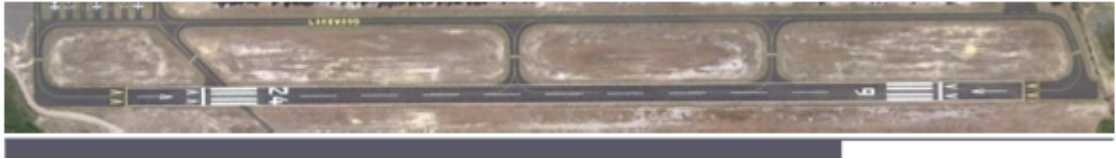


# THE MAFC NEWS FOR DECEMBER 2020

Editorial Staff: Charles Burke,  
Dave Pathe, John Cummins

## MONMOUTH AREA FLYING CLUB



### Club Meetings

Board Of Trustees:  
7:00 PM 12/3/20  
Club House

General Meeting:  
9:00 AM 12/19/20  
CAP Building

### A Message from the President of MAFC. Joe Bonacci

All things considered, 2020 was a year of many positives for the club. Early on, we faced a major decision as to whether or not to relocate to Monmouth Executive (KBLM). N12 had deteriorated physically and important resources were no longer available. Significant improvements were subsequently made at N12 resulting in our commitment to stay with the signing of a one year lease. A quick glance into the rearview mirror confirms that we made a very good choice to remain here.

What has always been of significant importance to the membership, is communications and transparency on all levels. That said, the club's Facebook page, our newsletter, the membership guidebook and emails have been instrumental in addressing this issue.

The Activities Committee unfortunately was sidelined this year due to the pandemic but it still managed to get some things done and will have a full slate of activities next year. Helping to broaden this horizon, MAFC has formed a close working relationship with the Jersey Aero Club that has opened many exciting and promising joint ventures.

We managed to navigate through the COVID 19 pandemic by shutting down flight operations in the spring. But when we did reopen, July and August rose to being two of the best months ever. September and October were also strong as pent up demand, new students and existing pilots earning new ratings contributed greatly.

Membership has also expanded and we are now at the upper limit without having to acquire another aircraft. In addition, we now possess 14 CFI's in the club with 7 of them earning a CFII ratings. A quick check of the CFI spread sheet will show that you have a wide selection of well trained people to address your needs within time frames that are compatible to your schedule.

Improvements to the fleet included the installation of a WAAS equipped Garmin 430 in KK which now gives us four truly cross country airplanes.

But with growth and time, we have challenges going forward. As I have mentioned before; the fleet is getting older, maintenance costs continue to climb, and TBO's are coming due. Because of this, the future financial strength of the club and ongoing maintenance issues will be the primary focus in 2021.

With the advent of enhancements to our bookkeeping and financial reporting coupled with profit and loss analysis on each airplane, several proposals are now on the table that will help to better position ourselves for continued growth and success. Here are a few of the subjects now being analyzed:

Everything will be on the table: -Selling Airplanes -Buying airplanes -Borrowing money internally and externally- A review of monthly dues and hourly rates. More details on this will be provided at the December general meeting so I hope you can make it. MAFC is a great club and we will keep it that way

PS: Don't forget, if you need access to the FBO after hours there is a key fob on your aircraft key.

### Elections: by Joe Bonacci

As you know, the club holds an election each year to select club officers for the BOT. The election typically takes place at the general membership meeting in January. Doing so this time around will present challenges because the state of NJ has reduced the number of people at indoor gatherings to 10 from 25. Even when it was 25, as you know we have been conducting our general meetings outside in front of the CAP building. But who wants to be outside in January for a couple of hours at a meeting?

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The BOT considered online voting as well as absentee voting, both of which would have required a 30 day notice, a 2/3 majority vote from the membership and then a change to the club's bylaws. There was no consensus to move forward at this time with either of the aforementioned solutions.

So, we are going to have the vote over a 2 day weekend. The Saturday of the general membership meeting and then Sunday. While the specific details have NOT yet been determined, we are considering a couple of hours each day for voting. If indoors then we let a few people in at a time to vote. This will enable the election to take place while addressing the social distancing mandate of NJ and also permit our members in good standing who cannot attend Saturday events.

