

THE MAFC NEWS FOR SEPTEMBER 2020

Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

MONMOUTH AREA FLYING CLUB

Club Meetings

Board Of Trustees:
7:00 PM 9/3/20
Club House

General Meeting:
9:00 AM 9/19/20
CAP Building



August 15, 2020 MAFC General Membership Meeting

The August 15, 2020 MAFC General membership meeting was a total success with approximately 40 members in attendance with all exhibiting good social distancing. A lecture and presentation area was set up in front of the building. Comfortably seated in the parking area outside of the CAP building, the members enjoyed returning to in-person meetings and the weather cooperated fully."

Inside this issue:

Page 1

Meeting

Page 2:

*Rub & Scrub
Oldest CFI
Test*

Page 3

*Arrow's Fate
The B-36*

Page 4

Back to Basics

Page 5

*Hitch hikers
Loss of Burgers
Members Only*

Page 6

*Test Answers
Announcements
Cartoon*



Photo by Mike DiBella



Joe Bonacci, President

The first order of business for the August 15, 2020 General Membership meeting was the 50/50 which also set the pace for an informative series of presentations that followed. Then, under the leadership of President Joe Bonacci, the various reports were shared with those in attendance. For those interested in more details, the meeting minutes can be found on www.flymafc.com in the "Members Only" section. The meeting minutes were prepared by Chris Kuelzow our Recording Secretary (in addition to being the winner of the 50/50). This meeting was also a great opportunity to illustrate the value of wearing your MAFC ID badge!

Punctuating the session was the periodic loud roar of banner aircraft as they struggled to gain altitude under the burden of the massive cloth billboards that they had just picked up. The dueling sounds of presenters pitted against the aircraft forced a temporary cessation of the speakers but was only a minor issue.



A high point in the program was a plaque presented to Frank Fine, who received our first Member Emeritus award. This title is most fitting because it is customarily bestowed on teachers in institutions of higher learning and in this case was indeed an appropriate title.

It is hoped that the success of this session will inspire more members to attend the September 19, 2020 meeting remembering to bring a chair and wear their ID badge.

President Joe Bonacci Presenting Frank Fine with an Award



Test: Explain two standard traffic patterns at Lakewood airport, including entries to each.
(Find answer on page 6)

MAFC Mini-Rub & Scrub



A special **Mini-Rub & Scrub** is be planned for Saturday September 26 (rain date Saturday October 3) at N12. But unlike Rub & Scrubs in the past, this will be done in a manner which is consistent with safe practices. Because of this, the event will be limited to only a small group of volunteers with only about 3 or 4 people per aircraft. If you would like to volunteer to participate, please send an e-mail to Charles Burke, tv cable@verizon.net with your name and note if you have a preference for a particular aircraft to work on.

It should be mentioned that those who are in the the Probationary Period can use this event towards fulfilling one of the two requirements. The aircraft's crew chiefs have been charged with selecting and notifying the volunteers who will be working on each aircraft.

Oldest Active Pilot and CFI!

At 99, Robina Asti is an inspiration for us all. While the headlines note that she achieved the distinction of being the oldest pilot and CFI, it does not begin to tell the full story of this amazing person. Discover so much more in a short video found at:

www.youtube.com/watch?v=BPqQMghf95k

You can read more about this incredible pilot at www.aerotime.aero/kristina.kirkliauskaite/25599-world-s-oldest-flight-instructor-and-active-pilot-robina-asti



Robina Asti

Quest to Keep the Arrow in Flying

Attempts to remedy this situation included three different surveys with regards to who flies the plane, who wants to fly the plane and the number of hours they intend to fly it.

In one assessment, it came out that a rate of about \$180 per Hobbs hour would be required if the same number of flight hours were logged.

At the last BOT meeting, it was decided to give it one more shot by trying to encourage more members to fly by dramatically reducing the hourly rate to \$125 and offer it for a three month period. The new rate will take effect after the scheduled end of August annual inspection. The hope is that if interest in the aircraft can be stimulated, there may be a way to balance the books. After a great deal of debate, this idea was voted upon and is now in place. What this means is that members will have several months to test the waters and see if they would like to fly it more often thus negating the need to sell this plane.

So the ball is in the member's court and it will be up to you to determine the fate of 55804.



