm needed when things go "clink." That will serve you well in a real calamity.

Oh, and I might as well mention this while I am at it. For those trained as Instrument Pilots (As I believe all pilots should be for safety reasons alone) entering the clouds the first time on any flight should alert one to review the status of all instrument functionalities (In addition to a thorough prior preflight check on the ground). The Attitude indicator, Airspeed indicator, the Altimeter etc. Those gauges are all we have when the electronic or mechanical gremlin

gremlin tickles its personal fancy to mess with your \$200 hamburger flight. If those beautiful TV screens fail, you are left with the basics as well. Learn to use them well! Scan the steam gauges and the data on the glass; constantly. Repeat after me, "Attitude, Altitude, VSI, Airspeed, HIS/Gyro Heading Indicator, Turn Coordinator" Got it? For Glass lovers, same stuff, different format.

And sometime other gremlins can cloud the view as happened in this F-16 crash at Whittman Field at Oshkosh, WI in 2011 when the canopy got clouded due to depressurization-environmental issues and the pilot went 300 feet beyond the threshold for a \$5 million oops!



So, anticipation is the desirous word for that delicious or not, yet to come. Some events might not have the same deliciousness to them as others, but they are all events worthy of note. It is always the prepared (anticipatory) pilot who learns to enjoy and weather all outcomes equally with a similar measure of quiet aptitude, attitude and decision-making.

"Live Long (Fly Long) and Prosper" as Spock might have said.

Spotlight on:

Natasha Pavlinet

I am a new member of Monmouth Area Flying Club, as of August 19, 2017, and would like to thank you all so much for letting be a part of this wonderful organization. A little bit about myself, I am in the Civil Air Patrol (CAP) and a member of the same squadron as Thomas Flieger who introduced me to this flying club. In fact, it is my involvement in CAP that most inspired my interest in flying. While volunteering at a McGuire Air Show, I was able to experience "THE LOUD" (a fighter jet running full afterburners) and at that moment I was committed to obtaining my pilot's license.

My first introductions to flight were thru CAP during orientation flights. This summer, I spent a week at the *National Flight Academy* in Bangor, Maine where I received my first 9.4 hours of flight instruction in a Cessna 172, followed by two weeks of Ground School at McGhee Tyson Air National Guard Base in Tennessee. I have since passed my FAA Private Pilot Exam and will now be spending my free time with Tom Flieger learning how to soar.

I am currently a sophomore in college working and studying to be a trauma surgeon. I am a licensed EMT and volunteer with my local first aid squad. Within the Civil Air Patrol, I am a Ground Team Member for Search and Rescue, and a Mission Radio Operator, which means I stay at mission base relaying messages between ground teams, the incident command staff, and flight crews while ensuring that all field teams are doing well.

I am looking forward to being an active member of Monmouth Area Flying Club and meeting and getting to know all of its members. And one day soon, earning my Private Pilot Certificate.



David Dickey

Two years ago, my lovely wife passed away and the loss of my best friend forced me to take a second look at where I wanted to go from that point forward. After sorting out the mountain of must-do items, becoming a pilot was one of the things that had always been dreamt about. I had flown commercially for well over 2 million miles including 15 trips on the Concorde. On all these flight, spanning over 30+ years of flying, I always had a thrill at taking off and thought one day I'd learn to fly.

But it wasn't until recently that an opportunity arose to followup on this dream and that is what brought me to the Monmouth Area Flying Club in August. So far I have logged only a few hours of flight in the Cessna 172 aircrafts and loved every minute of it. I am looking forward to advancing up the ladder and hope that, in the not too distant future, I will earn my certificate!





When we think of aviation related books, it is rare to have a pulp fiction novel rise to the top of our “must read” list. But here is one novel that is worth taking a look at. In vacation in Delaware, my wife and I stopped at the Delaware Art Museum. While roaming about the first floor, we discovered an interesting exhibit that highlighted graphic artists who took this genre to the level of a high art form. One of the books written by Dennison O'Hara, *The Sky Tramps*, is an example of this. The original paperback book was first published in 1951 and sold for 35 cents. For those interested, it can still be found on the internet and Amazon has used copies for about \$1.50.

While the illustrations have risen to a recognized art form, the text is also worth reading. The story is, by its own nature, couched in the language and imagery of the aviation world that existed 70 years ago. So if you desire to take a peek under the curtain of time, it might be worth spending the buck and a half to be transported, via a pulp fiction novel, back into an entirely different world.

\$100 Hamburger -Smoketown's T Burk & Company by Nick Billows & Charles Burke

Start up your aircraft then aim almost due west (283°), travel for 93 nm and you will find Smoketown Airport (S37) Nestled in the rolling Amish farm lands of Pennsylvania, this great airport is worth the trip even if there wasn't a welcoming place to eat sitting right next to it.

