

### Club Meetings

Board Of Trustees:  
7:00 PM 9/6/18  
Club House

General Meeting:  
9:00 AM 9/16/18\*\*\*



Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

### Rub & Scrub

### In an Emergency

#### Inside this issue:

##### Page 1

*In an Emergency*

##### Page 2:

*Test*

*Rub & Scrub*

*Art Martone*

##### Page 3

*Spotlight On  
Basic Med*

##### Page 4

*Maintenance Corner*

##### Page 5

*Airline Prep Series*

##### Page 6

*Test Answer*

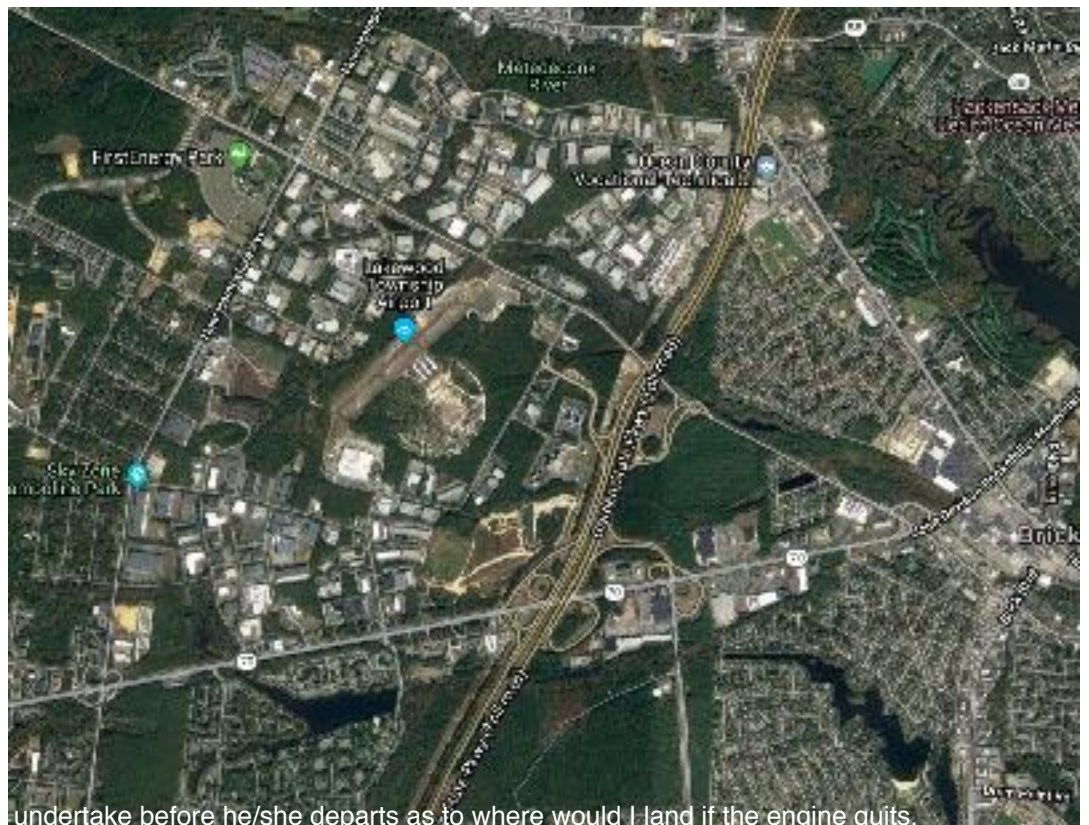
*Announcements*



At the August 18th meeting, Joseph Bonacci, MAFC Safety Officer, presented a program that focused in on the real choices that one day we may have to make while taking off or landing. The focus of this program centered on what to do should it be necessary to off-airport land if an emergency arose. The area surrounding N12 has dramatically changed in the past decade with numerous tracks of housing being added as well as commercial properties. Because of this, it was felt that a program dealing with the virtual lay of the land was needed.

