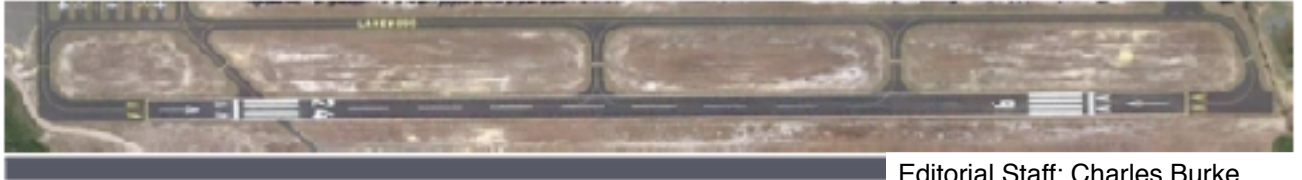


### Club Meetings

Board Of Trustees:  
7:00 PM 6/7/18  
Club House

General Meeting:  
9:00 AM 6/16/18  
N12 CAP Building



Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

### Rain Rain, Go Away!

Thanks to a perfect storm, both the Rub & Scrub, as well as the May, General Membership meeting had to be cancelled. The rain prevented the members from cleaning and polishing the aircraft as well as the opportunity to enjoy the epicurean barbecue delights that had planned for the event. The double whammy came from the fact that the CAP building was undergoing renovations so there was no indoor facility to gather in. As a result, it was announced that alternate plans would be discussed that would hopefully permit all of the planned activities to take place.



### Inside this issue:

#### Page 1

Rain Go Away!  
McGuire  
Chocks

#### Page 2:

Test  
Rescue at sea  
Maintenance report

#### Page 3

\$100 Burger  
Spotlight on

#### Page 4

Flight plans  
Stamps  
Build a Boeing!

#### Page 5

Airline Prep Series

#### Page 6

Announcements  
Buy/trade/sell

### McGuire Air Show

The May cloudy and damp WX also put a slight damper of the McGuire's, Thunder in the Pines program but this did not stop us from participating. In the days leading up to the event, several members applied a lot of elbow grease to prepare N67818 for the journey over to KWRI.



Preparing 818



818 at KWRI



Show time at McGuire

### Chocks are refurbished

Thanks to John Pereira, there is no question as to which aircraft belong to MAFC! John collected all of the chocks, cleaned them up then applied a new coat of paint replete with MAFC stenciled on them. THANK YOU JOHN!



**Test #5**

Describe the duration of a medical certificates excluding Med Express.  
(See answers on page 6)

**Rescue at Sea** by Charles Burke

On Saturday March 18, my wife and I set sail aboard the Norwegian Breakaway for a seven day cruise that took in the Kennedy Space Center plus a few days in the Bahamas. The stop at the Kennedy Space Center was rich in activities with the Atlantis Shuttle building that opened on June 29, 2013 worth the trip a hundred fold over. If you have not toured this facility, or seen the Atlantis exhibit, it should be a must-see on you list of places to go. The next two days were spent in Nassau and gave us a chance to tour Paradise Island. But one thing that we never expected was to witness a sea/air rescue on the return voyage.

It was about 11 AM on Saturday March 24 when we were in our cabin getting ready for lunch. Winnie heard an announcement being broadcast in the corridor that was directing specific crew members to report to their emergency stations on the forward deck. A few minutes later, another call came out directing passengers to clear walkways in the bow area and to vacate the upper open decks because a US Coast Guard helicopter would be there in 10 minutes to pick up a passenger.

It was not long before we heard the chopper and decided to step out on our balcony to find it circling the ship in a clockwise direction. It then stopped several hundred yards out facing the bow. After a few minutes, it slowly moved in closer then stopped about 100 yards out and hung there apparently adjusting its movement to coincide with the still advancing ship.

After a few minutes, it slowly began to glide towards the bow and out of sight. But, at that point, I remembered that they had a bow camera which you access on the in-cabin TV set. Just as I flipped to the proper channel, the helicopter slid into view and stopped slightly forward of large yellow circle on the deck. It was at that point I noticed a wind sock on the bow that was blowing at about a 45° angle to the ship's course. Suddenly, a crew member could be seen being lowered onto the deck followed by a gurney rescue basket. Once both were down, the gurney was detached and then taken off the deck and out of the camera's view.

About 10 minutes passed when suddenly crew members, and the patient lashed into the gurney, reappeared. The Coast Guard crewman quickly attached the basket to the line and the injured passenger was lifted to the helicopter. Once inside the hovering aircraft, the line was dropped again and then the Coast Guard crew member was hoisted back up and pulled into the open hatch. Another minute passed then the helicopter tilted forward and was gone. Nothing more was heard about the event but later in the day, several passengers said the passenger had experienced a heart attack and needed immediate assistance at a hospital.