**VFR Trivia by Navin Ohri CFI**

You're a non-instrument rated private pilot, and you pick up a Special VFR clearance into a Class E airport. What's the minimum visibility you need to land? A) 1.0 SM Visibility and Clear of clouds  
B) 2.0 SM Visibility and Clear of cloud



**Backup Reservations by Dave Truili and Charles Burke**

Have you ever wanted to make a reservation but the aircraft that you desired is listed in red as being out of operation because of a maintenance issue or another pilot has already reserved the plane for that time slot? Did you know that you can make a BACKUP RESERVATION that will jump into the desired slot if the restriction is removed or the other pilot decides to void their reservation?

Here are the steps that can be taken to create the BACKUP reservation. In this example a member has reserved 93KK from 9:00 to 13:00 but you would like to make a backup reservation for 8:30 to 10:30

1. Start by **CLICKING ON ANY BOX OF THE SCHEDULE GRID EVEN IF IT IS A DIFFERENT AIRCRAFT AND/OR THAN THE TIME YOU ARE LOOKING TO START YOUR RESERVATION.** A reservation box will then open. that will have the wrong aircraft and time slot—THIS IS OK!

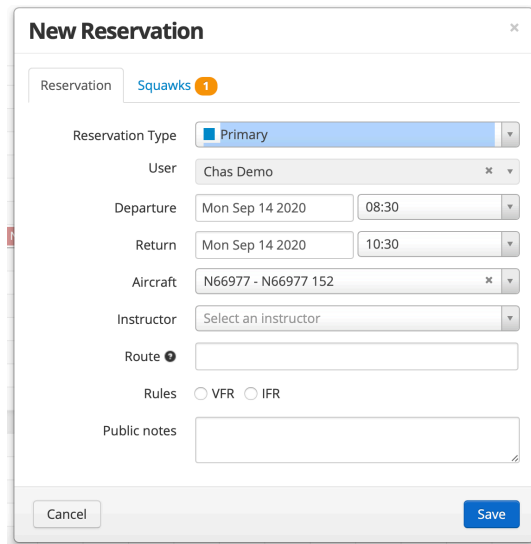
2. Next, walk through every line by starting with the RESERVATION TYPE. If you click on it you will see the option to select a BACKUP reservation. Select a BACKUP and the small square will turn purple.

3. Go down each selection line and insert the times that you want. In this case, it will be 8:30 to 10:30. Next change the aircraft to the one that you want and add any additional data. Changing it to the aircraft and times then click SAVE. \*see page #3)

4. Another box will appear stating Schedule Restrictions, click on MAKE RESERVATION.

5. Another box opens saying AIRCRAFT TIME TAKEN, then click on MAKE BACKUP.

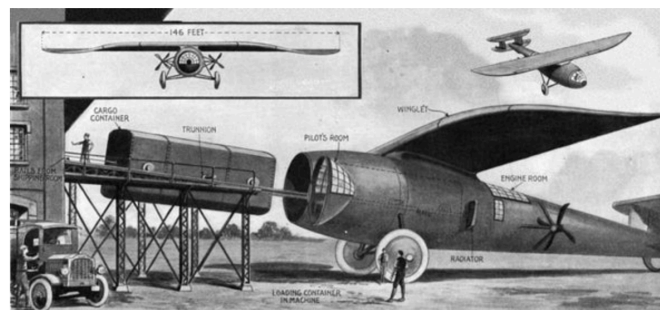
6. Your backup reservation will now appear in purple on the schedule.



From this point on, if the primary reservation is canceled, your reservation will automatically jump into the time slot that you requested..

**An air cargo system in 1920 was ahead of its time: Scientific American, October 2020**

"The proposed machine, known as the 'Pelican Four-Ton Lorry,' is a colossal cantilever monoplane designed for two 460 horsepower Napier engines. Its cruising speed is 72 miles per hour and total weight is to be 24,100 pounds. The useful load is four tons, with sufficient fuel for the London-Paris journey. Most interesting of all, however, is the novel system of quick loading and unloading which has been planned. This permits handling of shipments with the utmost speed, and is based on a similar practice in the motor truck field. Idle airplanes mean a large idle capital, hence the designers plan to keep the airplane in the air for the greater part of the time."



