

### Club Meetings

Board Of Trustees:  
12/2/21 THURSDAY

General Membership:  
12/18/21 SATURDAY



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### N66977 Sold!



As you all are aware from previous meetings and emails, the BOT voted on 6/2 to sell one of our 152's. This was the result of months of discussion, thought and most importantly a thorough review of the financial data of our fleet. The decision was to sell 977.

At the 11/4 BOT meeting a contract was entered into for the amount of \$42,000. The deal is expected to close on or before 11/17.

We received preliminary offers in the mid \$20k's .

We received professional appraisals in the mid \$30k's. Needless to say the \$42,000 was a great offer.

As I've said before, the majority of the board and I have focused on improving the fleet for our membership. Garmin 430's are now in KK, BG, 804, and most recently Q.

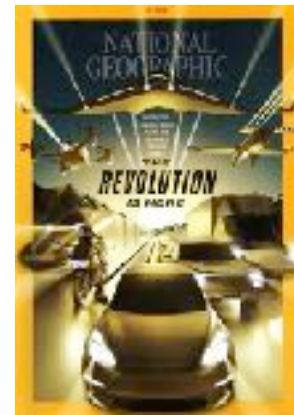
We will be installing an Aspen in BG within the next couple of months and we have started the process of looking for another aircraft that can service students as well as more experienced members to replace 977.

Thank you all for your feedback, suggestions and commitment to the MAFC.

Joe B.

### A Good Read: National Geographic November 2021

For pilots, the November 2021 issue of National Geographic offers a realistic glimpse at what the immediate future holds not only for aviation but also transportation in general. And this picture may not sit well with those employed in many of the various modes of transportation including aviation. The one consistent theme is that autonomous vehicles will quickly dominate the landscape in ways that only a few decades ago would have been unimaginable.



**Spotlight On: Bill Butler**

During High School, I became interested in flying. I proposed to my parents that getting into aviation and then hopefully commercial aviation would be a great career. Apparently they agreed because they financed the effort. I started training in my junior year of high school and received my PPL during the summer between high school and college. However I soon found out my dreams of flying the heavy metal wasn't likely to happen. This was eons ago for some of you, but Vietnam was going hot and heavy and there were plenty of ex-military pilots for the airlines to choose from. They all required, at least at the time, 20/20 vision, and me being a bit north or south of that, it just wasn't going to happen. I even inquired with the Army as a fix wing or helicopter pilot, but they had the same stringent requirements. So off to college, the

Army (not flying) and the pursuit of another career for a living. It turned out to be in telecommunications for the next 49 years.

I did continue to fly for a while, but due to life, job, kids, etc I stopped in the 1973 timeframe. Not an uncommon issue among pilots. I didn't fly again until 1993 which was about 20 years. Although I initially got my PPL in Salt Lake City, my job had me moving to various locations. I found myself in Atlanta in 1992 and the following year a person I worked with had a CFII friend. After some thought (not very long) I found myself interested in taking up flying again. After knocking off 20 years of rust with him I found myself checked out at a local FBO at KRYV in Kennesaw, GA. I continued to fly from that FBO for a while, but was soon informed about the Georgia CAP which had a squadron on the field. I join the CAP and served in various positions with the squadron, Group and eventually was Operation Officer with the GA Wing. The opportunity of fly with the CAP allowed me to eventually get my IFR rating and added many hours of interesting flying (and stories) to my logbook.

However work again struck in the 2002-2003 timeframe and I eventually found I was commuting to NJ several weeks at a time and finally being transfer to NJ. After I got established in NJ I started looking again at flying opportunities. I did transfer to the NJ CAP, but that didn't last long as the job was turning out to be more intensive than ever. I did continue to fly however out of KBLM and Princeton, 39N. An acquaintance I had met in the 2006 timeframe and who I believe had been a member of the MAFC and JAC told me about both clubs. In addition, a person I knew from work was also a member of the MAFC. I attended meetings for both clubs but eventually chose the MAFC. At that time, in 2006, there was no waiting list, so I was able to quickly join.

With the help of one of the Club CFI's I was able to get checked out in all our aircraft (except the 152's). From 2006 through most of 2011 I flew with the Club and enjoyed the club experience. Most of my hours were in our Arrow.

