

# THE MAFC NEWS FOR JUNE 2020

Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

## MONMOUTH AREA FLYING CLUB

**Club Meetings**  
Suspended until  
further notice.



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### Message from the President: Joe Bonacci

To say it has been an interesting few months would be an understatement. We started off the year with the focus of taking a great flying club and making it better where we could. Enhanced communication via the publication of The MAFC Reference Handbook, Aircraft Discrepancy Reporting Guidelines with details on all Crew Chiefs, A MAFC Directory listing contact information on all BOT members and MAFC Officers and their respective responsibilities, the establishment of an Activities Committee and club calendar for the year's events, the revitalization of the MAFC Facebook page, a new look at maintenance requirements that led to our establishing a relationship with Airmods at Robbinsville Airport, reaching out to KBLM as a Plan B if it ever became necessary for the club to move, and of course the ongoing saga of management and logistical issues at N12.

And then for good measure a global pandemic was thrown in. I still believe your BOT made the right decision in suspending flight operations until such time that we could get a handle on things and so after a month as you know we have commenced flight operations again. Flying however is subject to your signing of the acknowledgement/liability waiver that I sent out to all of the membership last week. If you plan on flying, please complete it and email it back to me or leave it in the envelope where the airplane keys are. The BOT also amended currency rules to compensate for the inability to fly either by yourself or with a CFI.

Even though we were grounded, the BOT used the time to prepare for the future issues and events of the club. We recently purchased a Garmin 430 GPS that is going to be upgraded to WAAS. The process will take several weeks by Garmin and the unit will be installed in KK thus giving us another truly capable cross county airplane. Installation date is still TBD. We installed new picnic tables by the trailer to be used by us and JAC, and the BOT has also commenced and is in the preliminary stages of reviewing all future maintenance, aircraft and TBO issues that are going to be coming down the road.

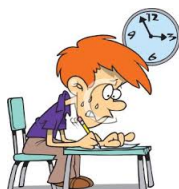
Discussions with Lakewood Airport Industrial Commission (owners of N12) are ongoing. I have had two virtual Zoom meetings with Steve Reinman, the director of the commission since April (a summary of those discussions were in my email to you on 5/17/20).

As of this writing the new trailer is almost complete, I have been told we are days away from self-serve fuel, new windsocks have been put up, and discussions and plans for further airport development are on the table.

There are way too many people to thank personally for their contribution to the club over the years and particularly the last couple of months given the challenges that the club has faced. I am very grateful and say again: Thank You for all your help!

Nothing lasts forever, so in time we will be talking about COVID 19 as "remember when".

Be well, Be safe, Fly safe.



### Test:

Explain what constitutes careless or reckless operation. See Answer on Page 6

**An Aviation Life Well-Lived**

After a long and remarkable affiliation with aviation, Frank is “hanging-up” his MAFC wings. But don’t worry, he’s not going away and he’s definitely not staying on the ground!

**Author’s Note:**

We have all made fateful decisions in our lives, many which are important, and made only after considerable thought regarding their consequences. My decision to join MAFC back in 2000 was not made with much deliberation but turned out to be one of the best in my life... and Frank was one of the primary reasons. He was my mentor who showed me the ropes around MAFC, the Do’s & Don’ts, and tons of practical advice on flying and aviation decision-making. He was also my instructor who guided me to an Instrument Rating for which I will always be grateful. It is impossible to cover everything and do justice on what Frank has done in aviation and for our great club in this article. So, I hope this piece can give our members an appreciation of his accomplishments and what an asset he has been to MAFC. Suffice it to say he has done a lot. Thank you, Frank, and congratulations on your aviation accomplishments...we all owe you!

**History of Frank**

Frank grew up in NJ and as a youngster always had the bug for aviation. His parents were neighborhood volunteer air raid wardens during WWII and he studied their official airline spotter cards used to identify if aircraft flying overhead were friend or foe. As a teen, he rode his bike from Nutley to KTEB to watch the planes. He enlisted in the Marines during the Korean War and used the GI Bill to learn to fly in 1957, starting at KARX the Asbury Park Neptune Air Terminal in an Aeronca 7AC (yes, there really was an Asbury Airport but it closed in 1977). He continued his training at KBLM and eventually received his Private, Instrument, Commercial, CFI and CFII ratings along with Tail Wheel, Multi-Engine, Sea Plane, Glider, Tow Plane certifications.

