

Club Meetings

Board Of Trustees:
11/4/21 THURSDAY

General Membership:
11/20/21 SATURDAY

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A Portrait of A Great Fall Rub & Scrub!

As Saturday October 16 drew to a close, there was a little nail biting with regards to the Rub & Scrub slated for the next day. A rapidly moving cold front was dumping heavy rain and high winds especially to the northwest and Mother Nature has a bad habit to sometimes changing weather patterns in the most unexpected ways. But with the first beams of light that came through Sunday morning, there was only blue skies and moderate winds.

As members arrived to roll up their sleeves, it did not take long for the full contingent to be assembled with the only absence of note being N4297Q which was down at KVAJ for a Nav.Comm update. One of the more important volunteers was Mayer Waldman who was ferrying an arm full of coffee and donuts! By 9:15 almost the full slate of volunteers were scattered about and elbow grease was being applied liberally.

Thanks to John Pereira, a well tuned arsenal of cleaners and polishes had been acquired. Special cleaners suited to specific application, along with the appropriate rags, were on hand and quickly disbursed. But while the rain had long passed the area, there was still a lot of moisture on the aircraft and all of the cleaners required a dry surface before applying. This is when an army of volunteers, armed with leaf blowers proceeded to literally blow the water droplets away so that only a light wipe with a clean rag produced the desired dry surface.

But this is not the only thing that was taking place. A small group armed with tools was making the rounds addressing small issues plus the replacement of a flat tire. In the process, each aircraft was gone over and any issue of note were recorded so that they could be addressed by the shop.

The only unexpected thing to occur was initially hearing the rapid pop, pop, pop of a helicopter, but then there were two, then three and finally five slowly coming in on 24. The olive drab coloring was a sure indicator that these were military planes on maneuvers. The group touched down over past the CAP building and idled for about 30 minutes then took off, They were last seen circling back towards the bay.

By 11:00 both 152s and the Arrow were done and the other aircraft were finished by 11:30. The planes look great and a tired, but very appreciated group of volunteers, headed home.







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?

1. 10, Min
2. 20 min.
3. 30 min.
4. 40 min



Speaking of cleaning....

Aviation accidents come in many forms but there is one that arises from time to time which can test the mettle of the bravest pilots, a passenger who barfs. Sadly, you can never predict with 100% certainty who this malady will strike so the rules of chance come into play here. That said, the best defense against landing with a mess on the seats and floor emitting an odor similar to the one you may recall from the primary grade school cafeteria, is to take both proactive steps as well as also becoming familiar with the cleanup phase.

Start with a filtering process by asking the passenger if they have a problem with motion sickness. If there is even a slight positive response, you might want to suggest motion sickness medications such as Dramamine. But there are also mechanical devices that are worn on the wrist however many of these can be expensive. A second stage filter involves suggesting that they do not eat immediately before the flight and, if they do, avoid fatty, greasy foods or anything that may upset their stomach. Throw in a third filter by suggesting that they get a good night of sleep along with a tip to avoid reading while in flight. In many cases, steps will give you at least a fighting chance for a barf free flight.

Turning our attention to what you can do to contain matters while in flight is to simply carry a paper or plastic bag. These can be tucked into a pouch or, in some cases, the glove compartment. The advantage of plastic over paper is that it can be folded into a compact size without inflicting mechanical damage to the material. Unfortunately, paper has a tendency to lose its strength when flexed too much and does not necessarily translate into a leakproof fluid containment vessel. On the plastic bag side, if you elect to use the ones that groceries are put into, check the bottom to insure that there are no holes in it. The best plastic bags are the zip type food bags.

Ok, let us say you crossed the t's and dotted the the l's but the passenger does indeed get sick and now you have to clean up the mess, what do you do? Here are a few simple steps that can mitigate the situation.

1. Wearing rubber type gloves, scrape as much of the mess as you can into a bag and discard it.
2. Liberally sprinkle the area with baking soda but cornstarch or kitty litter will also work. The advantage of baking soda is that it actually absorbs the odor! Then let it sit for a good 30 minutes. You can also gently rub the baking soda into the carpet adding more powder as you go.
3. Now vacuum the powder up. You may find it necessary to repeat steps one and two, but in the end, you should be in good shape.
4. Take a little dish detergent in water and wipe the surface of the rug to remove any of the remaining solids, but do not soap the material.
5. Discard the gloves and vacuum bag.

