

Club Meetings

Board Of Trustees:
10/7/21 THURSDAY

General Membership:
10/17/21 SUNDAY



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Basic Med

A highlight of the September 18th General Membership meeting was a presentation by Dr. Liza Forzani who discussed the FAA approved Basic Med program. Dr. Forzani is a certified medical examiner for both the DOT and FAA through the Federal Government with a practice located in Wall Township on Route 35. She graduated from the College of N.J. and then received her doctorate at Life University- College of Chiropractic and is registered as a qualified Basic Med practitioner. Her impressive career accomplishments include being named “Humanitarian of the year” by the Emmanuel Cancer Foundation.



The first half of the program was devoted to explaining what Basic Med was and the process by which an aviator could obtain a medical using it. Of particular interest was the fact that the issuance of a medical using this system provided a full four years of coverage. The second half of the program addressed general physical well being and how to strive for a healthy life style.

For those interested in exploring Basic Med, you can reach Dr. Forzani at 732-974-9100

Good News for those Flying N61WT—75!

Based upon aircraft usage data, and the number of members working on the ground school portion of glass panel operations, N61WT is one of the most sought after aircraft in our fleet. WT’s G1000 display has no parallel with the “steam gauges” requiring a great deal more of the pilot while, at the same time, it provides a wealth of information far exceeding traditional displays. Because of this the road to flying this plane has at least one bump in it and that is restricting access to only those who have successfully logged 100 hours.

But there is good news for many of those who have at least 75 hours, you will now be eligible to fly this Cessna. Here are the new guidelines that we will be working with working with this aircraft.

- a) Pilot must have logged at least 75 hours of total time before beginning the G1000 training.
- b) Pilot must have successfully completed a FAA Industry Training Standards (FITS) compliant ground course with an image of the completion certificate entered in their Flight Circle file prior to beginning flight training.
- c) Checkout must include a minimum of five hours flight time unless the pilot has logged a significant amount of PIC time in technically advanced aircraft (TAA) and a club instructor determines them to be proficient”.



VFR Trivia by Navin Ohri CFI (see page 6 for answers)

Roughly how many minutes does it take for your eyes to adapt to low light?

**Avionics Upgrades to our Fleet** by Bill Butler

Last year the Club was able to upgrade the avionics in N93KK. We installed a GNS 430W GPS, new CDI Indicator and repaired the existing Nav/Com 2 radio. This made KK a solid IFR aircraft and one that could be used for IFR training. Since that time KK has been one of our most utilized aircraft.

We had planned to continue avionics upgrades to the fleet and N4287Q was next. In September we purchased another GNS 430W, GI 106B Indicator for Q. This has been timely since in the last couple of months, the existing older Garmin GPS in Q has not worked. The radio portion appears to be functioning but the unit is unable to acquire GPS satellites and locations. In addition to the GPS issue with Q, the G430W in N268BG, our Archer, has for some time suffered with “sticky” and sometimes none functioning buttons. That unit needs to be removed and sent back to Garmin for refurbishment. To make matters more complicated, BG has been suffering from an unstable Attitude Indicator. The aircraft has been to the maintenance facility numerous times in an attempt to resolve the AI problems. The AI was replaced, repaired, retested a number of times. Also during the attempts to fix the AI issue the Vacuum Gauge was found to be defective. This contributed a vacuum reading that appeared to be correct, but in reality was not. The vacuum was only about half of what it should have been. The gauge was replaced, a loaner AI was installed and the AI has been reported to still not function correctly.

Hence a new plan had to be formulated for both BG and Q for both the avionics and the AI situation.

The current plan is the following:

1. Remove the G430W from BG (Archer) and send it back to Garmin for refurbishment. It has “sticky” buttons that sometimes work and other times not. That refurbishment is estimated to take 4-6 weeks.
2. Install the G430W just purchased for Q into BG. Since the unit just purchased is of course used, we’ll need to ensure proper operation before the other unit is sent to Garmin. By doing that swap, it will provide minimal down time for BG.
3. Once the refurbished G430W is returned from Garmin, it will be installed in Q along with the just purchased CDI Indicator and antenna. Q needs to go in for it’s annual at the end of September. Hopefully the G430W can be returned shortly thereafter. However as with the downtime experienced with KK’s G430W installation last year, it could be out of service for a couple of weeks during this installation.

