

Club Meetings

Board Of Trustees: -
7:00 PM 1/4/18
Club House

General Meeting:
9:00 AM 1/20/18
N12 CAP Building



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata



The editorial staff of the MAFC Newsletter would like to wish you all a wonderful holiday season!

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ELECTIONS!



Elections for the Board of Trustees, President and Vice President will be held at the January 20 membership meeting. Please make every effort to attend and cast your vote! Remember, only members in good standing can vote...which includes being up to date with dues and your balance.

If anyone would like to run for office, there will be sign up sheet posted in the trailer. In addition, the sign up sheet will be available at the December 18 meeting as well as the January 4 Board of Trustee Meeting . The list can be found on the squawk board.

Frank Fine Honored

Frank Fine Receives Wright Brothers Master Pilot Award from FAA

On Thursday evening, December 7, Frank Fine was presented with the Master Pilot Award at the Teterboro Office of the Federal Aviation Administration by Robert Thorson, FAA Safety Team Program Manager. On hand for the presentation were his wife, June Fine; daughter, Carol Hart; his brother, Robert Fine; and two of the pilots who had nominated Fine for the award; David Brickley, one of Frank's former Explorer scouts who retired from USAF and now flies for United; and MAFC board member, Art Templeton. The MAFC is honored and proud to have Frank as a long-time member.

The Wright Brothers "Master Pilot" Award is the most prestigious award the FAA issues to pilots certified under Title 14 of the Code of Federal Regulations. This award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots." According to the FAA, less than one-half of 1% of current active pilots have been the recipients of this award. Nominations are submitted by a formal application that must be accompanied by three letters of recommendation from other FAA-certified pilots, attesting to the nominee's record. Once the award has been issued, the recipient's name, city and state is added to a published "Roll of Honor." www.faasafety.gov/content/masterpilot/RecipientList.aspx



June Fine Frank Fine Robert Thorson



David Brickley Frank Fine Art Templeton

The Fun and Frustration of Aviation Gadgets by Charles Burke

Sometimes you just have something that you really don't need but the lure of gadget that has buttons, and can do unimaginable things is hard to resist. This is what happened a while back ago when I saw that one aviation on-line store was selling the original Garmin D2 watch for half of its original price! Having used their products for many years both in my cars and in aircraft, it was a no-brainer, I needed this.

The unit arrived in two days and right from the start it was obvious that this was not going to be a smooth road to tread. While the box contained almost everything, it was missing one important part---the USB power cord. A quick call was made to Garmin who assured me that a replacement was going out immediately but when the package arrived, it was still the incorrect cord. Another call was placed to Garmin and again they assured me that the correct item would be delivered with great speed. Well this time the proper cord was acquired and the watch was finally powered up but it took almost 2 weeks to get to this point in time.

Armed with the downloaded manual, I quickly discovered that whoever put the instructions together did not have the user in mind. The directions left out some important basic facts and never really provided clear cut, step by step startup instructions. In fact, the steps that are required to create flight plans are so cumbersome, that it was beginning to look like this whole thing was a very bad decision.

So I immediately called Garmin's customer help line and even the agent agreed, the directions left a great deal to be desired. Needless to say, I was not a happy camper to hear this. But the agent offered a solution, in the box there should have been a card that provided a code allowing you to download and use the Garmin Pilot software program free for 6 months. He said that the program made creating flight plans and transferring them to the watch was super simple and, on that point, he was correct! So as soon as I downloaded the map data, I went on line and ordered the Garmin Pilot program.

The software was 180° in the opposite direction from all of the nonsense that had been experienced up to that point. With the program on my iPad, I was able to assemble complete flight plans and then click to have it transferred to the D2 watch!!!

On Friday June 9, Nick Billows and I took the Archer and headed south the KGED with the Garmin D2 flight plan now active. WOW, the thing was amazing! Scrolling through the different pages, I compared the data with the Archer's instruments and the watch was spot on. Altitude, ground speed, track, compass, map, etc. were identical. It quickly became obvious that had if there was a failure of many key instruments in the aircraft, I could safely navigated to an airport nearby or to the destination. That said, my opinion of this instrument was altered dramatically.