To sum up this article I draw from a saying my grandfather often quoted, "An ounce of prevention is worth a pound of cure" But wait, there is more! Word was just received that a preventive measure has taken place. Barf bags were purchased and will be available. That said, if you are taking people up and are not sure if they suffer from motion sickness, make sure you pack one of these in your flight bag.

Spotlight on: Roberto Reyes



I remember being a kid in the South Bronx. And always being interested in exploring, adventure and the normal fantasy games preteen boys play.

Back in those days, fantasizing and exploring in the low-income high rise, play acting was a lot of what we did to compensate for the things we never thought we'd have or places we never thought we'd explore.

Back in those days, the one adventure that was non-negotiable was our yearly trip to San Juan, Puerto Rico.

A trip to San Juan also marked the first time I laid eyes on a pilot. They were dressed in the blue American Airlines uniform. Squared shoulders, metal wings pinned on each, coat lapels. I was hooked. I knew then that I wanted to be a pilot.

But me? A kid from the South Bronx, really? The most I could hope for was a steady factory job or working at the local bank as a teller. All jobs which I've had by the way.

When I turned 45 years old ten years ago, I took stock of my life. I realized some of my childhood dreams – okay, a lot of my childhood dreams – had gone unrealized. As a business coach and keynote speaker, I always tell people to take the little actions that are necessary, and the big picture will take care of itself.

Among those little actions was writing my book, *Firewalk and the 6 Tenets to Get More of What You Want*. An Amazon new release bestseller and yet the best kept secret in the literary world – ha!

I became a certified business coach. I returned to the Martial Arts training I dabbled in as a child. The last item on the to-do list that would reclaim my life was to start flying lessons. To me, flying has always personified freedom. And after all, isn't that what we all want more of? Thus, I took up flying lessons in 2017 and haven't looked back since.

Some might say my relatively slow pace at the MAFC school, and with other things, might make me a "dabbler". I believe differently. And that is that you will fail at 100% of the things you never try.

I always preach, you can't teach what you don't know, and you can't lead where you won't go. It was time for me to lean into and live my own advice. To go for more. And glean the lessons – both technical and emotional – that flying could teach me. If you measure my experience by hours logged, then I'm only a novice. But I measure my experience by the literal transformation I feel when up in the air (preferably in a Cessna). And in that regard, I am a master. A master of my own destiny. And the lessons gleaned? Irreplaceable.

I haven't won any major accolades or awards for flying. But I have compiled rich experiences to share with others, both professionally and socially, thanks to my flight instructor Tom and our time up in the air. Again, lots of hours and awards are commendable and I'd like to get there some day but becoming a better and truer me has been worth all the while.

Some beckon others to slow down. Others say it's too late to teach an old dog new tricks. Many feel like life is passing them by. I'm here to tell you if you commit yourself to being a student, you'll never stop growing and giving more. I wouldn't have it any other way.

Engine Pre-Heater

With the start of the fall season, it is a good time to prepare for what is to come in the months ahead and this includes learning how to use the Red Dragon system. One step to being checked out on the pre-heater will take place at the



Saturday November 20 membership meeting. Bill Butler will be conducting a program on the unit with hands-on demonstrations. This will involve a step by step description that will include: 1. When to use it . 2. How to use it.

The hands-on program will also cover the actual steps involved with connecting the unit to an aircrafts, then the steps that must be taken to safely firing up this system.

While the photograph shows only the Red Dragon, there is more to it such as a battery and the propane tank. The complete system is stored in the cloth hanger behind our trailer and is in an easy to transport wagon.

Boldmethod Tele-Courses by Charles Burke

A few weeks ago, an e-mail went out from Joe Bonacci suggesting that we should take a look at new video courses being offered by Boldmethod with one focusing in on takeoffs and landings. While interactive aviation courses are plentiful, and many are extremely good, it was decided to take the plunge and acquire this one.

