

Club Meetings

Board Of Trustees:
6/2/21 Wednesday

General Membership:
6/20/21 **SUNDAY**



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NEW FBO: Joe Bonacci

As you may know from the May MAFC newsletter or perhaps just talk around the airport, there are plans in the works for a permanent FBO at N12.

A meeting did take place on 4/21 with Steve Reinman, Head of The Lakewood Industrial Commission, Tom Griffin, Bill Butler and Nick Billows and I. The meeting took place in the offices of the architect, RISE Architecture.

We presented the needs of the club to all parties involved as it relates to square footage, storage, dispatch and conference areas.

There are discussions of a common conference room area for all tenants of the FBO. The goal, aside from a restaurant, is to have all tenants be aviation related.

All things are still preliminary, and I will advise as I know more. Aside from the new FBO structure, there are numerous other improvements to the airport property in the works.

\$100 Hamburger Run + New Route by Dave Pathe and Charles Burke

If you are looking for a destination that takes you over some truly beautiful landscape, consider having your next \$100 hamburger at the Cherry Ridge Airport Restaurant located only a few steps from the runway of N30.

The family owned restaurant sits on a sloping hill over the top of the FBO's pilot's lounge. You can access the second floor restaurant through the lounge or via the external staircase. Inside as well as outside seating is available but in all cases, you have a panoramic view of the runway.



To simply view the restaurant's ceiling is worth the trip, it is covered with model planes reflective of a worthwhile hobby all onto itself. Keyed with the aviation theme are the menu items such as the Spruce Goose Omelet, TAKEOFF- Turkey club and the whirlybird special- The very reasonably priced items cover both breakfast and lunch.



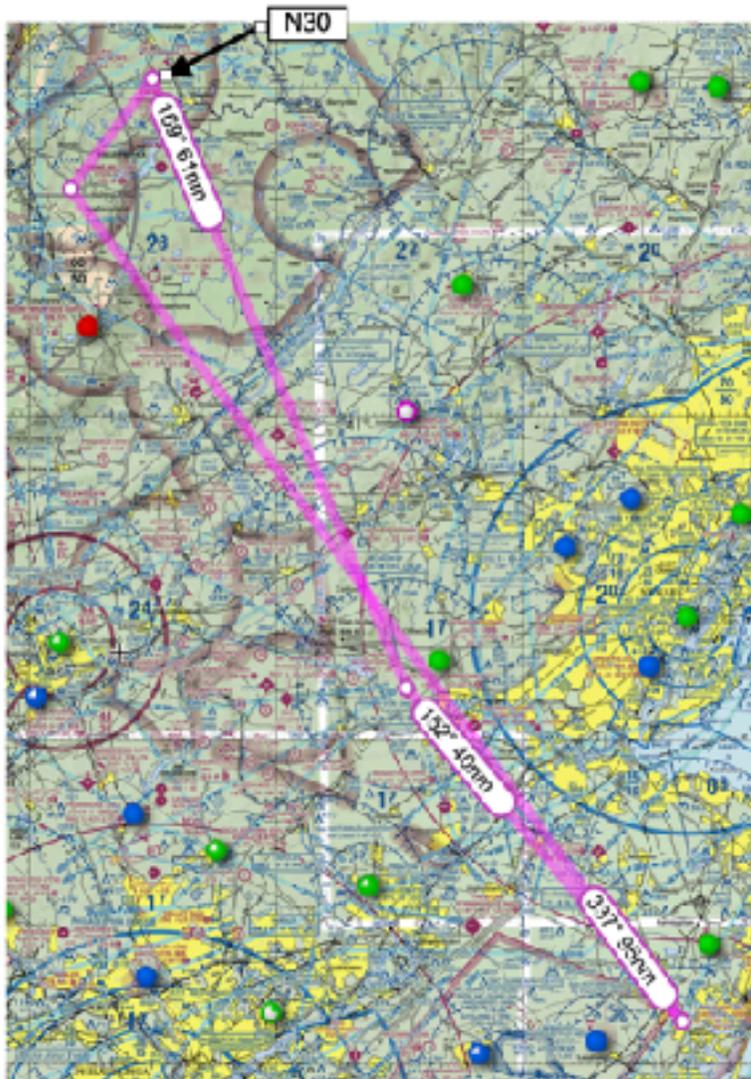
We chose a turkey theme that resulted in a Turkey Takeoff and a Turkey BLT. This resulted in two platters filled, delicious meals that included chips and coleslaw. The lunch was great and left no room for desert. But along with the great food is the outstanding service that complimented the overall experience.