The bottom line, If you are thinking about a D2, look at the original units which are now on sale for about \$300 or less. But don't waste your time with the instructions that come with it beyond pushing the buttons to get a feel for how to navigate the screens. However, before you plunk down one penny, make sure that you can download the Garmin Pilot program onto your iPad or smart phone and that your device has a Blue Tooth compatible system. If you can't meet these requirements, then be prepared for frustration.

If you see this as a "GO", then order the watch and upon arrival, immediately acquire the Garmin Pilot program and learn how to use it. Then call Garmin and have them walk you through transferring the flight plan to the watch. It is supper simple but best done while you have a customer service rep on the phone just in case you run into a problem. Then go forth and have a ball knowing that you will have, not only a great looking conversation piece on your wrist for a fraction of the cost for a newer model, but also a seriously good navigation system while flying.



“Am I Complacent Today?” by
Parvez Dara, MD, MBA, ATP, MCFII, AGI, Gold Seal.

There is an art form to every good enterprise. And art is essentially a fervent desire to achieve closer proximity to perfection as desire will have it. Yet in that desire humans fall prey to the predatory influence of over-confidence and laziness; both components of complacency.

Complacency burrows into our psyche slowly and surreptitiously. It might arrive one day when we are regaling ourselves with self-pride and another day when we have too much or too little on our minds.

Let us take the Self-pride version first. Imagine a newly minted Instrument certified pilot who climbs aboard with a non-pilot friend and launches into a 500-foot ceiling, armed with the hubris of the certificate but lacking in the experience to handle the onrushing blur of grey. Imagine the disorientation at entry on climb out. The frozen feet as the P-forces and the slip-stream conspire to turn the aircraft left at an ever-increasing rate and the pilot distracted by the sound overcome by the task freezes into inaction. There is a tale here that remains to be told.

Now venture into the state of distraction or as we called it a moment ago, “too much on the mind”. When a duality of important tasks confront us, the combinatorial pathways vying for attention of the frontal cortex of the brain lose steam and only one makes its way for a judicious response. In other words, the brain filters down multiple tasks and assigns preference based on Bayesian logic to what it determines the most important task to be committed to first. In so doing the other task is relegated to “wait a moment.” Imagine a pilot on a short final to a non-towered airport runway in cross wind condition confronted with a runway incursion. There are multiple thoughts that might course their way through the brain pathways: a) land in front of the offender and ground loop, b) Go around, c) Panic, d) Lose control of the aircraft on pushing the throttle, not cleaning up the aircraft and with frozen feet (rudder, flaps and gear), e) show anger by buzzing the transgressing offender. All except (b) are ensnared in trouble. Here good communication and anticipation are the key to safety.

The last bit is, “Too little on our mind.” Too little about flying (perhaps from the number of hours in our log books) and too much about impressing others, when we have done something many times and just like driving a car from point A to point B we sometime can’t remember the drive itself. Imagine flying out on a sunny weekend day with your favorite non-pilot in tow. You want to show your professionalism and abilities, so you go about the preflight quickly. Everything looks good. You turn the key and the starter engages and the propeller turns and stops. You look quizzically at the propeller and find the cowl plugs with their red flags all caught up in a jumble around the prop. Embarrassing, as that may be, there is a cautionary tale in it.

One quick story here will seal the deal. Aboard a commercial airliner at Newark Airport, I was in a window seat, listening to the pilot and Tower communications via my hand-held transmitter/receiver. We were first in line for take-off. A transmission came through, “*** Airline check your flaps.” There was silence and then the pilot keyed in, “Tower we will be ready in 5,” as 6 aircraft pilots behind us must have groaned. The pilot and his co-pilot had to go through the checklist before “Line up and wait.” We in our GA aircraft are not the only ones to succumb to complacency. It is a human thing. Be careful and remain cognizant all times!

