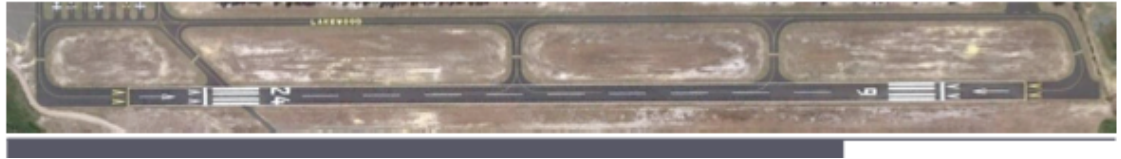


THE MAFC NEWS FOR JANUARY 2021

Editorial Staff: Charles Burke,
Dave Pathe, John Cummins

MONMOUTH AREA FLYING CLUB



Club Meetings

Board Of Trustees: -
Zoom session 1/7/21

General Meeting:
NO MEETING
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Jan 16 & 17

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Dear Members,

With the covid 19 pandemic now throwing off numbers far exceeding those in the spring some of you have asked if we would be suspending flight operations again? As of today, that answer is NO. On 11/21/20 Governor Murphy signed Executive Order #200 that effectively extends the Public Health Emergency that was originally declared on 3/9/20 via Executive Order #103.

Please use your common sense and follow the guidelines that have been established:

- Wear a mask in the plane, trailer and FBO
- Wipe down the surfaces in the cockpit and trailer when you are finished.

You may recall a waiver was issued to the membership when we reopened flight operations in the spring. Your signature was required on that waiver to assume flight operations. As a reminder, contained within that waiver was your pledge to adhere to the above guidelines in addition to the following:

- Single pilot operations only
- If carrying a passenger it was limited to another club member, a MAFC CFI or an immediate family member (same address)

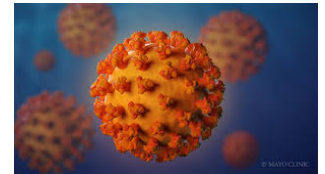
Hopefully the state of NJ will not be putting in any further restrictions that will effect the club in a negative way.

If you have not signed a waiver there will be blanks in the trailer by the keys. Please sign one and leave it in the envelope provided.

Obviously, we all have the option to fly or not, whether just ourselves or with a CFI for instruction.

Thank you.

Joe



2021 MAFC Elections

In the January 2021 General Meeting, members of MAFC will vote to elect a President, Vice-President, and 9 BOT members who will guide our club over the next 12 months. This is an important decision every year, but moreso for 2021 as the club navigates thru various critical issues including the Covid virus, maintenance of our aircraft, engine TBO's, and finances. The choices that we make will have a profound impact upon the future of our club.

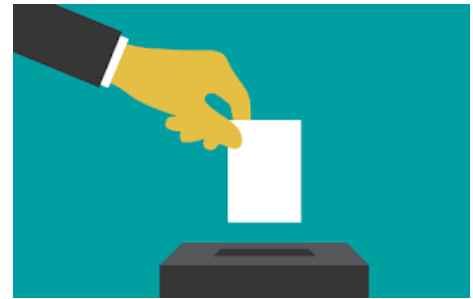
Our elections and voting have always been conducted during the January General Meeting, but with Covid restrictions in place, and for the safety of everyone, the election process is being changed. A great deal of discussion took place dealing with the issues of inclusiveness since holding the election only on a Saturday limited many members' participation. So it was decided that election of officers will take place over a two day period this year.

This year, the elections will be run by Dave Pathe and Girish Mandhwani, both long time members of MAFC. They will be assisted by Ben Hunt & Nuno Carvalho on Saturday and Sylwester Śliwiak & Peter Chacania on Sunday. Please give these volunteer members your support and cooperation.

To better understand how this important event will be conducted, a set of Q & A's has been provided below.