Coast Guard helicopter positioning to pick up a passenger. (Seen from our balcony)



Patient being hoisted into the helicopter (Seen on the in-cabin TV set)

**Maintenance Report** by Dan Coles

N66977-C152 Billy O from BP Air is pricing a new interior plastic part and installation for the instrument panel. John Pereira spoke with Billy O about interior shops and he recommends a shop at Doylestown Pa. airport. John

Following up on the letter we received from the FAA's Michael A. Smith ADS B focus team. The letter says that the FAA has monitored flights by this aircraft in which the installed ADS B system failed to comply with equipment performance requirements specified in CFR 91.227. Carl from Three Crown Avionics has checked with Garmin and they think an avionics master switch will be the solution. Carl did say to make sure the transponder is set to "Altitude" prior to taking off.



N67818 On 5/2/18, this aircraft was cleaned and waxed prior to being flown to McGuire Air Force Base for the air show. We had a new TKM Navcom to install to replace place the #1 Navcom.

**Continued**

N4287Q was at BP Air for a 50 hour service, seat rail A.D. inspection and 500 hour magneto service. While there the mechanics found the engine baffling cracked around one of the fasteners holding it in place. They repaired the cracks in the baffling. At the end of June the aircraft will go to BP Air for the annual inspection.

N93KK returned from BP Air where a 50 hour service was performed. While there, the attitude indicator was replaced and the vacuum system was inspected. Billy O reported that there is a hole in the cowling by the engine air cleaner. This was repaired while it was there. The left main gear tire was worn, it has been replaced.

N268BG has no squawks reported.

N55804's door was reported to be difficult to lock. If you fly this aircraft be aware that a new door seal was recently installed and a little more effort is required to close and lock the door. On the positive side your right seat passenger won't be sitting in a wet seat.

N61WT is in for an annual inspection.

**\$100 Hamburger by Mike Bernicker and Charles Burke**



We arrived at N12 ready to take a flight down to KGED and have lunch but there was a big question mark over the forecast because of conflicting information. Interestingly all of them seemed to point to good flying weather except KWRI which raised a number of questions. After talking it over, we decided to head south and aim for KWWD which was on the path to the shortest over-the-water gap between New Jersey and Delaware. Except for a few small clouds that passed overhead, we had a good flight. But as we approached Cape May, all we could see was a wall of mist ahead of us. So we cancelled the flight following service and headed down to KWWD.

The airport, and surrounding area, was virtually deserted! Air traffic was non-existent and there was no action on the ground. With a clear path to work with, 4287Q enjoyed a super large runway to touch

down upon. After clearing the hold line, we taxied to the FBO and found the tie down area to be empty which allowed us to park right at the gate. Surprisingly, the The Flight Deck Restaurant was busy and we had to wait a while for a table but it was worth it.

We were quickly handed menus and our orders were dispatched to the kitchen. It was not long before our meals arrived and they were voluminous to gaze upon. The grilled chicken sandwich was done to perfection and the Blueberry French toast, sprinkled with powdered sugar appeared scrumptious. As we enjoyed the lunch, our palate confirmed what our eyes had suggested, it was GOOD!

So, if you are thinking about a trip down the coast line, give some thought to the Flight Deck at KWWD. You will not be disappointed!

**Spotlight on Tony Astray-Caneda**

I first got my taste of flying on a muggy August day in 2009. At the time I was just 16 and thrilled to be flung skyward. I can still remember that first flight clearly, being handed the controls for the first time, seeing the runway come up quickly to the plane on final and feeling the freedom that can only come from being behind the yoke. I was hooked from day one.



The initial love for flying was fueled in large part by my biggest inspiration, my grandfather for whom I have his name. He was the stuff of legends. He was in World War II, not as a pilot but as a radio operator in the sky. In the post war years he got into a variety of different pilot jobs. The stories my aunt and mother would tell me growing up are what really lured me in. There were stories of a man making dangerous flights as a bush pilot in Africa, flying Twin Otters in the Caribbean, bringing back perfumes from France, and even surviving multiple plane crashes! He did die long before I was born, but amongst my family he is a legend that survives in stories forever. And while aviation is much different now from when he started, the lure of adventure, freedom, and flying still have me in it.

