



THE CROSS KEYS FLYER OCTOBER 2018

EXPERIMENTAL AIRCRAFT ASSOCIATION

SOUTH JERSEY CHAPTER 216
A Tax Exempt 501(c)(3) Non Profit Organization

CHARTERED NOVEMBER 3, 1964 INCORPORATED MAY 26, 1966



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EAA Chapter 216**

President's Letter/Tale Wheel View

-Tom McDowell



Seems like each of my newsletter pieces start with the weather....the bad weather. Well, at our annual Fall Festival, we had a pretty good turn out in spite of the low ceiling all day. We had several airplanes and 2 Powered Parachutes on the front line. A Kelly-D flew in, to round out the line up. Before I go any further, I want to give a very big thank you to Bill Christensen for offering up the facility for us to hold this event. A big thank you goes out to all who helped make this a good time. I say, at every event since last years Fall Festival, that we saved \$175.00 by using our sound system. We didn't have to hire a DJ. If anyone knows how to patch in an IPOD to this system via Bluetooth, then you won't have to listen to my old, oldies. Remember, this stuff 'ain't mine'. It all belongs to your chapter. We are accumulating much as we move ahead in this chapter.

Our Finance team will be moving two of our maturing CD's to a more favorable interest-bearing account elsewhere. We don't have a lot, but little we have, we need to preserve it and make it work for us.

Events coming up are a breakfast at the Tail Dragger Inn in Hammonton on ***November 3rd. at 8:30.*** There will be a per person cost at the door, but this will support the museum. This is a great visit. If you plan on flying in, there will be a shuttle to pick you up and take you back over to your aircraft as the gate is not open yet. Plan on attending this one. Some pretty cool airplanes there as well.

December 12th will be our annual Christmas Banquet. This is a real nice affordable night out and the ladies like it as well. Invite a friend or a couple who might be interested. We will have this event as we have in the past, at Villa Deli and Catering Ballroom in Sicklerville. To keep the cost down, you may bring what alcoholic beverage you like. Everything will be set up to accommodate your needs.

I would like to get our entire membership out for a Chapter photograph. Anyone who has an aircraft of any kind, I'd like to get another photo with our Chapter Home in the background as we did before.

-Tom

CRUSTY OLD CFI QUOTE OF THE MONTH:

“Don’t hit the brakes with power still in.”