General information

1. Will there be a regular general membership meeting in January?
 - A. No, because of the Covid restrictions, only the election of officers will take place during the month of January.
2. When and where will the voting take place?
 - A. Saturday January 16 and Sunday January 17
10AM to 12PM
At the N12 FBO. parking lot.
3. When and how will the results be known?
 - A. At 12PM on Sunday, the ballots will be counted and the results sent via e-mail to the entire club.
4. How do we get ballots?
 - A. On the day prior to the election, the official ballot will be e-mailed to all members which should be printed out for voting. Ballots will also be available when you arrive at the N12 FBO.
5. How will we know who the candidates nominated are?
 - A. Periodically, an updated list of candidates will be e-mailed to everyone.
6. How do we know the candidates' positions and qualifications?
 - A. The week before the election, all candidates will have an opportunity to provide their qualifications and agenda in writing for the year 2021. These will be sent by e-mail to all members.



The Voting Process

1. How do I nominate someone to run for office?
 - A. To be placed on the ballot you can nominate yourself. You add your name to the form that will be posted in the trailer but **you must also send your name to Dave Pathe** (dpathe@aol.com) and **Girish Mandhwani** (emailtogirish@gmail.com) who are running the elections.
2. What if I wish to nominate someone else?
 - A. Add the name to the list posted in the trailer and **also email it to Dave and Girish**. Please do not nominate anyone who has not first agreed to run for office.
3. How do I cast my ballot when I arrive at N12?
 - A. When you arrive, proceed directly to the FBO parking lot. After exiting your car, proceed to the ramp approach area of the building. A polling staff volunteer will give you a ballot if you have not already printed it out. *Make sure you are wearing a mask and follow proper social distancing protocols.*
 - B. Complete the ballot outside or in your car then proceed to the FBO. Note: Vote for 1 candidate for President, 1 for VP, and up to 9 for BOT.
 - C. The polling volunteer will meter the line, allowing only one person into the FBO at a time to cast their ballot. *You must wear a mask for entry.*
 - D. Once inside, you will be asked for your name and club ID number. This will be used to check that you are eligible to vote. Once your eligibility is confirmed, drop your ballot into the ballot box then please leave ASAP so that the next member can vote.
4. Can I bring another member's ballot to N12 for them?
 - A. No. The member must be present to cast a ballot.



VFR Trivia by Navin Ohri CFI

VFR cruising altitudes are based on: A. True north B. Magnetic north

The Red Dragon

As the low temperatures of winter begin to become the norm, the need to preheat aircraft engines is increasingly important. To address this issue, The MAFC Rules and Regulations provide guidelines that must be followed:

COLD WEATHER OPERATIONS. In addition to cold weather procedures contained in a particular aircraft's pilot operating handbook (POH), the following procedures are prescribed:

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.

3) 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.

If you find it necessary to preheat the engine, the club has just obtained a newer portable propane fueled unit. The Red Dragon, which was acquired through the help Dan Coles, is stored in the cabinet located on the back of the trailer. However, to use the unit, you must be checked out by a CFI.



Red Dragon

Spotlight on: Andrey Zelenovsky



I had my first flight back in 2015 in Delaware (ILG). At the time I was working my first corporate job out of college toying with the idea of becoming a commercial pilot, just as a close friend did. He is the one who inspired me and now flies as a first officer on 737s. A year ago we achieved our dream to fly together in a 172 up the Hudson.

After I started training, I decided that a more traditional career was the right fit for me and training took a back seat while I pursued my Masters degrees (Data Science and MBA). To date, I have about 65 hours and I joined the club to be part of a community of like-minded aviation enthusiasts and finally wrap my training.

For Sale

Brand new, never used, single person portable oxygen system by Aerox (tank it full). Tanks contains 15 cu.ft. of compressed oxygen. A \$525.00 value for \$450 or best offer.. Please contact Charles Burke for details



Build My AEROX Portable Oxygen System

~~\$525.00~~

SKU: 1D

Cylinder Size: *

- A Sized Cylinder - 6 cu ft
- C Sized Cylinder - 9 cu ft
- D Sized Cylinder - 15 cu ft
- E Sized Cylinder - 24 cu ft
- M Sized Cylinder - 22 cu ft

Number of Users: *

- 1 User
- 2 User
- 4 User
- 6 User

Aithre Meso Wireless iOS Tank Monitor: *

- Yes! (+150 - SAVE \$50!!)
- No

Fill my Bottle:

- Yes! (Ground Shipping ONLY) (+\$40)
- No

Add a Seat Back Carrying Case:

- Yes! (FOR A LIMITED TIME - GET A CARRYING CASE AT NO COST!!!)
- No

Add A Pulse Oximeter:

- Yes - Standard Fingertip Style (+\$29.95 - Save \$10!)
- Upgrade to the Aithre Illyrian iOS Connected Oximeter (+\$130.00)
- No

Add a Cannula Case:



This morning my student and I decided not to fly due to the crazy winds that were going on at Lakewood. As we were getting ready to leave and standing in the parking lot, chatting, we saw a plane on downwind to 24. We stood and watched his pattern.



