

Club Meetings

Board Of Trustees:
7:00 PM 4/5/18
Club House

General Meeting:
9:00 AM 4/21/18
N12 CAP Building



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

McGuire AFB Open House!



The Power in the Pines air show will be back and open for you on May 5 and 6 at McGuire Air Force Base. This amazing event will once again have numerous exhibits from various military units, a spectacular air show and aircraft--lots and lots of aircraft. So mark your calendars and plan on getting there early... Don't forget to wear your ID badge and your MAFC polo shirt!

PILOT SKILLS by Parvez Dara, MD ATP MCFI Gold Seal

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

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

Cloud dynamics is a wonderful study of atmosphere in motion. The basic premise being Sun heats the earth. The heat lifts the air. The movement of the earth rotation and fronts create

dynamics of horizontal motion of wind across the earth that picks up the heated air and turbulence happens. Add to that the moisture, off the lakes, rivers and the oceans and now you have the capability of some serious weather phenomenon. More simply termed; thunderstorms, especially those horizontal turned vertical events called tornadoes.

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

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

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

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

Preflight is more than a checklist. It is a PAVE! P for Pilot. A for Aircraft. V for EnVironment and E for External Pressures. See here... https://www.faa.gov/training_testing/training/fits/guidance/media/personal%20minimums%20checklist.pdf
 Additional benefit for reading this article on Airspeeds: <https://quizlet.com/1flvzh>

Tie Down Layout by Bob Tozzi, Vice President

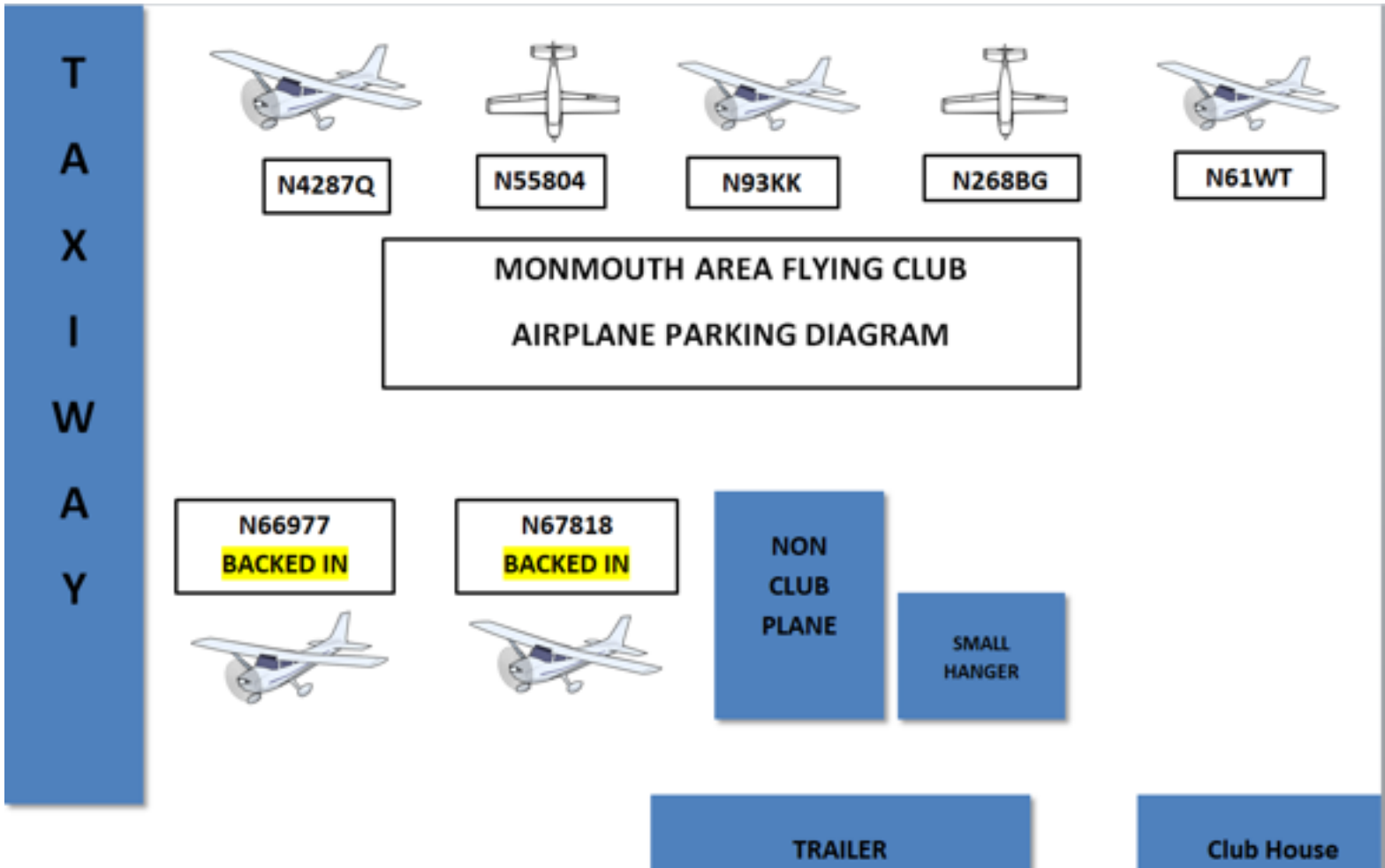
Over the past winter months, the Club's fleet of Airplanes have not been parked in their proper spots on the Tarmac. Spot designations were originally created to ensure that low wing and high wing planes alternate to avoid potential Wing Strikes. Spots designated for the Pipers also had shorter tie down ropes complete with snatch hooks that install easier on the eye hooks on the underside of their wings.