After reaching their web site, boldmethod.com, it was found that they have four courses, Mastering Landings & Takeoffs, Air Space, Weather Report and Forecasts, and VFR Charts and Publications listed but a note was also present indicating that more will be coming soon. In this situation, I ordered the Takeoffs and landings. I then decided to look through their web site to see what the company was offering along with a purchase. As it turned out, they provided quizzes, twice weekly articles, videos and a lot more. But the bottom line for me was, how good are the lessons so I bought one.

The first lesson was basically an overview of the Takeoff and Landing course content. The opening page has a description of the topics in an outline format which I liked because it set a framework for the information that would be covered. After looking through the list, I clicked on NEXT and initiated the video. Jumping ahead, it was found that each training video lasted only about six or seven minutes in duration and followed the outline. As the presentation began, it was discovered that there were a series of live action videos illustrating the points being made. Little, if anything, is left to the imagination.

After completing the viewing aspect, the next step is taking a knowledge acquisition assessment survey (fancy way to say a test). It was found that the questions were well crafted and touched upon the key points that had been listed in the initial outline. This helped to bookend the training session. It should also be noted that the nice part of the multiple choice test is that, if you select the wrong answer, you can do a "take 2" and try again until you get it right.



While on the subject of second chances, it should be noted that once you acquire the courses, they are yours and you can go back over them in the future. This means that if you wish to review the materials even a few years in the future, it will be there for you.

Warren Grove: Special Event!

Arrangement have been made for MAFC members to view the combat aircraft maneuvers taking place at Warren Groove (R-5002) on an ongoing basis. But before we delve into the details, it helps to have a broader picture of the facilities' history.

Warren Grove is actually a community located in Ocean County that is part of Stafford Township, Barnegat Township and Egg Harbor. With its' beginnings as a World War II weapons research location, Warren Grove Range has been part of the New Jersey Air National Guard since the early 1960's. The mission of the range is to provide a combat training environment for all military air and ground combat forces.

Each year, approximately 3000 sorties from fighter and helicopter users throughout the Northeastern United States practice weapons delivery day and night at Warren Grove Range. A minimum of three joint exercises involving air and ground troops occur every year. Regularly forward air controllers, laser spotting teams, Navy SEALs, Army Special Forces, Navy Weather and Medical teams, as well as Federal Aviation Administration research and development testing, New Jersey Forest Fire Service training, local police defensive driving training and Boy Scouts visits, round out an active training and community service year.

At the same time, a vigorous environmental care program is executed. Reforestation, university and governmental research, and responsible daily environmental management have made Warren Grove Range the subject of scholarly periodical articles, a Pinelands Agreement for range management, and a primary focus in a National Guard Bureau Natural Resources Protection public affairs video. Crowning this activity, Warren Grove hosts 4000 visitors a year to watch the unfolding of the Air Guard story in live, responsible aviation operations at the Range.

While most visitors see the range from the ground, we have the ability to view it from the air. When R-5002 is cold, you can fly over the range and will see simulated military encampments, vehicles, building and trails.

If you, or a group, would like to get a front row seat, call 609-761-6700 to check on the schedule because it changes a great deal. The best time to call is early in the month. Now what if you get a thumbs up, what should you know? 2. Bring a cushion to sit on, binoculars and/or cameras. As you drive up Bombing Range Road, go to the second gate and wait to be directed to the grandstand. To locate the range, just plug 15 Bombing Range Road, Barnegat, NJ into your GPS.



Answers to the VFR Trivia Test: It takes 30 minutes for your eyes to adjust.



Moving up!

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)



Congratulations to our newest IFR pilot, Mark Herega. Patrick Milando instructor.

November Calendar

4 BOT
20 Membership Meeting (Sat)

Congratulations to Steve Weinberg who is now an Instrument Pilot. Joe Shimak instructor



To prevent flocks of geese from flying toward its planes, Jupiter Airlines made some key design changes.

Probationary members:

A new policy is now in place regarding your two required special activities. From this point on, please report your activity work directly to the Membership Chairman, Chris Kuelzow



Announcements

Top Fliers

PILOT	HOURS FLOWN	ACFT
Bill Geler	19.3	WT
Albina Minnegazlova	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



3N6 Old Bridge Airport