While he was on base I commented that he was going to overshoot his turn to final. The windsock on top of the building was straight across and flapping. So I'm sure there about 800 feet or so, he must have had 20 knots or more on the

tail. Sure enough, he turned final and was facing our trailer. He also looked a little too high. Of course, instead of making it easy for himself and beginning a go around right then, he continued. He banked, rocked and rolled, banked more to get back in front of the runway.

Just before he got to Cedar Bridge Road, he finally lined up with the runway but looked pretty fast to us. As we all know, short final here at Lakewood can sometimes be "interesting" and it sure was for this pilot. He continued to rock and roll while crossing the threshold and while floating to about ¾ of the way down the runway. Lots of float (and this was a Piper). He finally decided to go around. The winds continued to affect him and it didn't look like he was beginning to climb at all. Finally, he climbed and did make it over the trees at the other end.

Why cause yourself so much stress? When I flew for the airlines there was a rule that at 500 feet on final if you were NOT on localizer, glideslope, and on airspeed it was an automatic go around. Of course, we were usually doing about 160 knots at that point. So, in our airplanes, I use 300 feet. But, if I am NOT lined up with the runway, pretty sure that my touchdown will be within that first 1/3 of the runway, and within 5 knots of the airspeed I want, I go around. Go arounds are so much easier when you have that couple of hundred feet cushion under you.

His next approach was beautiful. When we saw him on final he was lower and perfectly lined up with the runway. He still rocked and rolled—thank you Mother Nature—but when he touched down it was right where he belonged.

It only takes a couple of extra minutes to fly another pattern. And, no one would criticize you for doing it.

Let's all learn from this transient pilot and keep the stress out of our flying.

Fly safe out there

What did he say!

The Piper Cub is the safest airplane in the world; it can just barely kill you.' (Attributed to Max Stanley (Northrop test pilot) -

Have you every dreamt of flying?



Have you ever dreamt of gliding through the sky, past fluffy clouds and above the rain? Science has attempted to explain these flying dreams as being caused by a fluke of neuron-firing, which on a symbolic level may manifest a person's need to reclaim their personal freedom, life control or to unravel unconscious talents. Still, the research we have surrounding flying dreams is limited.

The Dream & Nightmare Laboratory of Hospital Sacré-Coeur in Montreal, Canada, and the Department of Psychiatry and Addictology at the University of Montreal attempted to shed light on this little-researched topic. In a study that was published in the August issue of *Consciousness and Cognition*, the scientists had people fly in virtual reality (VR).

Participants first kept a dream diary at home for five days. Afterwards, these participants would come to the lab, experience flying in VR, and take a nap after being hooked up to electrodes that recorded the amount of time it took to fall asleep.

Participants also had monitors that registered their heart rate and breathing patterns during sleep. The research subjects were asked to fly within VR one more time after their nap and then they were sent home, where they kept a dream diary for 10 more days. These dream diaries were simply questionnaires VR fliers were asked to fill out online every morning when they woke up.

The result of this VR intervention was that people had more flying dreams after they had previously flew in a VR simulation before they went to sleep. It is a tantalizing outcome: VR may hold the key to our flying at night, in our dreams, on demand! “When we sleep, our brain spontaneously reactivates the memory traces of our recent experiences and some elements of these experiences will be incorporated into our dreams,” says Claudia Picard-Deland, a doctoral researcher at the Dream & Nightmare Laboratory of Hospital Sacré-Coeur, and one of the writers of the study. This is especially true for memories that are intense or highly salient, like a VR-stimulated flight experience, which immerses the whole body into the experience, she continues. But if defying gravity in your sleep sounds mind-bending, what is its practicality anyway?