1920: An idea for air transport: it's not just the airplane that is advanced; it's the cargo container that could be quickly loaded and unloaded. Credit: Scientific American, Vol. CXXIII 1, No. 15; October 9, 1920



**Movies: The Aviator**, Leonardo DiCaprio, DVD 2004  
available on Netflix DVD & Amazon Prime Movie

Billionaire and aviation tycoon Howard Hughes (Leonardo DiCaprio) is a successful public figure: a director of big-budget Hollywood films such as "Hell's Angels," a passionate lover of Hollywood leading ladies Katharine Hepburn (Cate Blanchett) and Ava Gardner (Kate Beckinsale), and an aviation pioneer who helps build TWA into a major airline. But in private, Hughes remains tormented, suffering from paralyzing phobias and depression. The higher he rises, the farther has to fall. This is a great movie for aviation fans both young and old!

### **Spotlight On: Nuno Carvalho**



I was born in Loule, which is located in the Algarve province of Portugal. My family migrated to New Jersey when I was seven years old and I have an older sibling (Luis Carvalho) who played an intricate role in my family's decision to migrate here. From the time he could walk and talk, my brother always dreamed to fly airplanes. Today, he is a commercial pilot (Captain) for America West. I followed a different path and started a career in Law Enforcement.

Growing up with my brother, I enjoyed flying with him as he progressed through his training. Once he became an Instructor at Morristown airport, I took the opportunity to fly with him often. I was just a kid then, but the love he has for flying rubbed off on me, I truly enjoyed it. As a young man, I joined the Army as a reservist and eventually became a Police Officer for the City of Plainfield, New Jersey. I got married shortly after that and had my first child. As time progressed the love for flying persisted and increased when it was possible to fly with my brother. Unfortunately, family obligations and financial decisions prevented me from pursuing aviation as a hobby.

I now have three amazing children Brianna, Aaliyah, and Michael. My wife (Danielle) and I were talking one day and I ran the idea of taking flying lessons by her after discovering M.A.F.C. She was very supportive, so it was decided to contact the club. Fortunately for me, as of September 10, 2020, I was accepted as a new member by the club. Starting from scratch with no real flight time other than my experiences as a child. I look forward to meeting everyone and I am eager to learn.

### **A Conversation Between a Student Pilot and his CFI by Janis Blackburn and Dennis Dowden**

(Janis)

Being a flight instructor is not always the easiest job. When flying with a student, no matter how far along they are, you are always ready, always paying attention. You're in the air, in an airplane, doing what you love but not always just there enjoying the ride. Well, today was the most fun. I had my student, Dennis, flight plan a cross country to Mt Pocono. It was the most beautiful day, no clouds, light winds (how unusual is that anymore), smooth, and unlimited visibility—that one day a year that's perfect it seems. I looked at his flight plan, he did the preflight and off we went. I played the passenger and just sat and enjoyed the ride!! Oh well, I did play the flight instructor a little and create some problems for Dennis.

(Dennis)

As Janis stated it was a great day for flying no clouds, light winds. From the moment we took off from Lakewood N12 you could clearly see the Delaware Gap. I couldn't ask for an easier 2nd cross country, so I thought. As we started to approach the Delaware Water Gap, I was mentally getting ready to put eyes on the airport and start my landing checklist. Janis was sitting so quietly watching the scenery. Suddenly with her calm voice she states, "We are almost out of gas we're not going to make it to the airport" and. With a quick glance at the map I located Blirstown Airport about 5 miles north. I switched frequencies to Blirstown and established what runway they were using.

While traveling north it was super difficult to locate a 3000 foot runway in the middle of a forest, but we found it. During this time no one was talking on the radio (no traffic). At approximately 850am. I started a 360 degree turn to descend to pattern altitude. At the same time it sounded like some one turned on JFK ATC. Before I knew it I was 5th in line downwind and another 5-6 planes behind me. I was at 1400 feet and descending. While turning base it felt like I was only 200 feet above the trees. Also while on base you can not see the runway only a clearing at the far end. I turned final and felt like I was trimming the tree tops. Suddenly the never ending forest stopped and a runway appeared 500 feet beyond.

This was the 5th airport that I have landed at. Started as the most nerve racking and ended up being an awesome experience to date when flying.

We then headed to a large tent where they served breakfast alongside a runway used for gliders which was just as busy the morning traffic pattern. Turns out that we entered the traffic pattern the same time as an aero club was landing for their \$100 breakfast run.

**Trailer map by Charles Burke**

After relocating from the old trailer that sits behind the CAP building, we quickly settled in adapting to the new layout and storage spaces. At first, it worked well with minor changes being made and improvements added. But slowly the neat and orderly environment began to suffer from a lack of planing and things got a bit messy. A breaking point was reached when it was discovered that there were bulbs being stored in three different locations.

A call to action took place and several groups of volunteers descended upon the trailer. This resulted into tons of trash being thrown out and the remaining items being grouped so that it would make it much easier to locate them. When the last load of junk was finally tossed out, a diagram showing where the items are now located was drafted. (see below). Along with this is an index sheet keyed to objects and where they can be found. While this is still a work in progress, it can be a handy guide not only for locating objects but, more importantly, where to put them. Changes will be made along the way but this is a first step and it is simply asked that if you do bring anything into the trailer that is important, please tag it so we know a little bit about it and then place it in the appropriate storage area.

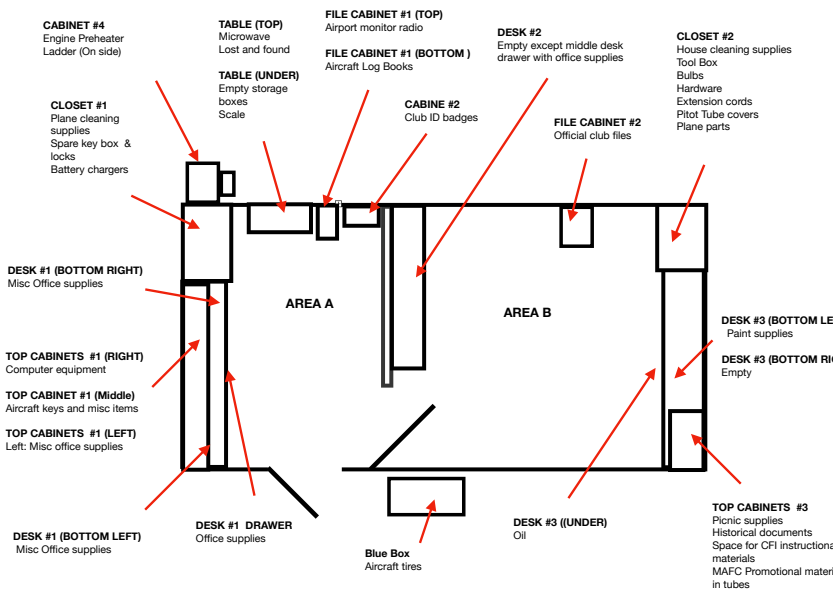
The chart has now been printed and is on display in the trailer. Please take a look the next time you are in the area. Also, if you would like a full size copy sent to you, just e-mail tvcable@verizon.net

**WHERE TO FIND OR STORE IT.**

Note that this is just a general reference guide to help you locate or where to store items in the club house.

MAFC TRAILER LAYOUT AND REFERENCE CHART

v1.1



ITEM	AREA	LOCATION
Aircraft log books	A	File Cabinet #1
Aircraft parts	B	Closet #2
Aircraft tires		OUTSIDE FRONT
Airport monitor radio	A	File cabinet #1
Keys for aircraft	A	Cabinet #1
Battery chargers	A	Closet #1
Bulbs	B	Closet #2
CFI training storage	B	Cabinet #3
Cleaning supplies (Aircraft)	A	Closet #1
Cleaning supplies (House)	B	Closet #2
Computer equipment	A	Cabinet #1
Engine pre-heater		OUTSIDE REAR
Extension cords	B	Closet #2
Historical papers	B	Cabinet #3
ID badges	A	Cabinet #2
Hardware (misc)	B	Closet #2
Key & locks	A	Closet #1
Historical materials	B	Cabinet #3
Ladder		OUTSIDE REAR
Lost & found	A	Table
MAFC promotional materials	B	Cabinet #3
Microwave oven	A	Table
Oil	B	Desk #3
Office supplies	A & B	Desk #1, Cabinet #1, Desk #1, Desk #2
Official Club Records	B	File cabinet #2
Picnic supplies	B	Cabinet #3
Pilot tube covers	B	Closet #2
Scale	A	Table
Tires		OUTSIDE FRONT
Toolbox	B	Closet #2

**Activities-Joint MAFC, JAC and CAP**

The cooperative that was formed with the Jersey Aero club between MAFC has now been expanded to include the Civil Air Patrol Lakewood Composite Squadron NER-NJ-613 which is also based at N12. Welcome!!!

**AWOS Telephone Number**

Thanks goes out again to Alex Justo for servicing the AWOS so that you can once again dial in and obtain the data. The number for reaching the AWOS is 732-994-2929

**Missing AWOS Density Altitude, Not really by Alex Justo**

Several inquiries have been made regarding the missing altitude density from our AWOS reports. Actually the information is not missing. This system only reports density altitude if it is over 1100ft.



**An aircraft that you might want to avoid by Tom Flieger**







Reconstituting of the RCO unit at the N12 has been completed and it is now fully operational. To access this device, set your radio to 121.725 then click the mic four (4) times for McGuire Clearance Delivery or 6 times for Leidos Flight Service (FSS) The unit has been programmed so that you will hear a phone being dialed. When the phone is answered, you will be talking directly to either one. Please note the mic has to be slowly keyed.

**Top Gun Update** by Charles Burke

Based upon member feedback, a few changes have been made to the Top Gun rules. The single most important one is that the contest now runs from October 17, 2020 to October 17, 2021

**Need a cup of Joe?**

If you get a hankering for a cup of coffee and don't have time to drive back up the road to the convenience store, the place to go is the FBO. On the counter you will find a coffee brewing machine that uses the small containers. Pour yourself a cup then throw \$1 in the till.



**Meet you at the N12 food court—not** by Tom Flieger

Talk about very different paths that sometimes appear on the road of life, this has to be one of the more interesting for those who call N12 their aviation home. Recently found in a November 2014 issue of the Lakewood Voice, there is an article proclaiming that N12 may be turned into large mall. In as much as the mall never was built and that, after a six year period of time has passed, the township is now pouring substantial funds into developing the land as an airport, a major sigh of relief can be heard all around.



**Large Mall May Be Coming to Airport**

At the recent Lakewood Industrial Commission (LIC) meeting, further discussion took place regarding a large piece of land located on the property of Lakewood Airport that can potentially become a large-scale mall.

LIC Executive Director Steve Reinman commented that the land doesn't serve any need for the airport and therefore can be used to generate additional revenue for the township. At this time more surveys need to be done on the property to assess when the further development can take place. Mr. Reinman stated that he is optimistic of the progress that's being made; however, he added, "We are still in the early stages." >>

**AWOS on trailer radio** by Charles Burke

By pure accident it was discovered that you can trigger the AWOS from the semi-defective radio in the trailer. The unit was no longer of any value because the audio-out did not work plus it was too old to repair. But it was found that the RF carrier still worked! So a trigger button was fabricated and is now attached. Press the button 3 times, the same way you would a microphone button and it should bring up the current AWOS data. But if 3 clicks does not work, just keep clicking!



The MAFC news staff would like to wish you all a safe and happy holiday. See you in 2021 as we inch even closer to our 200th edition!







**Answer to trivia question:**

A) 1.0 SM Visibility and Clear of clouds



Ben Reznik completed his first solo!



Guy Barbagelata successfully completed his First Solo this past Sunday. Congratulations!! Instructor Darren Mattos.



Joe Bonnoci passed his instrument check ride. Perez Hernandez and Joe Shimak, instructors



High Flyer for October is Emily Johnson in the Piper Archer N268BG



Peter Chacanas



Sylwester Sliwiak

**Announcements**

**New MAFC Members**



**Takeoffs are optional but landings are mandatory**