Obviously pilots ignored this and still parked High Wing on Piper Spots and Low Wing on Cessna Spots. Therefore, I have created the following diagram illustrating where Club Planes must be parked. Please do not return a plane after your flight to the same spot you took it from if it is the WRONG spot. You should move the planes around to accommodate the diagram.

As club members we all have an equal stake in plane ownership and must perform these tasks. The FBO is not going to do it for you.

We will also be discussing this issue at the Monthly Meeting this Saturday, March 17, 2018 at 9:00 AM.

Thank You for your Cooperation in this matter.



What documents are required onboard the aircraft for all flights?

- a.
- b.
- c.
- d.
- e.



Spotlight on: Steve Cluley



My initial inspiration to fly occurred while in middle school when we were skiing in Utah on family vacation. The weather turned bad on the mountain and this individual, who was alone, asked to join our group. Long story short he was an F-16 pilot who was skiing while his plane was being serviced. During the time we skied with him, he shared many stories about flying and this really lit up my imagination. From that point on, one of my dreams was to one day become a pilot.

But it was not until 2014, during my sophomore year in college, that I became involved in actually flying. It was at this point in time that I took my first “discovery flight” with the flight school. This was followed by flight training in a Cessna 172 out of Williamsburg Jamestown Airport (KJGG). Williamsburg is directly between Richmond and Virginia Beach. But after earning my pilot’s certificate, I also flew A Cessna 182 RG.

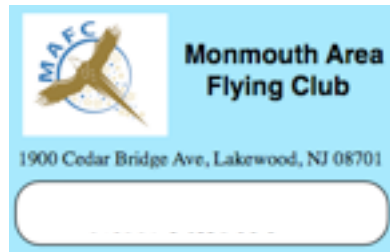
While I only just joined the club, about 80 hours of flight training have been logged and I currently have my high performance and complex endorsements.

On a personal note, I am originally from Manasquan NJ and have have two younger brothers. After graduating from Wall High School my undergraduate degree was acquired at the College of William and Mary. As a student at W&M, I was active in sports and played quarterback. I served as Team Captain in 2016 and was Offensive Player of the Year for our Team. Along with this, I received the Presidents Award (leadership and sportsmanship).

After graduating last year, a career in football was pursued. which led to some opportunities in both the NFL and CFL. But things didn’t pan out for this past season so I took a job for a health insurance company (Concordia Care Inc.). However, I am still pursuing a football career possibly in Europe, but if football doesn’t work out I also aspire to be a pilot in the Marines. I have also started exploring this career path. Interested to see where life takes me.

MAFC ID Badges

Just a reminder-- If you have not yet picked up your ID badge, it is in the trailer in a box located just the left of the refrigerator. They are grouped in sets alphabetically.



President’s Message by Janis Blackburn

March means that daylight savings time has arrived and the days are starting to get longer. Hopefully, we can begin to see the end of winter and not have to worry about frost in the early a.m. or needing to shovel snow away from the airplane.

It’s now time for more of us to think about hundred dollar hamburgers and sightseeing trips and taking a friend who has never been in a small airplane for a ride. It’s the time to consider using one of the club airplanes for a quick weekend away.