Joe started the program by referencing a recent NTSB report and MAFC safety presentation of a pilot who attempted to return to the departure airport at low altitude that unfortunately resulted in a fatality. The satellite photo of that airport clearly showed a golf course that could have been used as an emergency landing location.

He followed it up by telling everyone that at altitude an engine failure can be addressed with the three G's. Glide, Grass, (find a location) and gas ( check fuel flow).



However attention must be given after takeoff, at low altitudes, as to where you are going to land if your engine quits. Joe explained how he and Charles Burke went up and took photos of those potential landing zones assuming a low altitude engine failure. Areas from a Rwy 24 departure proved to be numerous and viable as compared to a Rwy 6 departure but never-the- less stressed the mental preflight that a pilot should undertake before he/she departs as to where would I land if the engine quits?

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Prior to initiating this presentation, a review of satellite images were obtained from services such as Google but a careful examination of them revealed a number were grossly out of date. One that did reflect an almost up to date picture came from USGA Earth Explorer at <https://earthexplorer.usgs.gov/> But since there still were a few discrepancies, it is your responsibility as PIC to conduct your own realtime survey.

**NOTICE! The September meeting will be held on Sunday the 16th and will be a Rub & Scrub**

**Test #8**      **What is the total usable fuel capacity? (See page 6 for answer to one of our aircraft.)**



### Art Martone Honored



Art Martone  
(second from left in front row)

On July 31, 2018, Art Martone was the honored guest at the 324th Fighter Group reunion that was held in Omaha, Nebraska. At this point in time, he was the only serving member who was able to attend this event. The reunion is staged at different locations around the county so that former members from different regions can attend.

Skipping to the future, Art will be inducted into the NJ Aviation Hall of Fame at a dinner honoring him and three other inductees on the evening of Monday, November 12, at The Fiesta Banquet Hall, 215 Rt. 17, Wood-Ridge NJ (near Teterboro Airport). A cocktail hour will begin at 6 p.m., dinner at 7. Art's son and daughter and other family members will attend. We're hoping for a large MAFC turnout for this event and ask that you contact Tom Griffin at [tgriff5@yahoo.com](mailto:tgriff5@yahoo.com) or call 732-300-5062. (As of now it looks like the cost will be \$110 per person.)

For those members who are new to the club, Art has been a long time member of the Monmouth Area Flying Club, now an honorary lifetime member, and he served as president for ten years. His last flight with the club was August 28, 2016 – just about two years ago – at the age of 93!

Art's record as a fighter pilot in World War II, his continued military service as a pilot and commander in the NJ Air National Guard, and his promotion of aviation in the state handily won his Hall of Fame nomination. Here is a brief outline of his accomplishments as an Air Force pilot during WW II in Italy: The mission of Colonel Martone's squadron was ground attack against enemy land forces and support of Allied surface forces. In January of 1944, soon after arriving at his fighter base in Italy, he was assigned a mission of convoy patrol – searching for enemy vehicle convoys and destroying them. During that mission he observed German FW-190 fighter aircraft passing through their patrol area. Although their mission was ground attack and the FW-190 was a superior air combat fighter, Colonel Martone led his wingman in a dive to attack the enemy fighters. He pursued one of the retreating fighters getting close enough to damage the aircraft with his aircraft's guns. He continued to attack the aircraft until it caught fire and crashed.

During Colonel Martone's service in the European Theater of Operations (ETO) he experienced the loss of two P-40 fighter aircraft due to combat damage.

On a mission 4 May 1944, then Lieutenant Martone was wounded when his aircraft was hit by enemy anti-aircraft fire. Although his engine failed because of damage his was able to glide to landing at the Anzio beachhead. His wounds were treated and he returned to combat flying with his squadron. Colonel Martone was awarded the Purple Heart for his combat injuries.

During his 166<sup>th</sup> combat mission, involving a ground attack upon a convoys about 50 miles north of Rome, Colonel Martone's P-40 was shot down behind enemy lines. His aircraft was struck by debris from the explosion of a fuel truck he had just strafed and destroyed. His aircraft's engine was severely damaged and began to lose its liquid coolant, eventually creating a fire and losing power. He was forced to bail out of his burning airplane even though he was about 65 miles behind enemy lines. Although he was injured in the parachute landing, he was able to quickly find a place to hide from the searching German soldiers. Fortunately he was soon located by friendly Italian civilians who were had also been searching to rescue him.