But.....again in late 2011 life and mostly work struck again and I found myself not flying for quite some time. In fact, I didn't fly from 2011 through the middle of 2018. However the one smart thing in retrospect I did was to continue to religiously pay my dues and remain in the club. I did retire in 2018 and thought it was time to get back into the pilot seat again. With some encouragement from Charlie Burke and help from Al Miller I got myself current again in both the Arrow and Archer. Later in 2018 I got checked out in WT which for many of us is the "go-to" aircraft. Although I'll say, the Arrow is the one I really like.

I was lucky enough in 2020 to get on the BOT. That in itself has been an extremely rewarding experience. The folks on the BOT team are great to work with and all have a tremendous work ethic and loyalty to the Club. Working on various duties on the BOT, mostly in the maintenance area with John and Tom, has been just plain fun. I hope to continue supporting the club in that position. We have a great club with great members and a good assortment of aircraft. Hopefully we can continue to improve the fleet and even add to it in the future.

**Civil Air Patrol**

A highlight of the November 20, General Membership meeting was a presentation by Lt. Col Michael Castania, of the Civil Air Patrol. Mr. Castania's resume reflects an incredible career not only with CAP but in the general field of education. He has initiated a host of programs that are a part of the Civil Air Patrol but also is working to introduce the AOPA Educational training courses into the public schools.

During the program, the history of the CAP was detailed starting with its adoption by the US Government to address staffing issues that arose during WW 2. The value of CAP quickly became evident which led to it growing in size and responsibilities. Striking close to home, Bader Field at Atlantic City was given the designation of #1. He then continued the timeline up through

(Continued next page)





Lt. Col Michael Castania



John Pereira

the present ending with a recruitment offer that was extended to our membership. In one way, CAP is already a key player within MAFC with a number of members actively engaged in this program.

The program was concluded by our own John Pereira who is an officer in CAP. John detailed the steps that are followed when an individual sign up for the Civil Air Patrol capping the topic off by standing ready to assist any member who would like to know more about CAP.

**Aviation Toys For The Holidays!**

Lego 42117 Racing Plane is only \$9.99, with 154 pieces but is actually is two different planes depending upon how you assemble the pieces. In one form, it is a prop aircraft while the other form is a jet airplane. So if you are into aircraft plus Lego, this will make a nice project for a cold winter day



While the Hess trucks have been a regular item for many decades, this year they are offering a two in one aircraft. Both planes have light and sound components that mimic aircraft. The 2021 Cargo plane-jet is retailing for \$39.99.

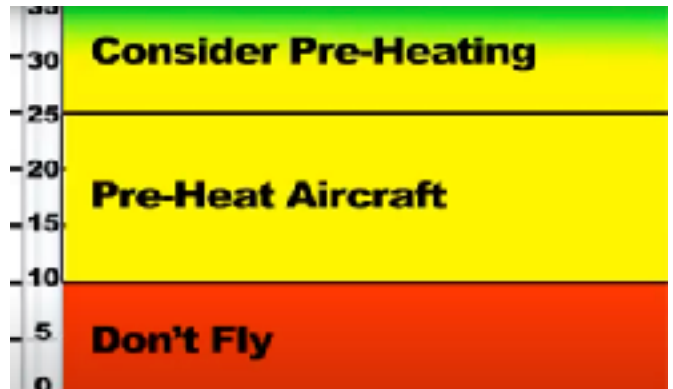
**Engine Pre-heating by Bill Butler**

As the thermometer drifts lower and lower, the need to preheat the engine increases. The lower temperatures thicken the engine oil reducing the flow rate especially between bearings and parts that come into contact under pressure. Because of this, starting a cold engine increases the friction between parts and results in unnecessary wear.

Because of the damage that can occur, the preheater should be considered when the temperature drops below freezing and must be used once you reach the 25° F mark. Below 10°, the engine should not be started!

Preheating is accomplished using our Red Dragon unit. At the November 20 Membership meeting I demonstrated how to properly use the unit and this was videotaped by member Ethan Noble. The video can be viewed on Flight Circle but is only on half of the story. To use it, you need to be checked out by a CFI or any of our officials.

For more information on the preheater, please feel free to contact me at anytime.







One of the most important safety components that we as CFI's can impart to our students is drilling the "go-around". As evident in the recent crash at 3N6, this critical maneuver should be so ingrained in our teaching methodology that even in a panic situation, rote memory takes over and delivers a safe outcome.