Over the years he has flown everything from ultralights to gliders and turboprops. One summer he worked as a dispatcher for Ed Brown’s Monmouth Airlines out of KBLM. He also flew as co-pilot on air taxi flights in various planes including a Beech 99, Piper Navajo, and Piper Cherokee Six.

Other notable activities included serving as Young Eagles Coordinator for EAA Chapter 315 and advisor for Aviation Explorer Post 19, a Boy Scout youth program.

As if that weren’t enough, Frank is also a UFO member. No, not the extraterrestrial kind, but the **United Flying Octogenarians** which, as you might surmise, has an age requirement to join. Frank was a busy guy!

**But Wait, There’s More...**

During our conversation for this article we covered a lot of material and history, so I thought it would be interesting to gather some of Frank’s aviation statistics for the record. With about 60 years of piloting under his belt, I asked him how many logbooks he has. Since it is their “flying bible”, every pilot knows exactly how many he or she has, and it is typically “1” or “2”. Surprisingly, Frank *didn’t know!* “I guess I have about 8 or 9”, he replied. So when I inspected the photo with his logbooks, I had to zoom in to count them all. I saw two big logbooks on the desk and in the container there appear to be another 28...a total of 30!? Some of them must be aircraft or engine logbooks or other documentation. But with all the students he’s trained and commercial piloting, it has to be more than 9! Regardless of the number of logbooks, as of this January, Frank has total 8,778 hours of flying time. Impressive!

Speaking of students, Frank says he’s trained more than 200 and knowing what that entails puts many of those 8,000-plus hours in the hard-earned category. His favorite student was Mark D., a high school kid and explorer scout. He didn’t have his driver’s license, so his parents would drop him off at the airport for flight instruction. Frank said that Mark flew perfect takeoff and landings after just 5 hours of dual time and was ready to solo but added 2 more hours of training “just in case” the FAA had any questions!

**Wright Brother’s MASTER PILOT**

Frank is the recipient of the Master Pilot Certificate which is one of the most prestigious awards the FAA issues to pilots in recognition of individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years. Less than one-half of 1% of currently active pilots have received this award which requires a formal application, 3 letters of recommendation

from other FAA-certified pilots attesting to the nominee's record. Frank's name has been added to the "Roll of Honor" which can be found on the FAA's website ([www.faa.gov/content/masterpilot/recipientlist.aspx](http://www.faa.gov/content/masterpilot/recipientlist.aspx)). The award was presented to Frank on December 7<sup>th</sup> 2018 by Robert Thorson, FAA Safety Team Manager at their Teterboro office.



June Fine Frank Fine Robert Thorson



**It's All About the Aircraft!**

Frank has proudly owned 6 aircraft, 3 of them at the same time for a while and we all wish we had wives as understanding as June to whom he's been married for 65 years. The aircraft included an Aeronca 7AC, an Aeronca 7DC among others. but he is most proud of two aircraft which he owned, restored, and flew which are now on display in museums:

-1944 L4 Military Piper Cub which is in the Piper Aviation Museum at Lock Haven, Pennsylvania

-1939 Taylor Craft which is on display at College Park Aviation Museum in Maryland

These airplanes, one of which was a complete wreck, required an enormous amount of labor to painstakingly restore and fly again, not to mention searching for parts that were either missing or needed replacement. Frank was interviewed back in 2013 for the NJ Neighborhood Journal show for TV. The show is on YouTube and can be seen by searching for EAA Chapter 315 Comcast Interview or using the following link <https://www.youtube.com/watch?v=WITaP0vCBJY>.



**An MAFC Founding Father and More**

As many of you know, Frank was one of the founders of MAFC after the military decided to get out of the flying club business. The club started in 1985 with a single plane from the Fort Monmouth club and five members each contributing an initial membership fee of \$42.50 or so. There is a video on our club website where several original members describe the origins and evolution of MAFC. Dave Trulli can tell you where it is if you are interested in seeing it.

As if founding MAFC wasn't enough, Frank was also a founding member of the Central Jersey Soaring Club, which flew out of N61 Colts Neck Airport (and yes, Colts Neck used to have an airport before the housing developments took over the cornfields there).