“Dreams are visual phenomena; the mind manufactures dreams to turn abstract ideas into visual form. On the other hand, dreams also disguise unconscious repressed material,” says Sabrina Romanoff, a clinical psychologist at Lenox Hill Hospital in New York. Our unconscious mind, which to many a scientist remains an abstraction, has long been considered by psychoanalysts as the Holy Grail of therapy. Over a century ago, Austrian neurologist and founder of psychoanalysis Sigmund Freud said that dreams are the royal road to this unconscious mind within our mind. Little did he know that there would come a time when machines could make this royal road much shorter.

Already, VR has successfully been applied to treat post-traumatic stress disorders and body image disorders. VR has even helped athletes cultivate their motor skills, soldiers harness their military skills, surgeons practice their surgical skills, and architects and engineers their design skills. It also comes with its challenges, nonetheless.

“One major [challenge] is cybersickness, the motion sickness that occurs in some people when they are exposed to a virtual environment,” says Picard-Deland. However, the benefits can far outweigh the negatives.

“Therapies based on artificial reality are being developed at a fast rate and there seems to be great potential to treat certain conditions, such as phobias or chronic nightmares, or help develop more realistic flight simulation technologies,” says Picard-Deland. In this context, VR emerges as a “safe space” where we can interact with the digital replica of the world, its only caveat being a tinge of motion sickness.

Airport Trivia by Tom Flieger

Where is the highest airport in the USA?

- A. Colorado
- B. Oregon
- C. New Hampshire
- D. Montana

Activities Committee Update by Charles Burke, Steve Fox and Neil Linzmayer

2020 has been a disaster for the Activities Committee in that almost everything that had been planned slammed head first into the brick wall named Covid. Had this not been the case, MAFC members would have had several major events taking place each month. Sadly, we must report that for now, the situation has actually changed for the worse. Because of the rise in Covid cases, and the new restrictions that were recently put into place, the club’s \$100 Hamburger runs are temporarily being suspended until the spring.

However, there is another side to the larger story. Once we can begin to reintroduce club activities, here is what we have in store for for you in 2021:

1. Newark Airport, Behind the scenes tour (Already booked)
 2. Newark Airport ATC tower tour (Already booked)
 3. Extended \$100 runs that will reach into Delaware, Pennsylvania , Maryland and New York (Now in development)
 4. Aviation Day at the Blue Claws Stadium (Now in development)
 5. A family oriented Rub and Scrubs that include a barbecue, activities for kids, etc. (Probably May and September)
 6. Movie night at N12 (lawn chair show in the warmer WX)
 7. Flying scavenger hunt or Poker Run.
 8. Tour of the Naval Air Station Museum at Cape May.
 9. Tour of the Air Victory Museum at South Jersey Airport.
 10. Initiation of a limited drone program (mid spring)
- and more.





Answer to trivia question:

VFR cruising altitudes are based on MAGNETIC NORTH

Answer to Airport Trivia

The Leadville **Airport** is North **America's highest** public use **airport** at an altitude of 9,934 feet. Located in central Colorado, 2 miles southwest of the city of Leadville, the **airport** provides a unique role to the area and communities of Lake and Summit Counties, linking them to the National Air Transportation System.

6 Month Check Ride: Joe Bonacci

With COVID 19 cases at all time highs, it is important to continue to maintain safety protocols. There have been emails, newsletter article(s) and comments made at general membership meetings. Wear a mask in the plane, the trailer and FBO and sanitize services. Per the waiver you have been asked to sign, flying is limited to other MAFC members, MAFC CFI's and immediate family members (same address).

As an additional safety measure we are once again (as we did in the Spring) suspending six month check-rides. The BOT will continue to monitor the situation and amend as necessary.

By taking this additional step, it will hopefully reduce at least one potential person to person mode of virus spread.

Stay safe, and hopefully we can eventually put all of this behind us later in 2021.

Announcements



Yeshaya Wahl :First solo.
Perez Hernandez Instructor



Awesome Paint Jobs: Art Templeton



Top Flyer for November

PILOT	HOURS FLOWN	ACFT
Kyle Guilbeaux	20.3	Archer
Guy Barbagelata	10.7	KK
Emily Johnson	16.2	Archer, WT
Tyler Preiser	10.6	818, 977
Thomas Griffin	11.0	Arrow, Archer, KK, 87Q, 977



Takeoffs are optional but landings are mandatory



KTTN Trenton Mercer Airport



"I thought we'd never break through those clouds!"