Editor’s Letter

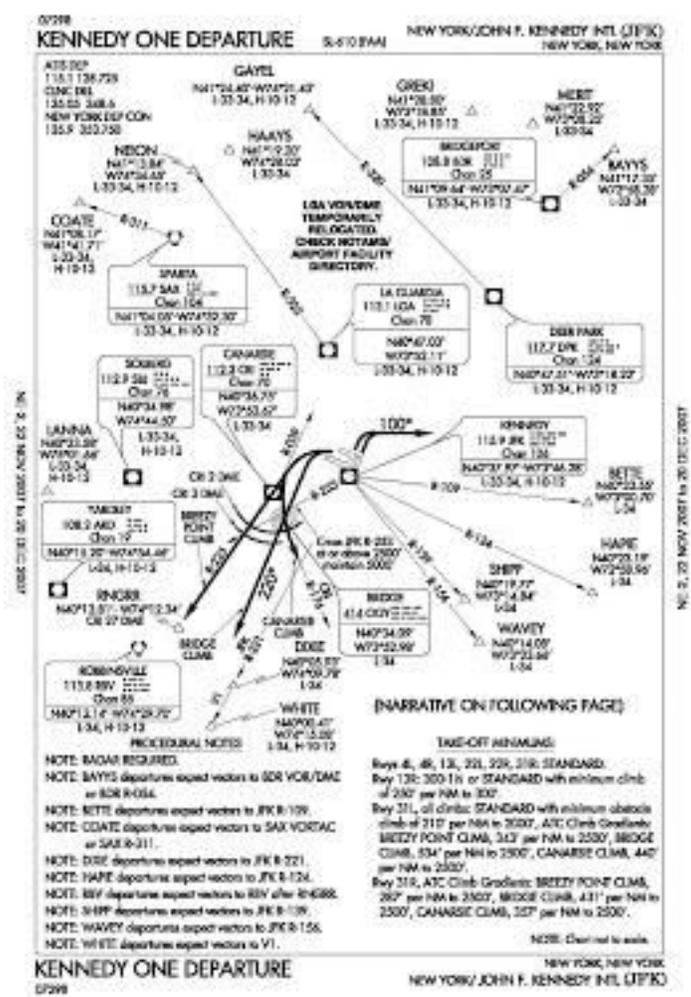
- Newsletter Editor JD Bostani

On October 6, 2018, I had the privilege of being invited to tour FlightSafety International along with members of the Aero Club of Pennsylvania. In case you don’t know, FlightSafety International is a pilot training facility located at the New Castle Airport in Delaware. I got to tour their building which contained about 12 simulators, all staffed by instructors and students 24 hours a day, 7 days a week. And I’m not talking private pilot students being taught in Cessna 172s. I’m talking professional pilots teaching other professional pilots new types for their Type Ratings. It’s a sight to behold.

After waiting in an FBO-type lobby, it was my turn to try and fly a simulator. I decided to go with the Gulfstream G-IV private jet. A jet that is usually the Boeing 747 of the business jets. Most pilots usually flow from a smaller Citation, Phenom, or a Premier Jet, and then fly a G-IV, so I guess you can say I had my hands full. I entered the simulator, with a Cirrus SR22 owning copilot, who like me, has never attempted flying something that big. But never fear, I had an instructor with numerous hours in the G-IV scrutinizing my every control movement.



The jet was placed on John F. Kennedy International's runway 31L, positioned for the world famous Carnasie transition. I went in without knowing any V-speeds on the G-IV, and prematurely rotated at 90 knots. Well, that was a bad idea. While I didn't strike the tail, I did manage to ride the plane up to 15,000 feet in a PIO. Thank god I was in a sim. I stabilized the aircraft at 15,000 and began an engine out descent back to JFK's 31L. The landing was uneventful, except for maybe floating about 3,000 feet down the 12,000 foot runway. First-third rule still applied, so I did okay.



My CFI let me take the jet around the pattern once more, to apply what I learned from flying the G-IV with no prior knowledge. The second time, I actually took off at Vr of the G-IV, and didn't overcontrol the heavy controlled G-IV. I positioned myself at 5,000 feet and intercepted a localizer back to JFK's 31L. The landing went similar to my first one, as the G-IV is a naturally floaty aircraft. Much better this time, do you say.

My final observations include that you always have to know the airplane. From how heavy the controls are, to the V-speeds, to the route. Flying an unfamiliar airplane in an unfamiliar environment is never a good idea. Well, unless you want to see a simulator bite you you know where, and push the sim to its limits.

MEETING MINUTES –SEPTEMBER 19, 2018

- LOCATION: The meeting took place in the Cooper Building at Cross Keys Airport.
- ATTENDANCE: There were a total of 27 members and 1 guest in attendance. The guest was Denny Leash, Tony Giorano's son-in-law.
- CALL TO ORDER: At 7:30 PM by President Tom with a pledge of allegiance to the flag.
- READING OF MINUTES: The minutes of the August meeting were approved as published in the newsletter with one correction, our Fall Festival event will be at Bucks.
- President Tom made a statement. Secretary, Jim Naphas, not only taking great notes and turning them into readable minutes, but he is doing extra stuff behind the scenes with making sure we have insurance coverage for all our events. He also helps with some very interesting and informative talks during our regular meetings.
- TREASURER'S REPORT: Dan did not have a Treasurer's Report, but he and Tom gave a Breakfast finance report. The cost of supplies: \$237 for breakfast and \$40 for Friday night. Donations were \$500 and \$86 from sales. The Breakfast was a success!
- Correspondence: EAA Flying Club Initiative.
- Safety: There are just 14 months until the ADS-B mandate. Check the FAR's for your particular requirement. Also, please note that Garmin is suing some avionics producers for patent infringement.
- COMMITTEE REPORTS:
 - TECHNICAL COUNSELORS REPORT: John Panchesine did 2 inspections on the RV-8 tail fin. He also did the weight and balance for Tom's aircraft.
 - FLIGHT ADVISORS REPORT: No calls. John Lewis talked about the EAA's Flying Club Initiative.
- OLD BUSINESS: Tom was able to purchase a 15HP John Deere riding mower with a 38" cut that will fit in our shed.
 - There was a discussion about using Conex containers to make a shed or hangar and the possible use of Rich Fanslau's garage.
 - The flight simulator project was discussed. A windscreen has been donated by John Lewis and foot pedals and yoke have donated by Frank Periolo. We need a computer system and the completed project needs to be less than 36 inches wide.
- NEW BUSINESS: Our Fall Festival is October 6th, 11:00-4:00 at Bucks Airfield. We will have hamburgers, hot dogs and a Chili Fest. The Bucks identifier is 00N. Check the directory for details. It is in Bridgeton. From Route 55 take Route 56 west for about 7 miles.
- Events: Past- September 15th, breakfast and Young Eagles event at 17N was a success.
- Upcoming: November 3rd, 08:30, Fly-in, drive-in breakfast at the Taildragger Inn and Museum in Hammonton. They're hoping to celebrate the "gate open" event.
- Membership: We are always looking for new members. Take Sport Aviation Magazine to the doctor's and dentist's office with our info on the back.
- Please send JD a list of parts or tools for sale for the newsletter.