The stories of flying fueled the spark of aviation, but the training cemented in that it was something I needed to do. I learned to fly out of Tamiami Airport (now Miami Executive) in Miami, FL. I did it all entirely through a flight club there, making flight clubs even now a natural fit for me. I learned 100% in the training workhorse of flying, the tried and true Cessna 172. After roughly two years of rough landings and airframe abuse I did get my Private Pilot License. I now hover right around 110 hours and am looking to put on many more working on my Instrument Rating.

Fast forward to now and I have moved to the NY/NJ area and joined the Monmouth Area Flying Club! I have moved from flying over the Everglades and the Florida Keys to going over Central Jersey and the Shore. While new to the area, and cold weather flying, I have already found it be plenty interesting here. I look forward to continuing to fly with the club, checking out in the 152s, Arrow and Archer, and exploring a whole new area to fly in.

**Suggested Flight Plans** by Charles Burke

Over a period of several months, a series of suggested flight plans were published in the newsletter last year. The objective of the series was to offer suggested routes for pilots who were interested in honing navigational skills, as well as ride sharing with a possible \$100 hamburger along the way. Because of the success of this project, there will be more suggested routes being published in the months ahead. So if you would like to submit a plan, you are encouraged to do so.



To help those who would like to explore these routes, they have been reprinted and put into booklets that are now available in the club trailer. Please feel free to borrow them if you would like to try your hand at following a route. All that is asked is that you return the booklet to the rack when you return. They are stored in a rack that is located behind the printer.

**Routes #14 (NEW)** submitted by Steven Fox

*Course Attributes*

A. Route: N12 to CYN (VOR) 231°, 19 nm, CYN(VOR) to ACY (VOR) 207° 23 nm, ACY (Terminal VOR with a 10 mile radius) to ENO (VOR) 263° 46 nm, ENO (VOR) to Delaware Coastal Airport KGED 176° 33 nm (note that this intersect Dover (KDOV) airspace, Delaware Coastal Airport KGED to ATR (VOR) 052° 10 nm. ATR (VOR) to SIE (VOR) 057° 26 nm, SIE (VOR) to Barnegat Lighthouse 047° 51 nm, Barnaget Lighthouse to N12 003° 18 nm

B. This flight should be at or above 4500 feet southwest bound and 5500 feet east & NE bound to stay above the airspaces but communicating with WRI, ACY, DOV ATCs throughout the flight is highly recommended for safety.

C. There are several airports along this route where restaurants are available on the field but you need to check to see that they are open.

D. Beautiful scenery while flying over the river with whales seen at certain times of the year.

E. Total distance 226 nm



**Watch a Boeing Aircraft be fabricated!**

If you think assembling a Lego set is fascinating, watch the assembly of a commercial airliner by Boeing. <https://www.youtube.com/embed/SE71NJI-naY?autoplay=1>



**A Fact to Ponder**

There are 7409 female major commercial pilots

**Stamps**

Even if you are not a stamp collector, this is one that you might want to obtain and share your affinity for all that is aviation! This stamp is now on sale from the US Post Office and is a standard "forever" issue. The USPS sku # is 477704 and they cost 50 cents each.

The original US Airmail Blue, was issued on May 15, 1918 to recognize the new USPS service flying letters between New York, Philadelphia and Washington, DC during WW1.



So, you've decided that becoming an airline pilot is for you...awesome! You're in for a rewarding and fun career with great people and new adventures daily! Before I go all in on the airlines with this article series, I want to make sure you're aware of the wonderfully varied world of Part 135 (Commuter and On-Demand Operations) and briefly compare it to Part 121 (Scheduled Air Carriers), especially in terms of lifestyle.

Deciding to go down the path of Part 121 vs. Part 135 is a big decision. Without going into too much detail, here are a few comparisons. Please keep in mind, most Part 121 air carriers are very similar to one another in terms of the lifestyle they provide. The culture at each individual airline, however, can be very different. This is something we'll go into in a future article.

Part 135, on the other hand, is a very broad category of commercial flying with many different facets and missions. Part 135 includes everything from flying round trips in an amphibious DeHavilland Beaver between Caribbean islands, flying cargo and fuel to remote towns and villages in Alaska in a modified Curtiss C-46 and flying a movie star to Cannes, France in their Gulfstream G650ER on a moment's notice! Very different flying and lifestyles, all operating within the same regulation!

So here are a few differences:

*Flying:* Part 121 flying is generally easier, because you will have a team, including Dispatchers, helping with a lot of the planning and logistics. All of the aircraft will have a high level of automation, as well.

With Part 135, you and the other pilot (if one is required) are often on your own to complete the flight planning and logistics. Larger companies will have a flight department to help, but most of the work is on you. Some pilots love this!