With the help of his Italian rescuers he was able to evade the enemy for six days and eventually return to Allied forces after he was rescued by advancing American forces who were forcing the German retreat in Italy. After his repatriation he returned to the United States and his combat experience was put to invaluable use as a P-40 instructor pilot. It was normal wartime policy for pilots who had evaded capture with the help of local friendly nationals behind enemy lines to be restricted from combat flying, since they had information about the local citizens who assisted their evasion and could be punished for their cooperation with Allied forces.

His service to our country continued for many years after the war. Art served in the Air National Guard Newark Airport and later McGuire AFB flying P-47 and P-51 prop fighters, and then T-33, F86, F-84, and F-105 jet fighters. In 1961 he deployed to Chaumont AB in France during the Berlin Crisis. He was also instrumental in the development of the Warren Grove Bombing range (which we know of as R-5002, just south of the Coyle VOR). Art is also, in the top 10 aviators with hours flown in the F-105. His list of accomplishments goes on and on making him as a true National Hero.



**Spotlight On: Ken Ward**

I became involved with aviation in January 1999 when I woke up New Year's Day and decided to become a pilot. This was then turned into a New Years resolution that was immediately validated when a TV commercial came on for "learn to fly", intro flight for I think \$49.00. This is a 100% true story! But this did not just materialize out of thin air. My dad used to take me to MacArthur Airport (ISP) in Long Island when I was a kid and we'd go to the terminal's roof top deck and watch the aircraft come and go. It was a very, very small airport then, dating back to the early 1960's. This would prod me to dream of one day flying. But almost 35 years would pass before I was able to turn the dream into reality.



The initial contact with the club came in 2000 when I meet Dan Coles at an Art Gallery down the shore of a mutual friend. Dan told me about the Monmouth Area Flying Club. The next week my instructor (Keith Nevrincean) at Eagles View told me that he was going to stop being an instructor for a while. Keith said I should join the Monmouth Area Flying Club, as he was also a member of the club. I told Keith I just meet a guy named Dan Coles from MAFC. I called Dan that night and Dan and I have been very good friends ever since. Involvement in the club quickly accelerated and I found myself on the BOT in 2002, and was also the club Treasurer for years until about 2009 when Tom Smock was in the right place at the right time.

As a pilot in training, and then as a licensed pilot I have flown 152s, 172s, the Archer, the Arrow, and a Piper Cub (Sea Plane).

Born in Jamaica Queens NY, June 18th, 1958, I was the baby of two older brothers and two older sisters. We always seemed to live by airports initially near JFK. The family then moved to Elizabeth NJ when I was in 3rd grade and there I lived close to EWR. I then moved to Philly when I was around 20 and lived close to PNE and then to Matawan, NJ close to 2N8. My grandfather lived by ISP, as I said where my Dad always took me as a kid.

I hold a BA from Trenton State College (1996) in Industrial Engineering with a minor in Mechanical Engineering as well Business. I earned my MBA from Georgian Court University (GCU) in 2011. I went to GCU as it was close to N12 and I figured I could fly and go to school at the same time. Never happened-lol. Education took up my life. I'm now a part-time adjunct professor at GCU and recently returned from a week in Germany on an educational trip. Another interesting venture took me to China !

Extensive flying has been done with MAFC friends, Mike Bernicker and Dan Coles. Together, we have flown to Maine, New Hampshire, West Virginia, Kentucky, Indiana to name a few. Dan is a Vietnam Vet (Helicopter Crew Chief) and the three of us would fly to Dan's service reunions as well as just some quick long weekend get aways.