If you haven’t flown for a while it’s a good time to review a few of the things you may have forgotten, remember we live close to not one but TWO class B airspaces. And now in NJ, we have to remember to check on TFRs more and more. This would be a good time to look back and make sure that you haven’t gone past your required BFR date. Do you remember when it’s due? I sure can’t but I have it written in my calendar the month before it is. Maybe you should just think about working on an additional rating.

And, remember MAFC has some rules that go beyond the FARs. We do require a 6 month check for our pilots. And, if you are planning to take an aircraft overnight, there is a RON form that must be filled out, sent to our operations officer (Tom Flieger) and get his approval.

So, let’s get out there and fly but remember, SAFETY FIRST!!

Blue Skies,

Hey aviators and future aviators!

I recently decided to make a major career change which has set me on a new path towards becoming an airline pilot. I want to share my journey with you, in hopes it will help you on yours. I will be writing a series of short articles which will take you through the entire process of becoming an airline pilot.

A bit of backstory...

As of December of last year, I had officially been a pilot more than half my life. This is rad! Flying has been a blessing to me. Teaching and mentoring other pilots, even more so. One thing I have always thought about with flying is to never, ever, ever become complacent, or let myself become a "mediocre" pilot. Last year, I thought about this more than ever.

It's easy to keep doing what we know, what's familiar, what's comfortable. It's easy, but has the potential to make us complacent. To keep my skills sharp last year, I got back into tailwheel flying, which is exactly where I started 22 years ago! My first flight as an instructor was in a shiny 1951 Cessna 170A - a beautiful, simple and potentially humbling tailwheel machine.

While enjoying the low and slow beauty of flying tailwheel - my favorite kind of flying outside of seaplanes, and while beginning to learn the art and science of banner towing, I realized I also wanted to explore the other edge of the aviation envelope - high and fast, in larger machines. Jets.

Sitting on the beach one randomly warm afternoon in October, the 19th to be exact, I asked my wife, Jean, what she thought of my becoming an airline pilot. We decided it would be a good move for our family career-wise and a great time for us lifestyle-wise. Jean is amazingly supportive of everything I do and is always up for new adventures!

This series will focus on how I prepared between 19 October 2017 (the day I decided to become an airline pilot) and 30 January 2018 (the day I interviewed with and was hired by Piedmont Airlines).

- The articles in this series will be as follows:
- Deciding if becoming an airline pilot is for you - 121 (airline) vs. 135 (charter)
 - The wave (pilot shortage and trends) - Which airline is a good fit? - You've decided to become an airline pilot. Now what?
 - Staying healthy and feeling good - You can do this - be confident! - The importance of mentors
 - Life experience do's and don'ts - Red flags and cautionary tales - Logbooks and electronic logbooks
 - Resources for interview prep - Preparing your airline application - Preparing for your interview: Study habits and discipline
 - Preparing for your interview: Being yourself - Preparing for your interview: HR - Preparing for your interview: Technical
 - Preparing for your interview: Written Test - How to relax at your interview: Three day checklist - Interview: Day of
 - Interview: Do's and don'ts - Interview: It's your time - Interview: Good types of questions for you to ask your interviewer - Interview: Follow up
 - How to learn from your interview, whether you got the job this time, or not!

Hope you enjoy this series and hope the articles help you in your journey towards becoming an airline pilot. Even if you have other aspirations, this series will help you succeed! Please feel free to reach out if you have any questions along the way!

Fly safe, have fun & keep learning!

Answers to the test:

- a. Airworthiness document.
- b. Registration
- c. Radio license (if flying into Canada)
- d. Operational information (such as the POH, and V speeds)
- e. Weight & Balance sheet.



Frank Fine:

Do you provide CFI services for:

Student pilots? **NO**

Advanced students (instrument, commercial, CFI, etc) training? **YES**

Pilots for their biennial flight review? **YES**

Pilots for their 6 month check rides? **YES**

Pilots for MAFC Aircraft checkouts? **YES**

Pilots for night checkouts? **YES**

Students for ground school? **NO**

Students / pilots on specific days only and ,if so, what are they **NO**

Matt Gomes:

Do you provide CFI services for:

Student pilots? **NO**

Advanced students training such as (instrument, commercial, CFI, N61WT. etc)? **NO**

Pilots for their biennial flight review? **YES**

Pilots for their 6 month check rides? **YES**

Pilots for MAFC Aircraft checkouts? **NO**

Pilots for night checkouts? **NO**

Students for ground school? **NO**

Work only on specific days. If so, what are they? **YES** - Must call to schedule, no set schedule

Bust the Rust workshops! submitted by Tom Fleger

These workshops are designed to kick the rust off and get you back into flying quickly and painlessly. Fast-paced, dynamic, and fun, they are loaded with practical tips and techniques with an eye towards increasing your confidence through a deeper understanding of key concepts.