"Power up, Pitch up, Clean up" should be all of our mantras as we start a stabilized approach to landing. In the case of this accident, apparently the student panicked when he bounced and pulled up hard resulting in an unrecoverable stall. Fortunately he survived, but the plane did not.

These "catch phrases" are there to remind us all how critically important the last few seconds are in the landing phase. "Saving" a bounced landing is risky at best, and could lead to a prop strike or worse.

**Speaking of cleaning....Another idea** by Guy Barbagelata



As a rookie I don't usually have a lot to add to the content, but I am going to add one little piece of information under the category of "For What It's Worth", that may be helpful to those that don't already know.

For a while back in the early 2000's I was involved with an Offshore Fishing Charter, as Relief Captain. mostly. But seasickness was a constant demon lurking around for the passengers/anglers, and occasionally, the crew. The usual mitigation suspects were always available, Dramamine and Bonine being the most common, with some folks preferring the wristband. Frankly, none of them worked any better than the others. Then one day I was watching an aviation spot on the news where a reporter, lucky SOB, got a ride with the Blue Angles to show how tough these guys are to run through their maneuvers without the aid of a G-Suite. They did a pretty good job of wrenching this guy around through maneuvers of up to about 6 or 7Gs. Through the flight you saw the guy blackout four or five times, certainly well within the vomit envelope for most of us. What really caught my attention, was the interview at the end of the flight where the reported paid the appropriate homage to his host pilot, and then thanked him for the Ginger gum, removing the wad from his mouth and exclaiming, "I didn't feel sick once!"

I took this lesson to the boat, and we kept ginger gum, capsules, and chewable candies onboard. Without a doubt, they worked at least as well as Dramamine and Bonine, and without drowsiness. Confession, we didn't always reveal it was only natural ginger, we often handed them the capsules and told them it's what the Navy pilots use. So, under the category, "For What It's Worth", here's my two cents.

**The MAFC Ride Share Program**

As many of you already know, the MAFC Ride Share program is now operational and is a simple way to find members who would like to share flights. Not only does this reduce the flight cost but also helps you to meet other members. As they say at my local pub, "Strangers are just friends that you have yet to meet". If you wish to join in, just scan over the spreadsheet to see who matches up with your flying needs then e-mail or call. Note that all contact information is listed only on Flight Circle so that it is secure.

In addition to the names, more helpful information is planned for the near future. Thanks to the help provided by members Andrey Zelenovsky and David Shields, this will include items such as lists of \$100 Hamburger sites, places of interest and some of the ideas from the Book of Routes. To get started now, just go to: Flight Circle and click on DASHBOARD in the upper left corner. Next, select RIDE SHARE. When the spreadsheet appears, add your name and put an X in the boxes that you wish to be linked with.

Name	152	'72	WT	Archer	Arrow	VFR	IFR	Just ride along
Charles Burke		X		X		X		
Bill Butler		X	X	X	X	X	X	
Mark Hensga		X	X	X	X	X	X	
Kyle Gudeaux		X		X		X	X	
Dave Parha		X		X	X	X	X	
Nick Billow		X				X		
Nano Carvalho		X				X		
Mark Stegure	X	X				X		
Mike Bernicker	X	X		X		X		
Mark Haas		X						X
Alex Jutto			X	X	X	X	X	
Kausnal Sani		X				X	X	
Brian McNicholas								X
Sylvester Sitwak		X	X	X				X
Cave Shields		X		X		X		
Steve Weinberg		X	X	X		X	X	
Tom Griffin		X	X	X	X	X	X	

**REMBER— YOU CAN ADD, DELETE OR ALTER ANY OF THE INFORMATION DIRECTLY ON THE SPREADSHEET**

## The Drone Program



The Drone Program is now operational and has a great deal to offer members. There are three key elements starting with the drone. The unit is packed in a secure carrying case complete with all of the components needed to operate the unit.

The second part to the equation is the training program. Training begins with a review of regulations that are FAA mandated followed by a hands-on training program led by our CDP (Chief Drone Pilot) Ethan Noble. This course will cover all of the basic operations associated with our DJI Mavic drone. Once this has been completed, you will receive a proof of the drone piloting course card.

Next, your attention will be focused on obtaining the on-line FAA TRUST certificate. This is extremely easy to do and once you have this, you will be ready to schedule your time with the drone and go fly.

For those interested in the drone program, contact Ethan Noble to set up an appointment. Ethan is a commercially certified drone operator hold both the TRUST and Part 107 certificate.