I just want to add how great the club is. I made a lot of good friends here that will be around for a long time. My flying has slowed down but I'm still proud to be a member. When I was learning to fly, other members were not flying but still members, so their dues were offsetting my cost. So now it's my time to give back and I'm grateful and very happy to be doing the same now. And there is no greater experience than our first solo. Such an amazing experience that not too many people in life will ever experience. As Nick Billows just said to Israel Thaler about his first sole "of all the 330 million people in the US, you and the rest of us are among the lucky less than 1% who are licensed and know the thrill of flight and the mental and physical discipline it takes to do it." So true!

**Basic Med by Charles Burke**

With the advent of the Basic Med option, there have been an estimated 35,000 pilots who chose this path and are now flying including a number of MAFC members. This new alternate medical system has proven to be extremely beneficial especially for those who have found the traditional Express Med Class 3 system to be extremely expensive and time consuming. At its core, the Basic Med system allows you to work with any licensed medical provider so that your evaluation is conducted on a one to one relationship.

Because the intent of this article is to address only one aspect of this new system, it is suggested that if you want more information on Basic Med, you can go directly to the AOPA web page that covers this topic. Here you will find an extensive amount of materials available along with the tools needed to pursue a Basic Med medical certificate. See <https://www.aopa.org/advocacy/pilots/medical/fit-to-fly-pilots>

What prompted this article was a request by a member to find a physician who could administer the examination. As noted, according to the Basic Med regulation, any licensed medical professional can do it but what if the person you know is not willing to participate? Initially, this meant that you had to conduct a search that could be both frustrating and exhausting, to say the least. But now there is a simple solution!

Cont'd below

The AOPA has begun to amass a register of medical providers who will perform the Basic Med examination and it can be found at: <https://www.aopa.org/advocacy/pilots/medical/doctor-finder> Simply go to this page and enter in your zip code(s) and the list will appear. When I entered 07731 (Howell) and 08701 (Lakewood) , the following names and contact information were posted:

Dr. Ina Kelemen, Farmingdale Medical Associates LLC 21 Main Street, Farmingdale, NJ 07727 732-938-7002

Dr. Andrew Simon, 459 Jack Martin Blvd, Suite 3 , Manasquan, NJ 08724 732-840-0900

Dr. Robert Kayser , Change of Heart Cardiology 2130 Highway 35, Suite 321C , Sea Girt, NJ 08750 732-974-6700

But there may be more! In talking to several MAFC members it was discovered that Dr. Howard Katz, 9 Professional Circle, Suite 210, Rt 34, Colts Neck, NJ 07722, 732-761-8170 will also perform the Basic Med examination. A call was placed to his office and it was confirmed that he does the examination even though he is not yet listed with AOPA.

To expand even further on this topic, the club is reaching out to Dr. Ina Kelemen, who is also a MAFC member, to possibly do a presentation on this topic during a general membership meeting sometime in the near future.

In the meantime, if you know of a licensed medical professional who will perform the Basic Med examination, please send me their name and contact information. The names will be added to a special list of area licensed medical personnel who are available to us in this area.

### Maintenance Corner by Gan Coles



**N66977-C152** was at BP Air where the annual inspection was performed. The new TKM nav/com that was ordered by Tom Smock has been installed in the aircraft. The old TKM nav/com was returned to the company for a \$450.00 credit towards the new radio.

**N67818 C152** was taken to BP Air for a 50 hour service, seat rail A.D. inspection and to have the engine oil filler tube replaced. The oil filler tube was damaged by someone over-tightening it. The oil filler tube is made of plastic and damage by over tightening can result in the loss of oil from the engine. In an extreme case a break where it is connected to the engine can cause the engine to lose all of the oil. Granted this is a worst case scenario, however it is completely avoidable. Only slightly tighten the dip stick in the filler tube when you are checking the oil.

I was informed by the ferry pilot that he found the air pressure in the right main tire was 15 psi lower that it is supposed to be. This was discovered during the preflight inspection prior to departing for VAY. Low air pressure in the tires can cause the valve stem in the tube to tear while braking. If you don't have a tire pressure gauge in your flight bag already I suggest you get one.