Complacency can rear its head in all the wrong and right places. It behooves us to anticipate it and ask ourselves each time we pick up the keys to the aircraft, “Am I being complacent today?”

A Good Read: Skunk Works suggested by Tom Russell

From the development of the U-2 to the Stealth fighter, the never-before-told story behind America's high-stakes quest to dominate the skies has been a prized subject. The Skunk Works is the true story of America's most secret and successful aerospace operation. As recounted by Ben Rich, the operation's brilliant boss for nearly two decades, the chronicle of Lockheed's legendary Skunk Works is a drama of cold war confrontations and Gulf War air combat, of extraordinary feats of engineering and human achievement against fantastic odds. Here are up-close portraits of the maverick band of scientists and engineers who made the Skunk Works so renowned.



Revised Date of First Air Mail in USA!



The date of the first airmail letter, to be carried here in the United States, has been pushed back to January 9, 1793 and was written by President George Washington--no joke. On that date, Washington, John Adams, Thomas Jefferson and James Madison were in Philadelphia to observe the first hot air balloon flight in North America. Because the pilot did not speak English, Washington wrote a letter explaining who the pilot was and gave it to him to carry. The fear was that if the pilot landed in an area where the residents mistook the event as a hostile military activity, they might harm him. But the bottom line is that this was indeed the first airmail letter. FYI, the balloon landed in Deptford Township, NJ.



Its Back!

The Joint Base Air Show will be held on May 5 and 6 so mark your calendars! The program will feature the Air Combat Command's F22 Raptor Demo Team, The Royal Canadian Air Force CF-18 Demo team and the US Army Golden Knights parachute team. For details, go to <http://1057thehawk.com/joint-base-mcguire-dix-lakehurst-announces-2018-air-show/>.

Maintenance Corner by Dan Coles

N66977 C-152 was taken to BP Air to have the oil was changed, engine valves adjusted and the seat rail A.D. inspection to insure it was complied with. We are still looking for price quotes for a new interior. The windshield is still cracked at the compass mount but a new one has been ordered.



N67818 C-152 has returned from Onsite Aero where the annual inspection was performed. The annual inspection came with a \$1,150.00 fee. Items addressed include: A. Complying with AD 2011-10-09 seat rails and seat hardware and rollers. B. The ELT battery was replaced (10 year requirement). C. Both of the fuel cap gaskets were replaced with new gaskets. D. The loose left brake line in belly was tightened. E. A broken ground wire in left wingtip navigation light was repaired. F. Corrosion-X barrier treatment was applied to entire airframe and flight controls. G. Stop drilled several cracks in plastic fairing tips as applicable. H. Numerous nut plates and tinnermans were replaced in the wing I. Inspection of the panels and wingtips. J. The left brake pads and caliper O-ring were replaced. K. The hydraulic fluid was topped off and the system bled as required. L. The mixture control was tightened in instrument panel. M. The parking brake cable loosened and proper operation verified. N. The nose gear torque links were tightened and shims were added as required. O. Both of the oil cooler hoses were replaced with new hose kits, FAA TSO C53a Type D. P. The vacuum line at the firewall was replaced. Q. The right magneto was removed serviced and replace as per 500 hour inspection. R. The engine oil and filter were changed. S. The engine induction air filter, vacuum inlet filter and vacuum relief filter were changed.

N4287Q C-172 L It was reported that the tachometer was not recording the time accurately. The aircraft was taken to BP Air at VAY where the tachometer was removed sent to be repaired returned and reinstalled. This aircraft had the oil changed and a 50 hour service at Lakewood maintenance shop.

N93KK C-172 M had a hard starting issue that turned into no starting at all and a dead battery. A new battery has been installed because the old one would not hold a proper charge. Lakewood maintenance shop ordered and installed new magnetos. Aircraft was returned to service.