That should make N4287Q equal in capabilities to N93KK. At that point we’ll have a G430W installed in the Arrow N55804, Archer N268BG and both C172’s, N93KK and N4287Q. In addition, the Garmin 1000 in N61WT is much the same in terms of Flight Planning operation and capabilities. So there is a good avionics match across the fleet. However WT is not WAAS capable but the aircraft with the G430W’s are WAAS enabled.

In the continued effort to upgrades the fleet and to provide a solution to the unresolved AI and vacuum issues with the Archer, N268BG, we plan on installing an Aspen E5. See the attached picture. This will provide a significant improvement in avionics capabilities to BG and put it on par in some respects to N61WT with the G1000. It will have most of the information WT has on its PFD.

At this writing, we understand there is a backlog getting the Aspen units. This apparently is also affecting other avionics manufactures and a nation-wide problem. As soon as the Aspen E5 can be purchased and shipped, we’ll get it into BG. There will be some downtime during this installation but hopefully it can be scheduled during the winter months when usage is usually lower due to weather and cold temps. So optimistically by the end of the year or early in 2022, we’ll have all the planes with G430W’s AND we’ll have the Archer with the new Aspen E5!!

The BOT is committed to continued upgrades and improvement to our fleet. To that end, as mentioned at September’s Club meeting by our president, Joe Bonacci, we plan on selling one of the C152’s this year. The BOT voted in June to sell one of the underutilized C152’s which will likely make the remaining C152 a bit more financially compliant. This will enable us, as we move into 2022, to continue upgrades as finances allow. We must ensure we carefully run this club as a business due its size, its expenses and money flow during the year. This has been reviewed many times in the past year. However there is some hope as we move into next year, we can explore the addition of other aircraft that would be on par in function and avionics with the upgraded Archer and WT.

The Aspen E5



Spotlight On: Daniel B. Zurich, “Dan”

I dreamed about flying from early youth and built a flight simulator in my parent’s basement out of a refrigerator box. As I recall, I was particularly inspired by the TV program, Sky King. That was all well before the days of computer simulators but my imagination sufficed until I was old enough to have my father take me to Teterboro Airport where I could at least watch the takeoffs and landings. The really big deal came when we took a Lockheed Constellation from Newark Airport to Oakland, California in the early sixties. It was a “Connie” and that was in the days when kids were invited to the cockpit and given a wings pin. I was hooked on aviation!

As they say though, life got in the way of my aviation dreams... life and finances, that is. Finishing high school, on to college, getting married, raising a couple of kids all while working in New York City, then starting my own business. Every part of life conspired to get in the way of my learning how to fly. Fast forward to my retirement and I finally had the time to take flying lessons here at Lakewood airport. I earned my private pilot certificate at the age of sixty nine.

The flying bug bit really hard and after my PPL ticket I bought a Cessna 150, sold it to buy a Cessna 172 and finally at the beginning of 2021 I took delivery on a Pipistrel Alpha light sport which I keep hangered at N12. I guess you could say I fly every chance I get and that was the philosophy behind recently joining MAFC.

Aside from the terrific access to a great lineup of airplanes I am looking forward to enjoying the camaraderie of the members. And, I plan to be involved in as many of the activities as I can fit into my schedule.



A major step forward was revealed at the club meeting when the drone and storage / transport case was introduced. Within the easily carried tote, the fully assembled drone is secured in its own padded compartment with the led designed to act as a work space. In the remaining space are all of the control system, the iPad with flight software, instructions and other miscellaneous parts.



Drone Storage Tote



Controller, batteries & and I pad



Recessed and felt covered work space



Drone in padded compartment

We are now waiting for assistance from the FAA on how to register the unit as a club owned drone and the impact it will have on insurance. One major change that was discovered is that those wishing to fly the drone will only require the FAA TRUST certificate. This is a very easy step and additional information will be forthcoming.

Simple Cross Wind Calculator by Nick Billows

While doing some research on the web, I stumbled upon a very simple to use cross wind calculator. <https://aerotoobox.com/crosswind/> While the system may be simple and handy, it actually makes a very effective training tool.