**N4287Q-C172-L** was at BP Air for the annual inspection. The following are some of the items that were addressed and not included in last month's report. Annual Inspection cost was \$990.00, the following is from the invoice from BP Air.

- 1) Installed new rocker gasket on cylinder #2.
- 2) Replaced missing bolt on cylinder #3 rear baffle.
- 3) Removed and installed new outer bearing and race on right main.
- 4) Removed small nick on outboard half of right main rim.
- 5) Installed new brake lining on the right and left mains.
- 6) Removed left caliper, disassembled, clean and inspected. Installed a new piston Oring and reinstalled caliper. Bled the brakes
- 7) Races were spinning in the wheel halves. Clean both races and wheel halves. Applied Devcon to both sides of nose wheel and installed races.
- 8) Serviced nose strut with hydraulic fluid and nitrogen.
- 9) Secured 2 loose wires underneath/behind instrument panel.
- 10) Load tested the battery, prep and installed new battery. Neutralized acid in battery box with baking soda and painted box.
- 11) Removed corroded and leaking right brake line. Fabricated, double flared and installed a new line. Bled the brakes.
- 12) Removed FOD from forward portion of floor by firewall.
- 13) Installed a new lord shimmy dampener.
- 14) Complied with AD 01-23-03 map light switch IAW installation of insulator
- 15) Complied with AD 11-10-09 seat tracks and pins Complied with AD 7-07-12 ignition switch
- 16) Removed and installed a new throttle cable assy. set cable stops.
- 17) Installed a new ELT battery
- 18) Trouble shot inop panel lights and repaired the instrument lighting.

Installed a new double stack rheostat. A four pin molex connector was installed for easy removal and installation.

**N93KK C172M** was at BP Air for a 50 hour service along with the seat rail AD inspection.

While there we had the beacon replaced the left wing strobe repaired. The #1 Narco nav/com that was repaired by Three Crown avionics is back in the aircraft. The #2 nav/com radio's display is difficult to read. We are in contact with TKM to determine if it can be repaired. If it can be, we will ship it to TKM for the repair.

**N268BG-PA28-181** was at Ocean Aire to find out why the dimmer switch was having smoke coming from it. The mechanics discovered that the wire connected to the switch had only 3 strands making the connection. When the switch was turned on the wires got hot enough to melt the solder on the connection and melt some of the insulation on the wire thus causing the smoke. They made all of the necessary repairs and tested it for an hour on the ground to verify it is working properly. They have checked for an overhauled D.G. and haven't found any that are available from an overhaul shop that they prefer. The aircraft will have to be grounded for about a week while the D.G. is removed from the aircraft and sent to the overhaul facility. We are planning on doing this during the winter. The compass has been replaced along with the compass light. The new red lens for the dome light has been installed.

**N55804-PA28-200 R** No squawks were reported since the aircraft returned from annual inspection.

### **Airline Prep Series: First Steps** by Matt D'Angelo

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You've decided to go for it and become an airline pilot! Awesome! So, what do you do now? Amongst so much information and noise, how do you even know where to begin on a long journey you've never embarked on before? Follow these steps...

- Start with the end in mind.
- Start lifelong relationships with mentors.
- Start living a deliberate, organized and examined life.
- Take the first step.
- Be persistent.
- Do the work.

We'll never arrive at our destination if we don't know where it is. If you're out driving, you won't know which way to turn if your destination isn't clear. Think very clearly about what your goal is and write it down. If you don't know specifically yet, write down the highest level you know with certainty you want to achieve. Then, you can work towards this goal. Back to the driving analogy, think of it this way...when we're driving somewhere, we rarely can see our destination when we first pull out of our driveway. If that were the case, we would just walk! What we need to know is where that destination is and very clearly the next turn or two we need to make. That's it! This is where the next critical step comes in...

I've enjoyed reading and learning all my life. Both have helped guide me towards new interests and adventures, and shaped who I've become. I am very fortunate to have come across the book, "Think and Grow Rich!" by Napoleon Hill when I was growing up. Of the many valuable lessons in this book, the ones which have influenced me most are the powers of mentorship, persistence, planning and believing in yourself.