Aircraft History The B-36 by Nick Billows

While those who are familiar with the aircraft that dominated WW 2 the B-36 often provokes a blank stare. The need for larger aircraft capable of handling large payloads plus the need for greater distance coverage, prompted the development of a super aircraft. The design staging took place prior to entry into WW 2 and included requirements that it would have a 45,000 ceiling and a maximum range of 12,000 miles. But this proved to be a false start so the initial plans were shelved but not forgotten.

When Japan prompted our entry into the Pacific Theater, the B-36 appeared to be just what was needed. It provided long range and high altitude capacity that would be needed to reach Japan from Hawaii. This produced two prototypes that were flown in 1946 and it turned out to be the largest production piston aircraft ever made.

But the aircraft never got beyond this point in development. Jet bombers were now dominating the military's arsenal of war birds. These new aircraft could fly faster, higher, further and carry larger payloads. The last B-36 terminated service in 1959.

This link will take you to actual footage of the B-36 taking off and landing. It was originally used in a movie starring Jimmy Stewart. Excellent Video on the B-36 can be found at: www.youtube.com/watch?v=hABBXLH2YUA



B-36



B-29 and a B-36

A recent article that appeared in a national aviation magazine describes what steps were taken by a pilot when his radio apparently stopped working as he was about to land. The story prompted the realization that basic topic on communication are sometimes lost in the sea of articles espousing the incredible technology that is now available. But as technology becomes more complex, the chances of something going wrong also increase. That said, it sometimes pays to take a giant step backwards and look at basics.

Should a communications emergency arise while in flight, there are several steps that can be taken to possibly solve the problem as well as ways to quickly get attention. Here are a few things to consider:

Super basic –

1. Double check your comm equipment to make sure that you did not accidentally throw the wrong switch cutting your communications link while there is nothing really wrong with the radio.
2. Check the squelch setting, if accidentally turned up too high, you will hear nothing!
3. If possible, move your headset to the co-pilot's jacks to see if that corrects the situation.
4. If available, try a different headset. I personally witnessed a "radio failure" which was actually nothing more than a case of dead batteries in an upscale headset system.
5. If available, switch radios and see if that solves the problem.
6. Make sure you are on the correct frequency.

Taking the next big step –

If you have exhausted all of the above, it can be assumed that you comm system is inoperative and that you need to shift gears.

1. One of the most basic is to dial 7600 into the transponder. This transponder code will alert ATC and give them a radio location fix.
2. Since cell phones are now ubiquitous, and if you are flying low enough, you may be able to dial up any number of agencies, FSS, ATC, etc and create a temporary communications link.
3. If you are near a towered airport, you can observe the traffic pattern then start to circle but stay outside of the actual pattern. ATC will hopefully see you and then signal you using a light gun. This is a cue to get out the study materials and brush up on the color codes and flash sequences! If it appears that ATC does not see you, try rocking your wings as you circle.
4. If you are near a non-towered airport, start by doing a fly-over at least 1000 ft above pattern altitude and observe what is taking place. From this altitude you should be able to determine the location of the traffic and develop a flight path that will safely reposition you into the actual pattern.



Color and type of signal	MEANING		
	Aircraft on the ground	Aircraft in flight	Movement of vehicles equipment and personnel
 Steady green	Cleared for takeoff	Cleared to land	Cleared to cross; proceed; go
 Flashing green	Cleared to taxi	Return for landing (to be followed by steady green at the proper time)	Not applicable
 Steady red	Stop	Give way to other aircraft and continue circling	Stop
 Flashing red	Taxi clear of landing area or runway in use	Airport unsafe- Do not land	Clear the taxiway/runway
 Flashing white	Return to starting point on airport	Not applicable	Return to starting point on airport
 Alternating red and green	General warning signal – exercise extreme caution	General warning signal – exercise extreme caution	General warning signal – exercise extreme caution



Dave Pathe and I recently took a short hop to Sky Manor (N40) for a quick \$100 Hamburger run and lucked out with a perfect day to fly. When we landed, a long line of patrons could be seen on the side of the building waited to be seated. But by the time we landed and the chocks slid under the nose wheel, the coast was clear and were seated immediately. The orders were placed and while waiting for the meals to be served, a potential hitch hiker landed on my arm, a Spotted Lantern Fly. Reacting quickly, it was hit and fell to the ground and then was fatally dispatched. But then a few minutes later, a second Spotted Lantern Fly bounced off my arm but this one got away unscathed.

Why is this story being shared in our newsletter? It is because this invasive creature, which feeds on over 70 native plants, is spreading eastward. Currently, it is primarily found in Burlington, Camden, Gloucester, Hunterdon, Mercer, Salem, Somerset, and Warren Counties.

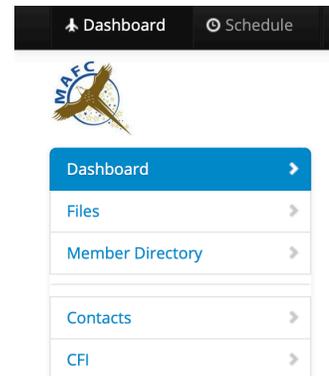
But there is more, adults feed in large congregations from August – October and are easily recognizable. Along with this, they spend at least one month as adults before laying eggs, Egg masses are laid on smooth surfaces and appear like a patch of mud. They then spend the winter in this stage and thus can be accidentally transported to a new location.

While every article that was read about this insect cautioned to be careful so as to not accidentally transport the eggs on cars, trucks or cargo, there was no mention of aircraft. But this omission does not preclude the fact that it is possible for an egg laden Spotted Lantern Fly could be accidentally transported in the cowling of a plane and become become a vector for an egg mass. Since we are now in the egg laying season, you are urged to check the aircraft over carefully before return to N12 especially if you are visiting an airport in any of the aforementioned counties. This is also true for eastern Pennsylvania where the original outbreak occurred.

Lastly, if you do see Spotted Lantern Flies while in Burlington, Camden, Gloucester, Hunterdon, Mercer, Salem, Somerset, and Warren Counties, do not bother to notify the NJ Department of Agriculture. They only are interested in sighting outside of these areas.

Secure Documents Now on Flight Circle by David Trulli

In an effort to streamline the way members can access certain categories of information, the Members Only section that had been located on www.flymafc.com has now been moved to Flight Circle. This means that you will no longer need a special log-in ID and password. By doing this it can speed up access time yet maintain the documents in a secure fashion. To locate this section, go to www.flightcircle.com and log in. Then click on DASHBOARD along the top left side of the screen. Next, click on FILES. You will also find key reference information at this location.



Another \$100 Hamburger Is Lost by Charles Burke

A seminal moment was experienced many years ago when my flight instructor, Augie Cammarata, suggested we head south along the coast and have a \$100 Hamburger at the Airport Diner located next to Ocean City (NJ) Airport 26N. The initial reaction was to try and remember if I had brought enough cash or hopefully they would accept credit cards. Once the situation was clarified that this was just a descriptive phrase, I settled back and enjoyed the rest of the wonderful experience. Where else could you go and find the diner next to the terminal building and a golf course on the other side!



Sadly, the joy of this fun experience is now muted by the fact that the diner is “Permanently Closed”. Well maybe not. This was recently discovered when thought was given to throwing a set of golf clubs in the luggage compartment of 4287Q and heading down there. Just to make sure that the diner was open, a call was placed to the FBO and the sad news was relayed by one of the staff. While the sign on the door says, “CLOSED” the staff member said that they actually had no idea as to what was going on and that the rumor was it might reopen once the pandemic was in the rear view mirror of time.

But this is not the first small airport diner to fold in the past few years and with each closure a part of an aviation tradition passes with it. Long before the demise of the Airport Diner closed, others have shuttered their doors with the pandemic now taking a toll on those who were just hanging on. But the situation can be slowed or even reversed if we, as a club become a bit more active in utilizing the services that these business offer. Sop the next time you just want to go fly, think about finding an airport with a restaurant and give them your support.



Answers to test: Runway 24 is entered at a 45 deg angle on the downwind side of the pattern at 843 ft. MSL for right traffic entry. Runway 6 is entered at a 45 deg angle on the downwind side of the pattern at 843 ft. MSL for left traffic entry.



Patrick Milando is now a CFI, & CFII



Brett Paulus is now certified as a multi-engine Instructor



Navin Ohri is now a CFI & CFII



Announcements



Hannah Umberger is now a CFI



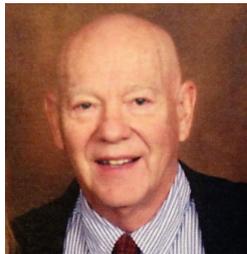
Jon Ryan is now a CFII



Jim Purcell is now a Private Pilot. Janis Blackburn Instructor



Dennis Dowden—First solo Janis Blackburn Instructor



Charles Burke earned a Remote Pilot Certificate

Takeoffs are optional but landings are mandatory