For many years, Frank has served as Young Eagles Flight Coordinator for EAA Chapter 315 and was also President. He has arranged for many young budding pilots to take their first flight in a GA aircraft with help from MAFC members. And he was advisor for Aviation Explorer Post 19, a Boy Scout youth program which produced several Air Force pilots and airline pilots. Is there enough space to also mention he was Wall Township Citizen of the Year in 1996 for his work with the youth in his community?

An article about Frank wouldn't be complete without a story about a memorable flight, of which he's had several, fortunately all with happy outcomes. Flying one evening over Eatontown with a friend, the aircraft began to lose power and couldn't hold altitude. Immediately looking for a place to land, two options came into view – Route 35 and the Monmouth Mall. As Frank noted, "The Mall was well lit and had almost no cars, so that was my first choice." even though he didn't need to go shopping. Fortunately as the plane descended, it was able to hold altitude at about 2000' and they were able to make it safely to KBLM. Turns out there was a problem with one magneto, a faulty pin was to blame.

**What's Next?**

Although Frank is stepping down from MAFC, he still has a valid medical and license, so he plans to keep flying and do some instructing and check-rides at KBLM outside of our club. He still has a job working at the Fred McDowell company selling sand and gravel and such and wants to retire "sometime in 2021". While still in good health, he noted that his knees, bones and age are starting to make flying a little more difficult...not the actual aviating part, but getting into and out of the planes, which many of us senior pilots can readily identify with and have encountered ourselves. I know I have!

Frank, the members of MAFC wish you the best with your aviation plans, retirement, and hope you come back to fly with us soon. MAFC was fortunate to have you as a founder, member, instructor, and appreciate your 35 years of contributions to help make this one of the best clubs on the East coast! Some comments and well-wishes are below. Thank you for everything, best of luck in the future, and fly safe!

**From a few of Frank's Friends**

You don't spend nearly 9,000 hours in the close quarters of an aircraft cockpit without making a lot of friends and memories, so I asked a number of people if they had anything they'd like to add to Frank's story...here are just a few.

**From Maria Esparraguera, former MAFC & BOT Member**

When Ft Monmouth closed, I was reassigned to Maryland, got my own plane, and went through the fairly difficult process of getting a PIN for College Park airport. It is a historic airport, with much of early aviation occurring on its premises. There's a museum at the field and I thought I'd take a look. Low and behold, I saw a name on a plaque I recognized—"Aircraft Donated by Frank Fine". Hey! I flew with him!

**From Ken Ward, former BOT and MAFC Treasurer**

I'd like to just thank Frank for all the years of support he has given me as a member, as past Treasurer and as a past BOT member. It always meant allot to me.

**From Dave Pathe, former President**

Shortly after joining MAFC in 2000, I decided to get my instrument rating and asked Frank to be my instructor. He agreed and over the next 6 - 7 months, we trained for IFR in what can only be described as near perfect VFR weather every day, apparently courtesy of Murphy's Law. We were flying back to N12 one afternoon near the end of our training and Frank spotted a solitary cloud at our altitude. "Fly through it!" he ordered. I questioned, "But we are VFR and should stay clear of clouds." Frank countered, "Are you worried they will send the 'Cloud Police' after us?" After landing, I decided not to include the 6 seconds of Actual IMC in my logbook.

**From Janis Blackburn, BOT Member and former President**

Frank, it was an honor to fly with you and to learn from you. We can always learn something new no matter how long we've been flying. And come back and fly with us any time.

**From Bob Tozzi, former Member and BOT**

Frank always amazed me with his knowledge of Aviation and airplane mechanics. He always made it a point to put his hand right out when he saw you for a handshake. I was privileged to attend his luncheon back in 2018 when he was awarded the Wright Brothers Master Pilot Award. I miss the club since I moved to Texas, but I know the club will truly miss Frank.

**Orphaned Equipment**

In an attempt to salvage the older FBO equipment, both the RCO and the AWOS are being examined to determine if they can be repaired and then activated. The RCO (Remote Controlled Outlet) has been partially repaired and hopefully will be installed and fully operational in the near future.



The two halves of the new FBO building have been joined which opened the door for the next wave of craftsmen to start their work. A staircase has been built on both the front and rear and the interior is in the throes of a major reconfiguration.