N268BG PA28-181 One of our members reported that the number 2 radio glide slope is not working. The aircraft was flown to Three Crown Avionics shop at Sussex airport where the radio was removed to be repaired.

N55804 PA28-200 R has had an oil change and a 50 hour service at Ocean Aire. We have stopped using mineral oil in the engine and are now using Exxon Elite.

N61WTC-172SP was at Ocean Aire avionics shop where they finished the installation of the Garmin GTX345R ADS-B unit. We now have real time weather in the cockpit and a better picture of traffic.

Spotlight on: Ethan Noble

My involvement with aviation began with my father who was an ultralight pilot in the 80's and 90's and continued on when I started flying regularly in Civil Air Patrol when I was 12. I became deeply involved with the Civil Air Patrol and was the Cadet Commander of Ocean Composite Squadron in the early 1990's. The interest in aviation has been sustained by my father who, while in his 80's, still inspires me.

My first actual flight as a student pilot took place at Lakehurst Naval Base through Civil Air Patrol and this is where I first soloed. Tom Flieger was my instructor and I have a great picture of both of us younger and more handsome that I will show anyone upon request. At that point in time, I soloed in a Cessna 172 at Lakehurst and then owned a C-150 for about 10 years which was kept at Central Jersey Regional Airport. (Continued)



Involvement with MAFC began this past Spring (2017) and I have tried to be involved both as a pilot and as a supportive member. One of the first activities was to participate in the Rub & Scrub. I brought my son Avey (named for the word Aviation), my son Easton (named for the coastline my wife and I flew up and down every week when we first met) and my daughter Alaire (named for one of the airports I frequented when I began flying). As a pilot, I have logged 200 hours in GA and another 200 in ultralight aircraft. The ultralight was a Falcon with a forward canard. The most forgiving plane I have still ever flown.

At this time I hold a GA Private Certificate as well as a Commercial UAV (drone)

I went Fairleigh Dickinson University and majored in filmmaking and then went on to work at Miramax Films and The Weinstein Company for over a decade. Then, at 30 I left my post as Director of Marketing to start my own film production consulting company. I currently run my company and teach film production at the Jackson Academy of Digital Media. I am a commercial UAV pilot using a drone to cover live events, shoot music videos and films. I am also the father of three and married to my amazing co-pilot, whom I fell in love with during our frequent evening flights along the coastline to Bader field. As a filmmaker, I worked on many Academy Award (Oscar) winning films such as THE AVIATOR, GANGS OF NEW YORK and CHICAGO.

My family and I are avid skiers, my 9 year-old son Avey is a actor having been on Broadway in the Radio City Christmas Spectacular and on several major network television shows and I love movies and technology.