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

'There is no reason to fly through a thunderstorm in peacetime.' - Sign over Squadron Ops Desk at Davis-Montham AFB , AZ

Revised Aviation Dictionary submitted by Janis Blackburn :-)

Critical Attitude: Minus 6 feet!

Airplane Repo, Discovery Channel

If you like Airplane Repo it is back for an all-new season on the Discovery Channel, Fridays 10PM ET/PT. Returning for the second season is the dynamic duo of Ken Cage and Danny Thompson who have over 1,500 repossessions between the two of them.

Maybe you really don't want to know this but....

In reality, Popovich himself has stated that later episodes of the show are not realistic. The further into **Airplane Repo** you go, the less realistic the show becomes. For example, later shows do indeed use "recreations" of what the show owners claim to be real events filmed in a fixed security camera style.



Out of Gas But Which One? by Charles Burke

A few weeks ago, a notice was shot out to the membership that N12 had run out of aviation fuel followed by suggestions on how to implement workarounds. This raised questions about the supply chain in these days of Covid as well as basic questions regarding the substance itself. With that in mind, it was decided to try painting a broad picture on the core subject itself, what is Avgas?

Avgas, in broad terms, is a fuel designed for small piston general aviation aircraft. We employ Avgas 100LL in all of our aircraft and this designation tells us that its rated octane is 100 and that it is low lead (LL). But what is octane? Octane is simply a measure of how much heat and pressure a fuel can withstand before exploding, and in tandem with a properly designed engine, a higher octane fuel can increase performance and efficiency while decreasing emissions. Avgas 100LL is easy to spot in that it contains a blue dye. But take note, there is a less used Avgas 100 so what is the difference? The difference is the amount of lead that is in the fuel. Lead is an element that is added to gasoline because it's a very effective octane booster. As a matter of fact, leaded fuels are often credited for allowing higher compression, higher efficiency engines in World War II era aircraft. Increased power made some WWII airplanes like the P-51 Mustang legendary performers!

But lead also has a very bad downside, it is toxic element. Ironically, the ancient Romans used it extensively for water distribution and its use in drainage piping continued until only about 50 years ago. Lead, which is found in nature is not chemically very reactive in general, is also formed by the radioactive decay of uranium which adds an even more interesting twist to the story. Because it is destructive to brain tissue, its use as a motor car fuel was only recently prohibited.



But getting back to gas, there are indeed other forms of it but either have been discontinued or used only in specific situations. According to a Shell Oil bulletin:

Avgas 80 is no longer in production and Avgas 100LL is recommended as a substitute.

Avgas 100, as previous noted, utilizes a higher level of lead and it is colored green.

Avgas 115 is a high-octane fuel that was used late in WW2 military aircraft.

Avgas UL91 and Avgas UL94 These grades are lead-free versions of avgas. Both are compositionally like Avgas 100LL but the reduction in lead content results in a lower octane performance.



The Fall Rub & Scrub

The Fall Rub and Scrub will take place on Sunday October 18 (Sat 17 rain date). Detailed information on the event will be announced in the near future.



Congratulations!

Having met requirements to advance to Full Membership status, Probationary Members John Cummins, Andrey Zelenovsky, Arnav Mandhwani, Nuno Carvalho, Yeshaya Wahl are hereby elevated to Full Membership status". Approved. (Joe Bonacci, All)



Close to Home by John McPherson



"OK, Colleen. I'm going to put in the first quarter, and before long, your fear of flying will be a thing of the past."

October Calendar

7 BOT
17 Rub & Scrub (Sun)
(16 R&S backup (Sat))

Let's congratulate our newest IFR pilot! Mark Herega. Patrick Milando was his instructor. Great job Mark!



Announcements

August top fliers

PILOT	HOURS FLOWN	ACFT
Bill Geier	19.3	WT
Albina Minnegazieva	13.8	818
Mark Herega	12.3	WT
Chris Kuelzow	6.9	WT
Greg Gelnow	6.7	Arrow

Awesome Paint Jobs: Art Templeton



Takeoffs are optional but landings are mandatory



Old Bridge Airport 3N6