The day Nick Billows and I decided to make this journey, the weather demons vanished, leaving in their wake calm winds, a clear sky and smooth sailing. Immediately after departing N12, McGuire approach was contacted with a request for flight following at 2,700', noting we desired a straight line course taking us directly to S37. This involved brushing against R5001, flying over KWRI, then over North Philadelphia (KPNE) and right through Philadelphia International's Class B. After clearing the Class B it was another 25 nm to S37. KWRI's Approach/Departure gave us the go-ahead and we were on our way. The handoffs from one controller to another were smooth and professional.

The flight both out and back was filled with nature's beauty, and the carpet of farms underscored that we are still the breadbasket of the world. After landing, we wandered into the FBO and met Mel, who welcomed us to his neck of the woods. After the introductions were made, we noted that this sojourn was to savor the Epicurean delights that the Amish are famous for. Mel pointed out that there were three good restaurants located very close to the field, but picking from the list was easy once he mentioned T Burk and Company. Needless to say, he did not have to go any further.



We asked Mel how far it was from the FBO, and he said the trip to the restaurant would be courtesy of his modified golf cart, but that we had to muster our resources and walk back. The trip turned out to be super short and the distance covered in only a few minutes. Actually to get there, all you had to do was walk north to the end of the runway, and turn left!

As we disembarked from the golf cart we realized that this was indeed Amish country when we saw a parking space marked, “FOR CARRIAGES ONLY”. To further indicate the function of the space, we observed an ample pile of horse manure. This sighting substantiated the shape and form of the power system being employed to propel the carriages over hill and dale.

Upon entering, we were greeted by a hostess who then showed us to a table. The general atmosphere of T Burk & Company, coupled with exceptional cleanliness, instantly gave us a two thumbs up, confirming that we chose a good place to dine. On the wall behind us were listed several special that all sounded very appealing. Nick opted to try one and ordered the Barbequed Brisket sandwich, while I had a chicken Club sandwich. When the fare arrived, it exceeded our expectations for both quality, taste and quantity.

Continued

But there were many other great things to choose from such as hot dogs to Chicken & Beef Dijonaise. The offerings seemed to be a hit because almost all of the tables were filled! Our positive opinion seems to be echoed by numerous high ratings that can be found on Facebook and other social websites.

Near the end of the meal, we were joined by Bob, the owner. This provided an opportunity to share \$100 Hamburger stories plus get involved with examples of how so many surnames went through perplexing transformation when our forebears passed through immigration. As it turned out, the name Burk came with the establishment when he purchased it and had no connection to his family tree.

After walking back to the aircraft, our doggy bags were stuffed securely into a cooler and it was time to head home. Once again, the weather demons were nowhere to be found. After takeoff, we contacted Philadelphia Approach, again requesting direct to N12 at 2,700'. Philadelphia ATC agreed, and off we went, experiencing several smooth handoffs as we flew near and through Philadelphia's Class B toward N12. The Philadelphia controllers had the time and patience to deal with many VFR pilots looking for flight following, as well as their usual workload of IFR traffic for KPHL and KPNE.



But there was still an unexpected bit of excitement yet to be experienced. As we flew eastward, north of McGuire, Philadelphia ATC handed us off to McGuire Approach. After confirming our altitude and destination, McGuire Approach allowed us to continue our flight to N12 at 2,700. But then a call from McGuire for 87Q: "N4287Q, Climb and maintain 3,500 for traffic separation". We scanned wing to wing, and looking southward toward KWRI, we saw a "heavy" USAF KC-10 tanker aircraft (a converted DC-10) climbing out in our direction. Sure enough, it quickly passed in front of 4287Q through our former altitude of 2,700', followed by a second KC-10 that passed behind us. This confirmed the value of flight following, and the outstanding services provided by McGuire! In addition, it gave us a chance to see our USAF in action from above!

It was a perfect day, a perfect flight, two super meals, and, as Nick and I like to say, "We walked away from another one".

Maintenance Corner by Dan Coles



N66977 had the oil changed at N12. This aircraft has returned from Sussex airport where Three Crown Avionics Inc. installed a Garmin GTX335 ADS-B unit. The aircraft needs a new interior. The windshield is cracked at the compass mount. A new windshield has ordered at Lakewood.

N67818's engine was reported running rough. The spark plugs were cleaned by the Lakewood maintenance shop. The annual inspection for this aircraft is due at the end of October. Onsite aero is performing the inspection. While it is in the shop they will address the pilot's door that reportedly pops open in flight.

N4287Q hinge pin on the cowling access door sliding out unassisted. Tachometer was not recording the time accurately. This was repaired by BP air. The pilot's seat tracks were inspected due to concerns they may be worn and need to be replaced. They were found to be within specification. Aircraft cover is in disrepair, needs to be replaced. Cowl plugs also need replacing.

N93KK has been reported hard to start. The flight instructor said fuel was on the nose wheel tire indicating over priming. Pitot static, altimeter and transponder certification are due at the end of October.

N268BG was at Three Crown Avionics Inc. to have the GDL 88 ADS B unit replaced. Copilot's seat needs repair to the upholstery. Glideslope antenna on the top of the cabin is loose N55804's tachometer was reported not working. The maintenance shop at Lakewood replaced the tachometer cable and housing. Copilot's and pilot's seats needs repair to the upholstery.