- ADJOURNMENT: about 8:04 PM.
- PROGRAM: EAA Video Magazine included articles on the One Week Wonder, the B-29 at Airventure and how to do a Static System Leak Check in the Hints for Homebuilders.
- Submitted By: Jim Naphas, Chapter Secretary

Next Meeting

October 17, 2018
7:30 PM

Cooper Building
Cross Keys Airport



President:	Tom McDowell	856-358-7351
Vice President:	Bob Keller	856-304-1548
Secretary:	Jim Naphas	856-256-9043
Treasurer:	Dan Marchetti	856-881-8343
Membership and Events Coordinator:	Bob Cooper	856-694-4221
Technical Counselors:	John Panchesine	856-455-0997
Flight Advisors:	Jim Naphas	856-256-9043
	John Lewis	609-932-0430
Young Eagles Coordinator:	Mark Schmid	609-221-6623
Directors/Trustees:	Rich Cheeseman	856-589-4195
	Bob Cooper	856-694-4221
	John Lewis	609-932-0430
Immediate Past President:	Dan Marchetti	856-881-8343
Newsletter Editor:	Majo Bostani	215-800-6002

IMC Club Meeting:
Tuesday Nov. 13, 2018
7:00 PM
The Cooper Building
Cross Keys Airport (17N)
With DPE/CFII David Burton

CALENDAR OF EVENTS

Submitted by Mr Bob Cooper

Date	Event	Location	Contact	Notes
11/3/2018 8:30 AM	Taildragger Inn Fall Fly-In/Drive-In Breakfast	Hammonton Airport (N81), NJ	N/A	Call 126.25 for transportation from airplane to inn.
11/13/2018 7:00 PM	EAA Chapter 216 IMC Club Meeting	The Cooper Building	Tom McDowell	IFR talk with DPE/CFII David Burton.
11/21/2018 7:30 PM	EAA Chapter 216 General Membership Meeting	The Cooper Building	Tom McDowell	Guests and prospective members welcome!
12/2/2018 11:00 AM	Massey Open Hangar Party & Open House	Massey Airport (MD1), MD	Massey Air Museum	Amazing airplanes, amazing food, and great community.
12/12/2018 Time TBD	EAA Chapter 216 Holiday Dinner	Villa Deli	Tom McDowell	Details TBD



EAA (Experimental Aircraft Association) Chapter 216 Dues

\$15.00 per year, payable in January
ANNUAL DUES - JANUARY THROUGH DECEMBER
REMINDER: DUES ARE PAST DUE IF NOT PAID BY MARCH 30TH

NEW Chapter member Chapter membership renewal

Date: _____

EAA (national) # _____ EAA (national) Expiration Date _____

Please be advised:

Membership in the national EAA (eaa.org) is required in order to be a member of local EAA Chapter 216,

Return this form to treasurer with cash or check at meeting, **or** send check payable to: **EAA Chapter 216**
c/o Dan Marchetti
451 Whig Ln
Glassboro, NJ 08028
856-881-8343
Danmarc1@verizon.net

Name: _____

Address: _____

Phone: _____ Cell: _____

E-mail: _____

Amount enclosed: _____ Cash: _____ Check number: _____

Type of aircraft: _____

Flying: _____ Building: _____ Restoring: _____

Comments: