

THE MAFC NEWS FOR MARCH 2021

Editorial Staff: Charles Burke,
Dave Pathe, John Cummins

MONMOUTH AREA FLYING CLUB

Club Meetings

Board Of Trustees: -
Zoom session 3/4/21

General Membership:
3/21/21 (Sunday)
Details to follow.



This Monmouth Area flying club March newsletter represents the 100th issue. It would be an understatement to say this is because of the tireless efforts of Charles Burke, and Dave Pathe. The newsletter is just one of many things that makes our club a great organization.

*Thanks again to Charles and Dave and all of you who have made it special over the years.
Joe*

Inside this issue:

Page 1 & 2

Assignments

Page 3

VFR Trivia

Spotlight on

What did he say?

Lock on fence

Document storage

Page 4

Rules and Regs

A Good Read (watch)

Page 5

Moving up

Behind the Wings

Wade's Salvage

Page 6

Quiz answer

Bye Bye Lear

Announcements

Amazing paint Jobs

Cartoon

Takeoff

Facebook

Meet the MAFC 2021 Appointed Staff

Note that you can find the contact information for all of these individuals in the MAFC Directory



President: Joe Bonacci

The President oversees meetings of the organization following Robert's Rules. The President oversees and monitors the club and can make recommendations to the Board of Trustees. In addition, the President can create and assign members to various posts and has the option to cast a vote when it is required.



Vice President: Tom Griffin

The Vice President assists the President in all related matters and can cast a vote when required.



Treasurer: Nick Billows

The Treasurer is responsible for all of the Club's finances. He accounts for funds brought in, pays bills for expenses incurred, and prepares a financial report which is issued at the BOT and General Membership meetings. He makes recommendations on how best to manage our financial resources and is responsible for filing the Club's taxes each year.



Chief Flight Instructor: Javier Perez Hernandez

The Chief Flight Instructor checks to ensure that each MAFC Instructor is current and meets FAA requirements for CFI and/or CFII, as appropriate. He flies with, evaluates, and recommends for approval new prospective MAFC Instructors to the BOT. He is also charged with ensuring that student pilots are properly prepared for solo flight by review with their Instructor or other means as appropriate.



Maintenance Officer: John Pereira

The Maintenance Officer and Assistant Maintenance Officers are responsible for making sure that each airplane is kept in good condition and when problems are encountered, they take appropriate actions to correct them. They also make recommendations to the Board of Trustees regarding maintenance work that must be done and also provide suggestions for updating equipment.



Operations Officer: Tom Griffin

The Operations Officer is responsible for bringing the computer files up to date, based on the Pilot Database Update forms and also handling the RON requests. He also ensures an adequate supply of engine oil, light bulbs, wash & wax materials, etc. are available for club use.



Assistant Treasurer: Mike Bernicker

The Assistant Treasurer is responsible for collecting checks from members and verifying the amounts entered into Flight Circle. The AT enters checks that have not already been entered and makes deposits 2-3 times per month. These actions help the Treasurer in preparing financial reports.

Aircraft Ground Crew:

These are the people who have the responsibility of checking on squaws and helping to insure that the aircraft are ready to roll.



Tom Flieger



Dan Coles



Girish Mandhwani



Tom Russell



Nick Billows



Bill Butler



Tom Griffin



Darren Mattos



Avionics: Dave Trulli

The avionics data and systems manager.



Recording Secretary: Chris Kuelzow

The secretary is responsible for taking minutes at the BOT and General Membership meetings that usually includes the attendance, various reports and matters that have been conducted during these sessions.



The Safety Officer: Janis Blackburn

The Safety Officer is responsible for coordinating safety meetings, safety briefings and programs.



Membership Officer : Chris Kuelzow

The Membership Officer is responsibility for publicity and recruitment. In addition, he maintains records on members and screens applicants to make sure they meet the established requirements. When a membership slot becomes available, he then presents them to the Board of Trustees.



Facebook Administrator: Steve Fox

The Facebook Administrator is responsible for maintaining the site and also monitors those accessing it.



Activities Committee: Charles Burke

The activities committee is responsible for planning inter and intra club activities such as trip, \$100 Burger runs and many other events



Plant Manager: Greg Gelnaw

The plant manager is in charge of our corporate headquarters performing maintenance, repairs and alterations to the club house.



Assistant Maintenance Officers: Bill Butler (L) Tom Griffin (R)

The Assistant Maintenance Officers work with the Maintenance Officer to help insure that squawks are addressed, that the aircraft are transported to repair facilities and offer assistance in addressing upgrades and other services are being addressed.

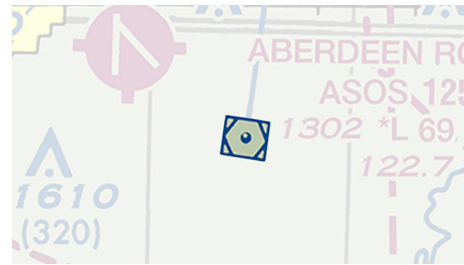


Web Site and Flight Circle: Dave Trulli

The web site manager is responsible for the maintenance and updating of the web site and as well as the associated hardware.

Newsletter Staff: Charles Burke, Dave Pathe & John Cummins

The Newsletter Editors are responsible for gathering materials that go into the newsletter and then distributing the completed issues to all members at the beginning of each month.



VFR Trivia by Navin Ohri CFI

What does this symbol represent?

Spotlight On: Brian Ferraro:



I am a local guy who grew up local, in Howell NJ, went to Howell High School and then Rowan University where I majored in mechanical engineering.

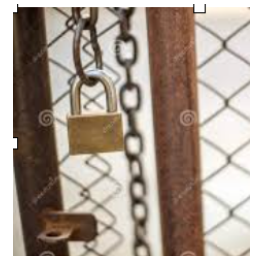
I joined the club and started learning to fly in 2012 through the club's instructors. I trained in the Skyhawks and actually had my first solo and PPL check ride in trusty ole N93KK out of N12 back in 2013. Shortly after that I was hired by the NJ Air National Guard and went to pilot training in early 2017. In training I flew the T6 Texan and T1 Jayhawk. I only had my PPL at the beginning of pilot training, but with the training the Air Force gave me, after graduating I took the FAA competency exam and now have my Instrument, Commercial, Multi Engine ratings as well as a BE400 and B707 type rating. Eventually once the air force upgrades me to IP, I plan to take the competency exams for my CFI/II ratings and get checked out with a club instructor to be a club CFI.

I currently fly the KC135 Stratotanker out of McGuire and love it. Since becoming a fully mission qualified co-pilot in mid-2019, I have had one deployment so far and flown combat missions over Iraq and Afghanistan, mainly refueling a myriad of close air support and air superiority airframes like the A10, F15/16/35. One of the other awesome things I got to do was fly the Atlantic City air show in 2019, so if anyone was at the show and remembers the KC135 solo pass and KC135/F16 formation pass, that was me on the 135. I actually have a video of an F16 on our wing as we're cruising down the boardwalk at 500 feet that I can share if anyone is interested.

I probably have about 150 hours or so in club aircraft, and about 600 hours military time with roughly 60 of that being combat hours. Given the nature of being gone with the military on trips, deployments, training exercises, etc. I have never run for an office in the club. I'd like to, but I don't want to commit to something and leave the club hanging while I am on the road for 2-3 months. I generally use the club aircraft for cross country or \$100 hamburger flights, but since COVID I haven't really traveled so I haven't flown GA as much. I'm hoping to get back into more GA flying once a vaccine is more widely available and things begin to open back up and we can go back to some semblance of normal.

What Did He Say? Submitted by Nick Billows

The three most common expressions (or famous last words) in military aviation are: "Did you feel that?", "What was that noise", and "Oh crap!"



Lock the Fence!!

Because of national security issues, the airport gates must be kept locked and secured 24/7. But there seems to be an ongoing issues with the authorities finding that the locks are not being secured at the gate near our trailer and this is a problem. Please do not leave the gate unlocked for any reason.

Documents. Documents and More Documents

Over the past few weeks, you have received a number of reference documents such as the CFI chart, the Directory, the MAFC calendar, et. But where can you find these stored? One place, among several, is on Flight Circle. Just follow these simple steps: 1. Go to Flight Circle 2. Select Dashboard 3. Select FILES 4. Now pick the reference document you are looking for!

Changes to the Rules and Regulations

Over the past few months, a dedicated team of BOT members combed through the Rules and Regulations searching for outdated, poorly worded and/or missing topics with the intent of creating a document that reflects where we are now. To that end, great strides were made and, at the January BOT meeting, the final version was officially adopted. This latest version can be found on the web site.



While every member should periodically review all of the Rules and Regulations, this is a list of places where significant changes were made. Please take the time to look over these sections since all are of great importance.

IV.7. Ferry flights: Explanation of how to account for Hobbs/Tach inaccuracies after maintenance vendor engine runs or flights.

VI.1.a.3). Operations, General: Specifies that a maintenance vendor pilot must have a commercial pilot license (Avemco insurance requirement).

VI.1.j. Operations, international operations: Expanded slightly; requirement for Ops officer approval.

VI.1.k. Seat belts: Shoulder harness require for taxi, takeoff, landing only; recommended all phases - aligns with FAR.

VI.1.m. Overwater: Same requirement for safety equipment, but Ops officer approval required.

VI.1.p.1)b). Normal fuel levels for refueling aircraft specified by type aircraft.

VI.1.u. Taxi only on paved taxiways designated on apt diagram.

VI.2.d. RON flights normally limited to seven days.

VI.4.a. Currency and proficiency: Eliminates requirement for three takeoffs and landings in type aircraft within 12 months.

VI.4.a.7). Defines the progression of sophistication of MAFC aircraft for the purpose of MAFC Flight Review currency.

VI.4.b. Establishes 12 month interval for MAFC Flight Review for active flight instructors.

VI.4.c. Re-establishes that an FAA check ride for a new certificate or rating, an FAA flight review, or completion of a FAA Wings training program satisfy the annual flight review requirement. (Inadvertently excluded from Revision 2.)

VI.4.d.2)c). Requires the Chief Flight Instructor to designate active instructors.

VI.6. Requires member to report regulatory deviations to the president.

VII.2. Eliminates the need for members to be familiar with aircraft record and inspection requirements.

VII.3. Specifies aircraft squawk and notification procedures.

VII.4. Crew chief duties revised.

VIII.2. Officer duties: Organized consistent with Bylaws.

Engine Pre-Heater

The new engine pre-heater could not have come at a better time. Record breaking freezing temperatures have repeatedly pushed the engines into a critical state during which damage can occur internally during startup and you would not be aware of it. It is suggested that you check out Cold Weather Starting in the Rules and Regulations once the air temperature drops below freezing (32° F, 0° C). Here is a copy of this section:

When the outside temperature is between 10°F (-13°C) and 25°F (-4°C), proper cold weather techniques, including external preheat, are mandatory. A member must be familiar with the preheating equipment and procedure techniques; Club instructors can provide checkout on use of the equipment.

2) When aircraft engine components are below 10°F (-13°C), the engine **SHALL NOT** be started until the pilot determines the aircraft engine components have risen above 10°F (-13°C). Cold weather techniques apply until engine component temperatures rise above 25°F (-4°C).

Note: A second How-to use video can be found at www.youtube.com/watch?v=GOTDJf9M0Hg&t=96s





When the reorganization of the trailer took place, a few things were relocated to areas outside of the trailer and one of them was our ladder. This sturdy, and handy tool, is now located on the left side of the shed behind the trailer. As usual, the lock combination is the same as all of our others.

Behind the Wings



Behind the Wings:

Recently, Mike Bernicker shared with us a link to a fascinating look at how the Cessna 172 came into existence along with a series of vignette all tied to this amazing aircraft. If you missed seeing the piece, here is a link to it:

www.pbs.org/video/cessna-172-skyhawk-ihctcua/. But this is actually only episode 20 of a much larger collection of shows that have been produced by Wings Over The Rockies.

Featured in the series have been military, experimental and civilian aircraft from small to very large. Each episode runs 30 minutes and is fairly comprehensive.

The actual Wings Over The Rockies museum is located on the former Lowry Air Force Base that was built in 1937. This is also the original site of the United States Air Force Academy. The current museum was founded in 1994 to explore the concept of flight as imagined in 2007. Today, the museum welcomes more than 160,000 visitors a year and was named one of the top 20 Aviation Museums in the World by CNN and Top 10 by USA Today

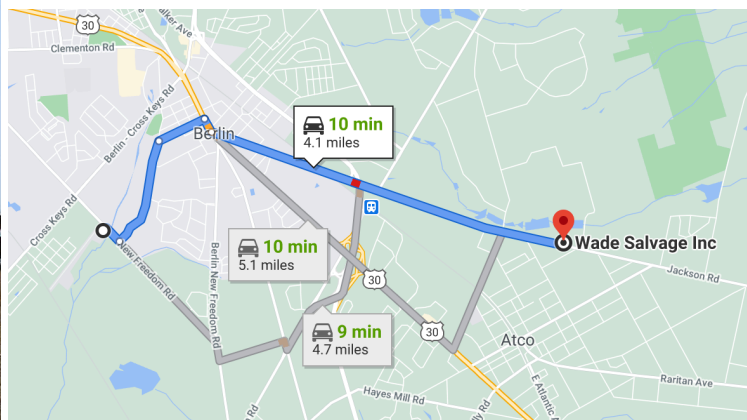
If you want to learn something new and have a little fun along the way then join host, Matthew Burchette, as he provides “behind the wings” looks at some of history’s most iconic aerospace treasures, access to amazing aerospace organizations and interviews with icons. Peek into the cockpits of rare warbirds, fly over the Centennial State in a state-of-the-art Skyhawk, climb into the cockpit of the legendary B-52 Bomber and a whole lot more....BAM!!!

Episodes of the *Behind the Wings* are preserved in the American Archive of Public Broadcasting and can also be viewed at wingmuseum.org/about/videoblog/behindthewings/ Also, Behind the Wings is broadcast every Tuesday at 9:30PM on NYC Life (channel 22 on Cablevision)

Wade’s Salvage by Charles Burke

In the October issue of New Jersey Magazine, page, 13 is an interesting story titled, Where Jets Make a Final Landing. The article describes a salvage yard, here in New Jersey, that is the final resting place for a wide range of military aircraft, some dating back to the Korean War.

The article describes Wade’s Salvage 382 Jackson Rd, Atco, NJ 08004 and provides a little history on how this unique venue evolved. What makes it even more festinating is that it has also become a go-to site for some film makers. While the yard is temporarily closed to the public, they periodically do offer guided tours. Wade’s Salvage is also very close to the Camden County Airport being only 4.1 miles away or about a 10 minute drive. This means that visiting the yard might make an interesting flight to the southwest area of our state. Check out the photographs on their Facebook web page: www.facebook.com/Wade-Salvage-306592999524268/



Answers to the VFR Trivia Test: The symbol represents a VOR/DME



Sunsetting on Learjets

Bombardier, the parent company of Learjet just announced that the iconic aircraft's production line will be touching down for the last time in the near future. Production of the aircraft line topped 3,000 aircraft but is now down to about one per month. The closing of the plant will mean about 1,600 jobs will be lost.



MAFC Facebook



A good way to keep in touch about what is going on in MAFC is through our Facebook page that can be found at <https://www.facebook.com/groups/flymafc> If you have not seen it lately, take a minute to jump over and see what is going on and maybe add your own ideas, comments or educational material for others to the thread.



Awesome Paint Jobs: Art Templeton

Matt Gomes has accepted a position as a Captain on a Learjet 45 and Learjet 75 for a private owner out of ILG airport in Wilmington, Delaware. CONGRATULATIONS MATT!!!!



David Shields



Arsh Bahl



Announcements

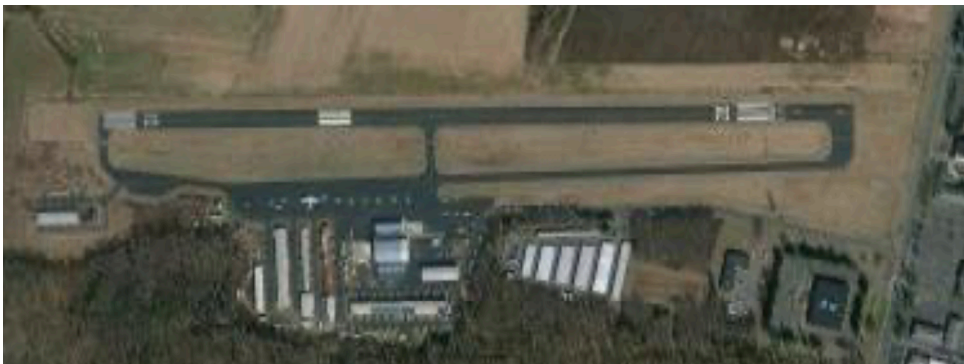


Takeoffs are optional but landings are mandatory



Albina Minnegazieva

WELCOME NEW MEMBERS!



39N Princeton Airport