N61WT's left red navigation light was reported out. Maintenance shop at Lakewood replaced the bulb that was burnt out in the navigation light. Aircraft was taken to Ocean Aire for a 50 hour service. While there the defective left window latch was replaced. A deposit was sent to Ocean Aire to have the Garmin GTX345R ADS-B unit installed. It is scheduled to be installed in late November. After this is completed we will have 2 aircraft left to have ADS B in installed in N4287Q and N67818.

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

Almost one hundred young people went for a ride in an airplane on Sunday, October 22 as part of EAA Chapter 315's Young Eagles Flight Rally & Aviation Day at Lakewood Airport. It was a beautiful afternoon for flying. This was the largest turnout Chapter 315 has ever had for a Young Eagles Flight Rally. More young people were interested in going for a ride than were able to get in the air that day. Eight pilots donated their time and the use of their airplanes. The New Jersey Aviation Education Council had displays and simulators in the hangar, and the Civil Air Patrol had a plane on display.

Two of MAFC's planes were used and several members of MAFC participated in the event including pilots: Al Miller, John Pereira, Art Templeton and several members of the NJ Aviation Education Council. MAFC Chief Flight Instructor, Frank Fine, was on hand as the Young Eagles Coordinator for EAA Chapter 315.



Art Templeton



John Pereira



Al Miller



Janis Blackburn

Important Dates In Aviation for November

- November 3, 1998: The 50th Boeing 747-400 for British Airways is delivered.
- November 10, 1998: Despite the belief that BA meant "Boeing Always", British Airways today placed an order for as many as 188 of the Airbus A320 series.
- November 16, 1970: The Lockheed L-1011 TriStar makes its first flight.
- November 18, 1977: Eastern Airlines puts the Airbus A300B2 on its service from Newark to Miami. This marks the first Airbus aircraft to fly for a U.S. airline.
- November 22, 1977: The Concorde is finally allowed to land in New York.
- November 24, 1971: A man later known as D.B. Copper hijacks a Northwest 727 en route to Seattle. After freeing the passengers in exchange for \$200,000 and four parachutes, Copper has the aircraft fly to Mexico. He then bails out of the tail door and is never seen again.
- November 27, 1962: Boeing rolls out the prototype of the Boeing 727.
- November 29, 1962: Britain and France agree to build a Supersonic transport.
- November 30, 1971: The Boeing 747-200 Freighter makes its first flight.



MAFC Rules and Regulations Part 8

8. Repair Charges, Fines, etc.

1. The charge for parking and leaving the airplane with the master switch on is \$25.00. This is more a repair charge than a fine. Draining the battery causes damage that is cumulative but hard to measure case-by-case. A member who damages an aircraft and does NOT report it will be fined \$25.00 (in addition to the repair charge). If you report it, you only get charged for the repairs.
2. A list of MAFC fines is listed below and is also posted in the clubhouse.
 - A debit balance from \$70-\$104 (per month) \$10
 - A debit balance that equals or exceeds \$105 (per month) \$20
 - Failure to properly sign-out aircraft \$10
 - Failure to properly tie down or secure an aircraft \$10
 - Failure to top-off aircraft after flight when pumps aren't closed \$10
 - Failure to add oil when required \$10
 - Failure to report damage to an aircraft (in addition to the repair charge) \$25
 - Flying without a 6 month checkout (flight privileges will be suspended) \$25
 - Failure to turn off aircraft master switch (in addition to the repair charge) \$25
 - Flying without a current medical (flight privileges will be suspended) \$25
 - Failure to cancel a reservation—a no-show \$25
 - Failure to submit a RON form for overnight flights \$25
 - Bounced check fee \$20

Loss of Control

At the October 21, 2017 meeting, Parvez Dara MD, conducted a FFAST program on the topic of Losing Control. Dr. Dara discussed the human factors associated with it as well as issues related to peer pressure, distractions etc. He also discussed some of the causal reasons for Losing Control (LOC-I).

The main distinction fell on stall and consequence of spin without recovery. Also included a VG diagram and the explanation of it as relates to accelerated stalls. He also talked about the effect of load factor on stall speed, the aircraft structural integrity and the maneuvering speed. Included were two different scenarios related to stall in base to final and wind shear.

He also discussed the angle of attack and its importance, the need for, although not a mandated requirement, of an AoA indicator and what purpose it serves.



Parvez Dara, MD, ATP, MCFI

ATC-610: IFR Trainer

The ATC-610 simulator is back on line and is in the trailer if you would like to use it. Thankfully, the missing power cord reappeared and when the power switch was thrown to, ON, the unit powered up and was fully operational. The operating manual is also along side the unit but can be downloaded in a PDF format from the MAFC web site under "Other Documents".

It should also be noted that time on the unit can be used towards maintaining currency.



Of Special Note!



Diwakar Srinivasandid soloed on 10/7/17



Songlin Liu soloed on 10/13/17



Takeoffs are Optional, Landings are Mandatory