MAFC Rules and Regulations Part 8



1. In any case where the rules call for action by the crew chief, if urgent action is required and the appointed crew chief is not available, one of the following may act instead: the Club maintenance officer, President, VP, and BOT members should be tried in turn. Obviously such an officer will be very careful to coordinate with the appointed crew chief as soon as possible.
2. In accordance with the FARs, notably FAR 91.7 and FAR 91.213, each pilot is responsible for determining whether the aircraft is in condition for safe flight. The Club will not make this determination for you. A previous pilot's determination is not binding on you. For instance, a plane that is not in condition for day IFR might be OK for night VFR—or vice versa. Also, a previous determination could be out of date or simply erroneous.
3. Crew letters: Members are encouraged to talk with each other. To improve communication, the Usage Books contain "Crew Letters." A Crew Letter can be on any topic. For example,
 - If you find inoperative instruments or equipment in accordance with FAR 91.213, you are strongly encouraged to mention this in a Crew Letter.
 - You can use a Crew Letter to request that the pilot before you refuel the plane to a higher or lower level than usual, to help you meet weight & balance or range objectives.
 - You can use a Crew Letter to report weather or runway conditions.
 - You can use a Crew Letter to request or provide routine advice on pilot technique. Nobody has any obligation to answer Crew Letters. Post filled out Crew Letters on the board in the Clubhouse so that the Maintenance Officer and fellow pilots can read the Crew Letters. Do not take Crew Letters into the airplane.
4. Members are required to know and abide by the record-keeping requirements in FAR 91, FAR 43, and NTSB 830. The Club's aircraft records include the following:
 - The aircraft logbooks (including airframe, engine, and propeller logbooks). These are for records, such as AD compliance records, that require long-term retention pursuant to FAR 91.417(b)2.
 - FAA-required maintenance files: These are for records that must be retained pursuant to FAR 91.417(b)1. The Club requires these to be retained for at least one year, even if the work has been repeated or superseded. Members who perform preventive maintenance (such as changing a light bulb or adding air to a strut) must submit a Preventive Maintenance Report. Forms are provided. Do not use a Crew Letter in place of a Preventive Maintenance Report.
 - Usage records shall be retained for three years.
 - Various Extra Records: The Club may from time to time create records beyond those required by the FARs. Crew Letters fall into this category. The Club imposes no retention requirements on records in this category. Generally they are discarded when they are no longer of current interest.
5. In the clubhouse there should be an information board for each airplane. The information board has two areas, one for routine Crew Letters and an area marked in red for Crew Letters indicating caution or special attention for the next pilot.
6. Whenever you discover that an aircraft needs attention, except for cosmetic or extremely minor squawks, notify the crew chief by telephone immediately. A list of the current crew chiefs is provided on the MAFC website (www.flymafc.com) and in the Clubhouse. Otherwise it might not get repaired promptly. Also, you should call the scheduling system and then call everyone who has a reservation for that plane in the next 24 hours. These calls can be somewhat of a burden, but they are a great help to your fellow members, since they can prevent a wasted trip to the airport. To guard against reservations that are unusable because the airplane has been down for MORE than 24 hours, members should check on aircraft status the day before the scheduled flight.

Something to look forward to!

Are you an aviator aged 80+? Did you know that there is a club, The United Flying Octogenarians (UFO) for those who fall into this category and it has been in existence for about one third of a century? Founded in 1982, it now has over 1500 men and women calling home with the USA, .U.S. Virgin Islands, Canada, Argentina, Australia, France, and the United Kingdom. The group hosts activities all around the country and offers members The Slip Stream newsletter.

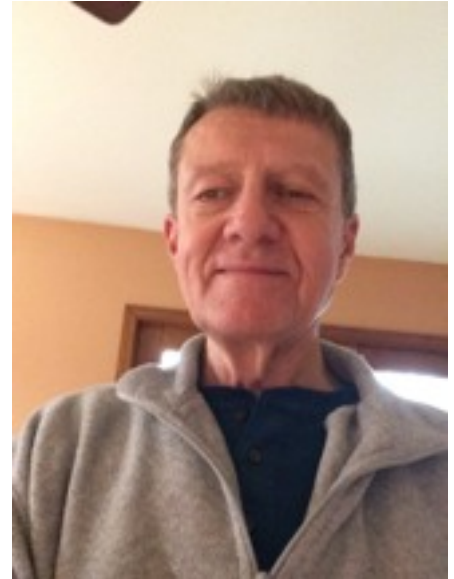


If you qualify by age, you might want to take a look at their organization which operates a web site at <http://ufopilots.org/> They even have a NJ chapter!

Of Special Note!



Tom Farrell soloed at Lakewood Airport and we can use the plane over again!!!
Tom Fleiger, instructor



Peter Guilfoyle passed his Private Pilot Check ride (partly in the dark!).
Tom Fleiger, instructor

Joe Pecili completed his IPC on 6 December 2017 in Archer 268BG! Matt D'Angelo instructor

Skye Randall completed his first solo cross-country N12 - WWD - N12 on 17 December, 2017! Matt D'Angelo instructor

Takeoffs are Optional, Landings are Mandatory!



Sabet Elias Soloed in November