The aircraft themselves vary greatly, but if you want to fly a huge variety of different aircraft, including some of the most interesting and fastest, certain Part 135 operations may be for you!

Both Part 121 and Part 135 pilots have the same level of responsibility, but as an airline pilot, you'll be responsible for more people. A big difference between Part 121 and Part 135 is the interaction between pilots and passengers. Part 121, you're responsible for everyone, but you work with a team, including Flight Attendants, Schedulers, Dispatchers, Gate Agents, Baggage Handlers and Customer Service Representatives. Guess what...as a pilot, you will often wear all of these hats in the Part 135 world! A big part of this is interacting with clients before, during and after the flight. This interaction is much more limited for airline pilots and is more the responsibility of the Flight Attendants.

*Schedule and Lifestyle:* Aside from delays, cancellations and reschedules, you will generally know your schedule a month ahead of time in the Part 121 world. You'll fly to the same airports for the most part. You'll be away from home quite often, but will also have a lot of time off, during most of which you will be free from being called in to work.

Part 135 pilots are often on call with a short window of time to get to where their airplane is based. Depending on the company and clients, many trips return the same day, so Part 135 pilots are often home more at night, even if they worked earlier that day. However, some clients may want to go away for several days or longer, on short notice.

*Compensation:* Part 121 compensation has become very good recently, especially considering the sign-on bonuses most airlines offer. Part 121 salaries will grow consistently as you gain seniority, even more so after you upgrade to Captain and move up to bigger aircraft, if that's what you desire.

Many Part 135 jobs have excellent compensation and benefits. Because of the wide range of careers, starting pay can be anywhere from \$20 per hour with no benefits, to six figures and full benefits, including travel benefits. This depends greatly upon the type of flying and the company you're working for.

With this article, I just wanted to scratch the surface of Part 135 careers, to help you understand some of the big picture pros and cons. Part 135 is an exciting world, with tons of opportunity. The flying can be very fun, challenging and rewarding. The quality of life and time at home can be better than with the airlines, but both get better with time (seniority) at the airlines. This challenging flying and quality of life are often reasons pilots choose Part 135 careers over the airlines.

Like anything, if you're interested or want to learn more, speak with folks who are currently doing the types of flying you're thinking about and learn more. You may just be inspired by someone who is making a living with airplanes in ways you never even knew existed! Talk to people, keep learning and you'll find a great fit for you! It's always an exciting time to be a pilot. Right now is also a very exciting time to start a career as a pilot!

Next time, we'll talk about the wave (pilot shortage and trends)...

Fly safe, have fun & keep learning!



The Third Class duration is geared to age.

- a. If you are under 40, the medical certificate is good for 5 years to the last day of the month it was issued.
- b. If you are 40 or older, the medical certificate is good for only 2 years to the last day of the month it was issued.
- c. If you fail the medical you may be issued an exemption that is only good for one year until the last day of the month it was issued.

**Buy-Trade-Sell**

- 1. Michael Berger is looking to buy a headset.
- 2. Girish Mandhwani is looking to buy a noise cancelling headset.



*If you have something to sell, trade or wish to buy, send in your request and it will be posted in the newsletter--FREE*

**What are these people doing??**

Take a few aircraft, throw in a great group of MAFC members, point them at a good \$100 hamburger and this is what you get! You should try it, you may have just as much fun :-)

*From left to right: Anthony Caneda, Charles Burke, Shikha Mandhwani, Girish Mandhwani, Steve Fox*



**ID Tags**



Just a reminder-- If you have not yet picked up your ID badge, the box containing them is in the trailer

**Of Special Note!**

Darren Mattos passed instrument check ride Ryan Betts instructor



Marino Santos earned his FAA WINGS - Basic, Level One on 23 April 2018! Find out how to earn your WINGS at [FAASafety.gov](http://FAASafety.gov) !  
Matt D'Angelo instructor

**Takeoffs are optional but landings are mandatory**



While the name or location of the airports shown are not usually included, this will be an exception. This is a picture of the end of the runway at the Tenzing-Hillary Airport (LUA) in eastern Nepal and is considered one of the most dangerous in the world. Just beyond the end, there is a shear wall drop of 2300 ft. At the other end, is a solid rock wall. There are no go-arounds! At 9334 ft, thin air, clouds, rain and turbulence are normal. The runways are 6/24, 1724 ft long with a slope of about 12 deg. See video at [www.youtube.com/watch?v=DqgZvb37NX0](http://www.youtube.com/watch?v=DqgZvb37NX0)