The next step in your journey is to find several mentors. At least one mentor should be well ahead of you and were you want to end up. If you imagine yourself as a Captain at a major airline, form relationships with a few current or past Captains at the majors you're most interested in.

Another mentor should be just a few steps and about a year ahead of you, with fresh and current information about the journey. This may be a First Officer at a regional airline. At least one mentor should be just a step or two ahead of you, where you will be in six months or so. These mentors may be new hires in training. They can help you with the very relevant, recent information and trends the former mentors may be slightly out of touch with.

Imagine a mountain with sheer peaks and exposure. You want to be on the summit. The current Captains are on the summit, helping you and the First Officer mentors climb. The First Officer mentors are helping the new hires, who are helping you. You can benefit from all of those ahead of you, if they have the personality and attitude to help you. You'll know a mentor right away, and you'll know someone who is unwilling or unable to mentor you, as well. If someone doesn't have the time or doesn't show interest, don't force it. Guess what? You're going to pay it forward in the very near future and mentor those one step behind you! In a few years, you'll be that Captain on the summit (if that's your goal), lending a hand and mentoring from a new vantage point. This is how life and this industry work and is a big part of the reason you'll often hear that aviation is a "small world." I wouldn't have achieved nearly as much as I have in life and aviation without the generosity and encouragement of mentors. So thankful for this and that I learned early on how important mentors are.

Next is a very broad step: Start living a deliberate, organized and examined life. Don't be obsessively aviation-focused at the expense of family, friends and pursuit of other interests just to impress your interviewer some day. Be yourself! Enjoy life!

**Continued**

The airlines are looking for humans with personalities, relationships, sincerity and interests. They want people who will work well in a crew environment and who would enjoy spending 3-4 days together on trips. They do love folks who volunteer and give back to their communities, even if it has nothing at all to do with aviation.

The other end of this is...don't do too many stupid things, or you'll create huge hurdles for yourself. For example, keep a clean driving record and don't ever get DUIs or any drug-related charges. If you already have, that may be okay, but don't make the same mistakes twice. Keep your social media fairly tame and non-political. You don't have to be perfect, but use common sense!

Take the first step! Think about and write down your goal TODAY! Read the previous articles in this series if you need a little help finding clarity. Start reaching out to mentors and please let me know if I can help - either to mentor or to help find mentors.

Be persistent. Aviation is a very, very, very challenging and long-tailed pursuit. There is no "getting by". If you don't really want it and can't commit to it, it simply won't happen. That's part of the reason less than 20% of folks who obtain Student Pilot certificates go on to earn Private Pilot certificates. Flying is very challenging, but extremely rewarding.

Do the work. This is why so much persistence is needed. Aviation, especially in the initial phases, is a LOT of work. If you haven't organized your life and managed your time, you won't have the focus necessary to succeed. If you're unwilling to do the work, very simply, it's not going to happen. There is no coasting through this and the actual flying is only half of it. Do the work. Learn all you can. Practice, practice, practice. I can't emphasize this enough.

This concludes the Airline Prep series. If you have any additional questions, please reach out to me at [matt@flyingjourney.com](mailto:matt@flyingjourney.com) . I would be more than happy to mentor and guide you, as well as answer any questions you have!

Thank you for your time and your attention! Best wishes in your airline career! See you out there!

Fly safe, have fun & keep learning!

**Answers to the test:** It is the amount of fuel in the tanks less the residual which cannot be accessed. On N4287Q the tanks hold 42



**Of Special Note!**



Ryan Ruffini (right) is now a CFII

Sept 31 Wildwood, NJ – Airfest , 9:00 AM – 5:00 PM  
WWII plane rides, historical exhibits, food, vendors, music  
For flight reservations, Call (978) 562-9182



Kurt Stofko was kind enough to donate a PC to the club after the unit at the front desk failed. Steve Fox then set the system up. THANK YOU KURT & STEVE!

**Takeoffs are optional but landings are mandatory**

Francis Kemp      Hannah Umberger  
New Members!