At the top of the list is the plumbing. The question that repeatedly has come up is “will there be running water in the winter”? The answer to that question is an emphatic, YES. A new water line is being installed between the main that is out along the road that will be paced deep enough so that the winter’s chill will not allow for freezing to occur.

The interior is slated to be subdivided with both Jersey Aero and the MAFC each having a dedicated office plus a common area set aside for a conference room.

**Just add the food & ants!**



In an effort to encourage cooperative activities not only with our membership but also with the members of the Jersey Aero Club, two picnic tables were acquired, assembled and are now sitting just outside of the trailers.

The venture was given the seal of approval within one hour after assembling the units, when two members of the Jersey Aero club were observed with a just baked pizza enjoying the meal in the bright sunshine as they maintained the proper social distancing guidelines.

The next step is to rejuvenate the barbecue grill and, when the time comes, stage our own picnic.

**\$100 Hamburger: Cherry Ridge N30**

With the ability to once again take to the skies, the flying grandpas, Nick Billows and Charles Burke, took advantage of a beautiful day to fire up 4287Q and look for a \$100 Hamburger. Calls were placed to a number of potential destinations but after checking the weather reports, it was decided to head northwest and Cherry Ridge (N30) was the target.

The 100 nm journey, when flown direct, just skirts the Class B of Newark Airport then the view opens to the numerous lakes and forests that dominate the region. We soon could see the first of the two mountain ranges that must be traversed and as we passed over the first, the Delaware River came into view directly below us. The valley was then bridged and the second mountain range was quickly passed. It was only a few minutes later when the GPS signaled we were approaching N30 and we soon found ourselves wandering towards the building that houses the Cherry Ridge Airport Restaurant.

As we walked over the lawn, we were greeted by a number of friendly people who were sitting on the benches that were scattered about. Surprisingly, the restaurant door was open but then we were informed that while you had to place your order inside, it could only be consumed outside. A quick scan of the menu was completed and orders for a Tuna sandwich and a BTL were on there way to the kitchen. This pause was perfectly timed because it provided opportunity to head to the restroom for a chance to get cleaned up. Back upstairs, we only waited a short time when our To-go order was presented on a tray. The waitress then suggested going around the back and, sure enough there was a nice clean table awaiting us. We both enjoyed the great sandwiches and were soon on our way home.

The ride back to NJ was assumed to be routine until we entered McGuire approach and then found ourselves in a strange predicament... they would not allow us to descend below 3500 ft. We basically flew in a large circle until finally we were given the OK to drop down into the pattern. We never found out what the problem was but since R5002 was active at that time, we assumed there were military aircraft that must have been involved.



**Operations Report by Tom Griffin**

As we all know, not much ops to report for April due to the shutdown. Flying was limited to exercising the airplanes for short duration flights. Not that it makes much difference in our long term financial viability, but those were revenue flights. Not much material for charts, but here's the list of flights:

**Top 5 fliers in April**

04/28/2020	William Butler	N61WT	1.0
04/23/2020	Israel Plonczak	N93KK	0.5
04/19/2020	John Pereira	N268BG	0.7
04/19/2020	John Pereira	N268BG	0.4
04/19/2020	Stephen Weinberg	N4287Q	0.6

**Safety Briefing Cards by Jon Ryan**

A Pilot's Pre-Takeoff Brief and a Passenger Safety briefing cards have been created specific to each aircraft. These briefing cards are my own format so go easy on me if I missed anything but I cannot overstate the importance of doing a formal brief.

In addition, for 61WT a partial panel training sheet that is placed over the NAV & COMM dials has been created. Having done my Instrument rating using this sheet it is truly invaluable and challenging. I think every IFR pilot doesn't do enough partial panel training, myself included. Hopefully this motivates some of us to do more and I hope it gets some good use



**Answers to the test:**

Any action taken by the pilot that would cause harm to others directly or indirectly as well as cause damage to the plane, physical structures or land areas.

**Until further notice, all MAFC meetings and activities have been cancelled.**



**They Are Back!**

Check out the refrigerator, Mike Bernicker has just informed us that soda and ice ream will soon be available!



**Warbirds by Art Templeton**

Thanks to the historians who are enthusiastic supporters of preserving military aircraft, we can still see these mighty machine go through their paces. This short video shows you many of these amazing aircraft from all around the world.

<https://player.vimeo.com/video/93587997>



**Announcements**



**Takeoffs are optional but landings are mandatory**