Just a tip or two, if you intend to fly there on a weekend, pilots should call ahead for reservations since the restaurant can get busy. Also, the parking area is sloped but they have wheel chocks (no tie down ropes) near the FBO. Lastly, stop in the pilot's lounge on your way out and pick up a free Cherry Ridge key chain.



If you are thinking of flying to Cherry Ridge, here is a new addition to the Book of Routes for you.

Course #15: Attributes (Land of Lakes Route!)



- A. Route: N12 to 70N Spring Hill, to N30 Cherry Ridge to N51 Soleberg to N12 Lakewood.**
- B. Target is N30 Cherry Ridge.**
- C. Two segment per leg.**
- D. Total distance 209 nm.**
- E. Beautiful lake dotted terrain and a great restaurant on the field at Cherry Ridge.**
- F. Note that all of the airports have either a lake or large pond almost adjacent to the runway. This makes for an excellent navigational practice using pilotage, or dead reckoning.**
- G. Care must be taken on the N12 to Spring Hill leg that you do not cross over and find yourself in the Class B of New York.**
- H. The entire route takes you over or near no less than eight airports.**
- I. 70N and N51 are just flyovers, no need to land.**
- J. It is strongly recommended to get flight following since you'll be passing close to the NY class bravo.**
- K. 70N underlies the Wills-Barre controlled airspace starting at 3900' so its recommended to contact them for advisories.**



VFR Trivia by Navin Ohri CFI

You're exiting the runway after landing and tower tells you to "contact ground point niner." What frequency should you call them on?

Spotlight On: David Shields

My interest in aviation began at the age of 12 when I traveled in an airplane for the first time. I then knew that flying was what I wanted to do as a career. I later joined CAP and did my orientation flights (most with John Periera). Last year I finally got my PPL and can now pursue my dream career of working for the airlines. Now that I am in the club, I will work on my IFR, my commercial rating, and of course building time. If anyone has a similar goal and wants a flying buddy to save some money, feel free to contact me. Besides aviation, my interests are cars, nerdy stuff, and asian culture. So much so that I even imported a car from Japan. I'm very excited to be apart of this organization and look forward for the days to come!



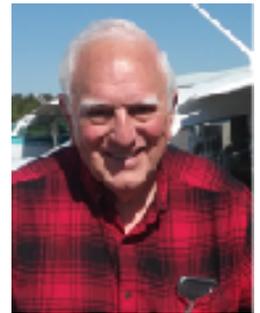
Revised Aviation Dictionary submitted by Janis Blackburn :-)

Bank: The folks who hold the mortgage on your house.

What Did He Say? Submitted by Nick Billows :-)

If you hear me yell; "Eject, Eject, Eject!", the last two will be echos.

The Spring Rub and Scrub was an over-the-top success thanks to a small army of dedicated members who hit the ground running. All of the aircraft, except 4287Q were on the line giving us a prime opportunity to get the planes ready for the new season. Helping to boost the experience, the weather was nothing short of ideal. THANK YOU VOLUNTEERS



Volunteers:

Members: Mark Sheprow, John Jervert Brian McNicholas, Mark Herega, Tom Flieger (BOT & CFI), Tom Griffin (Vice Pres.), Joe Bonacci (President), Bill Butler (BOT), Nick Billows (Treasurer), Charles Burke (BOT) and Darren Mattos (BOT & CFI)

Probationary Member: Liam Barkey, David Shields, and Sylwester Sliwiak.

On waiting list: John Weinikowski

Gravity Increasing at N12

During the Rub and Scrub, the cleanup extended beyond the aircraft and included the trash can in the trailer as well as the one outside that has been packed to the brim for weeks. Wanting a clean sweep, several members elected to transport the outside container over to the trash bin on the other side of the airport parking lot. But when they tried to lift it, it seemed as if gravity had sharply increased in the small area around it...it weighted a ton.

A small dolly was brought in and with a great deal of effort, the trash container was transported to the large bin. Assuming that it would be lightened by partially emptying it resulted in initially a total failure. But when the last old oil container was removed, the problem was revealed: there was about a foot of rainwater in the bottom! Guess the increase gravity theory did not hold any water.



Flipping through TV channels one Saturday morning, I came upon a show segment about a flight school in Ghana that trains girls to become pilots. While generalizations regarding cultural issues on a continent wide basis is skating on very thin ice, many African countries are making advancements in working towards gender equality. However, despite these strides forwards, women still face various issues such as a disproportionate levels of poverty and education, poor health and nutrition, lack of political power, limited workforce participation, gender-based violence, and child marriage. With this in mind, the story of girls becoming pilots peaked my interest.

A quick internet search revealed that there are now a number of aviation schools in Ghana and some that are exclusively for training females. This is truly an amazing development which prompted even more research. There is even a Facebook page keyed to women in Ghana who are involved with the aviation industry.

One of the most notable stories that were found involves Patricia Mawuli Nyekodzi, first female certified pilot in Ghana, an aircraft engineer, teacher and trainer. She is also the only female qualified to build Rotax Aircraft Engines. Nyekodzi's roots were in a small rural village but from this humble beginning her vision of becoming a pilot spurred her on. This goal, like so many of use, began after spending years watching planes passing overhead.



Patricia Mawuli Nyekodzi



While still in her teens, she applied for a job at a local airfield and literally started from the ground up. Jonathan Porter, the owner, recognized her drive and skills eventually training her to become a mechanic and then taught her to fly. This led to them eventually setting up an aviation school, Aviation and Technology Academy Ghana, known as AvTech, in early 2010 where she trained four girls per year. The girls are trained to build and maintain ultralight aircraft, flight instructions, airfield operations, robotics engineering and computers. Putting her own salary into the school, she focuses on educating girls from rural backgrounds who might otherwise not have educational opportunities.

The Aviation Academy transport doctors, deliver medical supplies and services, as well as health education to rural communities across the length and breadth of Ghana. She occasionally drops educational pamphlets over remote villages.

Banner Operations at N12

With the warmer weather upon us and people returning to the shoreline, the banner towers will be something to keep in mind at all times. For those new to the MAFC, the banner towing operations have been a complex and sometimes vexing issue for a number of years. While the pickup and drop-off was once centered to a circular field out behind where the hangers are now located, they have recently been active right along our existing 6/24 runway. You are urged to pay special attention should there be active operations and carefully monitor 122.8.



For those flying along the coast line, the banner towers tend to stay at a fairly low level but are still part of a seasonal increase in general air traffic. Aircraft flying north and south using the shoreline as a visual marker are fairly common so using flight following becomes even more important! Throw in the increased heavy tankers and transports flying in to McGuire coming in off the ocean adds another reason to talk to ATC at KWRI.

Free Tip of the Week

The Pilot's Workshops offers a free great service for those who sign up. These short (2 minutes or less) tips offer useful advice from experts. Topics include airmanship, single pilot IFR, weather, emergencies, technique and more. These are valuable lessons here for any pilot or student.



Learning, A personal Approach by Charles Burke

One of the realities that comes with being a pilot is that you never stop learning. In many ways it is a lot like learning to play golf, you will never reach perfection but it is in striving towards that end which creates the best golfers or, in our case, aviators. What this really boils down to is constantly reading, attending seminars, seeking help from a CFI, practicing, etc. But in all cases, these steps take a lot of time and none of us seem to have a surplus of that on hand.

In our quest to acquire information and skills, we face a bewildering array of distractions some of which are of equal, if not greater importance. But if you take a careful look at how you are allocating your time, there are many places present where you can reshuffle the priority deck. Drawing upon this fact, there is a simple technique that can be employed to help you refocus your energy so that the time needed to tackle the learn phase can be successfully managed.

On the surface this technique may seem to be almost silly but it actually works by helping to draw your attention to the task amid all of the other activities that are competing for attention. I am currently applying it to helping Boy Scouts earn Merit Badges and have seen it work time and time again.



Start by finding a picture of what it is that you hope to accomplish. If you are working to earn your Private Pilot Certificate, then find a picture of the card, if you are aiming to be certified for IFR, a picture of the instrument panel or a plane flying in a cloud will work nicely. Google Images have zillions of these and they are all free.

Using your computer, copy a picture of the image(s) then paste them into a blank document. I usually blow up the image then paste a number of them onto a single page. Next run it off on your printer and then cut them out. Lastly, tape the images up in conspicuous places around the house. Put one on the mirror in your bedroom, another on the refrigerator, one on the door, etc. The ideal places are those that you look at often.

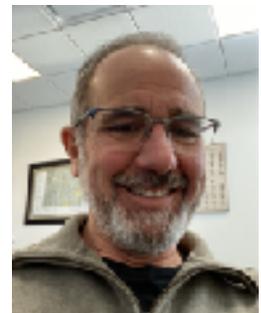
What this step will accomplish is to remind you on a conscious and subconscious level that this matter needs attention. In response, you will find that you are being encouraged to take the fork in the road that brings you to the response phase and you will indeed devote more attention to the task.

I used this technique in professional seminars to assist attendees realizing both short and long term goals. It has helped many to achieve their desired outcomes and some were fairly grandiose. In some cases, the goals were to take a cruise, learn a new sport, stage more family gatherings, etc. and this approach worked in all cases.

Candid Camera-NOT! by Charles Burke

Did you know that you can add your picture to your Flight Circle file so that it will then appear when your USER page is viewed? This small addition can be of tremendous value especially now that we can go maskless. With a membership running at 170, your picture is a great way to let the other members know who you are. Don't forget to also wear your ID tag!

If you would like to have your picture added to the Flight Circle USER file, just send a headshot to tv cable@verizon.net and I will post it for you.



Joe Bonacci, President

N268BG & N4287Q are back!!!!



Our Piper Archer, one of the most popular aircraft in the fleet, is back at N12 and is available for the general membership to fly. The temporary delay in getting it back into the active lineup was because the newly rebuilt engine required a special break-in period that allows for the proper reseating of the new piston rings.

Answers to the VFR Trivia Test:



121.9 MHz

The engine overhaul in Q is now complete, and it has been re-installed. While the plane is back on the ramp, it has to be flown 10 hours under special conditions to reseal the rings. This is the same process that BG just went through,



LOST & FOUND

Please check out the LOST & FOUND box the next time you are in the trailer!



Congratulation Liam Flood!

Liam Flood just graduated from Christian Brothers Academy last week and is headed for Embry Riddle University at Daytona Beach in late August.

Announcements

Latest High Fliers!

Emily Johnson	19.5	WT-
Natasha Pavlinetz	12.0	KK, WT
Mark Herega	10.8	WT, Arrow
Stephen Weinberg	10.3	KK, WT
William Butler	10.2	KK, WT, Arrow

Awesome Paint Jobs: Art Templeton



Takeoffs are optional but landings are mandatory



Bert has another one of his flying dreams.

39N Princeton Airport