A nominal fee of \$20 per workshop covers logistics and refreshments. Due to space limitations, they are able to accommodate up to 25 people per workshop. You can reserve your seat now by purchasing your tickets on-line.

Two sessions have already taken place but more are planned. Go to <https://www.flightmatters.com/shop/> for more information.

Maintenance Corner by Dan Coles**N66977-C152**

We are still having issues with weather and maintenance that are keeping us from flying to the interior shops to get price quotes for a new interior. Lakewood maintenance shop has installed a new battery thus eliminating one of the maintenance issues. The cracked windshield has been replaced by the Lakewood maintenance shop thereby eliminating another.

**N67818 C152**

The report of static in both of the radios has been addressed. Tom Grey at Onsite Aero found the shielding on one of the "P" leads was broken. While aircraft was at his shop we had the oil changed, the spark plugs cleaned, seat rail A.D. complied with and the intake and exhaust valves adjusted. The back half of the starter motor was found to be loose while he was attending to an engine oil leak. A new starter has been installed. The old starter showed signs of overheating. This is caused by cranking the engine too long. Please do not crank the engine any longer than 10 seconds and give the starter motor time to cool before cranking the engine again.

N4287Q-C172-L

The aircraft was at BP Air to have the fuel gage and the cowling repaired. They also found the carburetor air box worn. It has been repaired and the aircraft has been returned to service.

N93KK C172M

There has been no required maintenance performed since the aircraft returned from the annual inspection.

Continued

N55804-PA28-200 R

No maintenance has been performed on this aircraft since the last report.

N268BG-PA28-181

Aircraft was taken to Ocean Aire for its annual inspection. The inspection has been completed. The oil has been changed. The filter and suction screen were inspected and nothing was found to cause concern. Compression check was 75/80 75/80 75/80 77/80. The right inertia reel for the seat belt was overhauled, 3 valve cover gaskets were replaced, armrest reinstalled, nonskid wing walk repaired, new brake linings were installed. The low vacuum light was remaining on. The faulty vacuum switch was replaced. They replaced fuel tank vent line and fuel cap check valves.

N61WT

The aircraft was taken to Ocean Aire for a 50 hour service. The ADS B traffic is reported to be intermittent. Don Ginsberg from Ocean Aire avionics shop said to continue to fly and if an ADS B failure occurs to contact him. The crack in the glare shield was inspected. Tom Rae said the crack is likely to be caused by stress induced at the factory when the part was installed. The crack has been stop drilled several times. We will continue to monitor it.

Interior Shops contacted.

Elegance Aircraft Interiors 717-823-7135 Smoketown Airport Roberto Abarea---Estimates: C152 interior \$4,500.00 - \$4,800.00, Arrow seats \$1,500.00 each. Advantage Interiors LLC 800-890-2004 Donegal Springs Airpark N71, Mick , Need to take the aircraft there for an accurate price quotes

Deadline Date for Newsletter Submissions

To answer the question, what is the deadline date for submitting an article to the MAFC newsletter?, requires more than a simple date on a calendar. There are several factors involved and you need to select the one that matches your goal. To begin, the computer program that is utilized to assemble the finished newsletter does allow for rearranging the order in which articles will appear but it is a time consuming process and increases the chances for errors. So, if you would like to see your article appear on page one or two, you need to submit the text and any pictures ASAP. Actually, the article can be sent in months before your target date! The newsletter is loosely blocked out several months in advance so it is possible to insert a column many weeks prior to being published. Just keep in mind the old saying, "First come, first served".



If you have a regular column or series, you do have a set cut date with a wrinkle. The absolute cut date is seven (7) days before the end of the month. This is because it takes a few days for the newsletter staff to complete the pasteup and then review the issue. Once it is approved, it is converted into a PDF document for distribution to you and a copy is sent to Dave Trulli so that it can be added to the list found on the MAFC web site. But the wrinkle is that if you wait until the last minute, there is a chance that there may not be sufficient room to insert the text and this has happened a few times. The bottom line is to send in the column as soon as you have created it then you will not have to worry about a date on your calendar.

Of Special Note!



Matt Gomes announced that he and Michelle Borghese are now engaged! Matt popped the question while taking her for a spin in WT :-)



Takeoffs are optional but landings are mandatory