### SOS by Janis Blackburn

An Airbus 380 is on its way across the Atlantic. It flies consistently at 800 km/h at 30,000 feet, when suddenly a Eurofighter with Tempo Mach 2 appears.

The pilot of the fighter jet slows down, flies alongside the Airbus and greets the pilot of the passenger plane by radio: "Airbus, boring flight isn't it? Now have a look here!"

He rolls his jet on its back, accelerates, breaks through the sound barrier, rises rapidly to a dizzying height, then swoops down almost to sea level in a breathtaking dive. He loops back next to the Airbus and asks, "Well, how was that?"

The Airbus pilot answers: "Very impressive, but now you look!"

The jet pilot watches the Airbus, but nothing happens. It continues to fly stubbornly straight, with the same speed. After 15 minutes, the Airbus pilot radios, "Well, how was that?"

The Airbus pilot answers: "Very impressive, but now you look!"

The jet pilot watches the Airbus, but nothing happens. It continues to fly stubbornly straight, with the same speed. After 15 minutes, the Airbus pilot radios, "Well, how was that?"

Confused, the jet pilot asks, "What did you do?"

The AirBus pilot laughs and says, "I got up, stretched my legs, walked to the back of the aircraft to use the washroom, then got a cup of coffee and a chocolate fudge pastry.

**KPHL ATIS - TROPICAL STORM ISAIAS** submitted by Tom Flieger  
<https://www.youtube.com/watch?v=b518kiWHFKcKc> *If clicking on link does not work, copy and paste into your browser.*





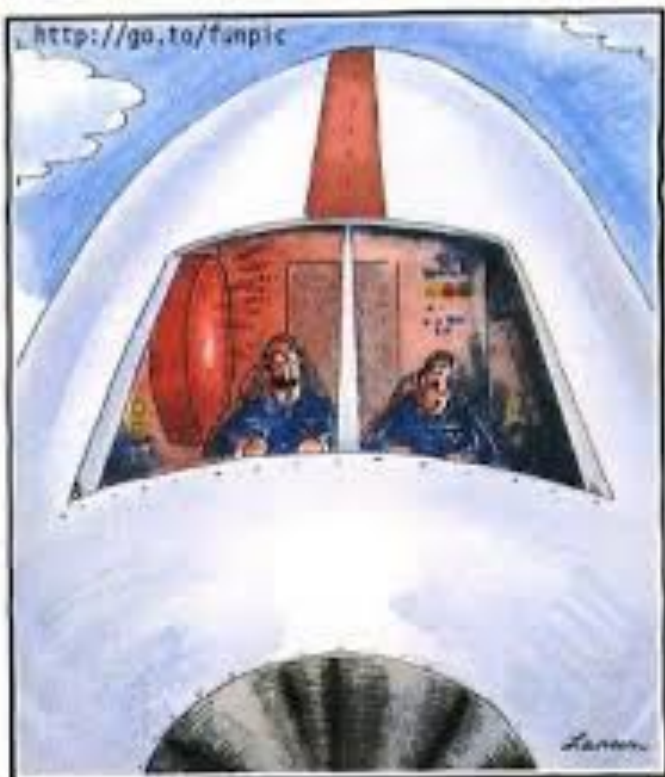
Happy Holiday!



**December Calendar**  
 2 BOT  
 18 Membership meeting  
 Speaker: Warren Grove  
 & 50-50 (Sat)



Announcements



I'm afraid we're going to head back, folks... We've got a warning light on up here, and darn if it isn't a big one!

Awesome Paint Jobs: Art Templeton



New Ratings

On October 16, Alex Justo passed the Certified Instrument Flight Instructor check ride! He is now looking at a Multi Engine rating and Multi Engine Instructor rating.

CONGRATULATION!

Having met requirements to advance to Full Membership status, Probationary Members Benjamin Hunt, Tyler Preiser, Rusian Kovtanyuk and Brian Kelly are hereby elevated to Full Membership status". Approved. (Joe Bonacci, All)

Top Fliers for October 2021

Bill Geier	21.1	WT
Emily Johnson	8.4	WT, 818
Sylwester Silwiak	8.4	818, KK
John DeMillio	7.0	Arrow
Mark Herega	6.6	WT, Arrow

Takeoffs are optional but landings are mandatory



47N Central Jersey Airport