

THE MAFC NEWS FOR FEBRUARY 2021

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Dave Pathe, John Cummins

MONMOUTH AREA FLYING CLUB



BOT Meeting
2/4/21 @ 7 PM

General Membership
2/20/21 @ 9 AM
*This information may
change because of
Covid restrictions*

2021 Election Results

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Because of the Covid crisis, the annual election of officers had to be dramatically modified so that your safety and wellbeing were given the highest priority. One difference being that the physical casting of votes was moved to the FBO to provide a safer and more convenient atmosphere. In addition, to accommodate for the needs of our rich and diverse membership, the actual balloting took place over a two day period.

The annual election of President, Vice-President, and Board of Trustees was conducted as required by the Club's Bylaws. During the two sessions, Dave Pathe and Girish Mandhwani, conducted the election process aided by Ben Hunt, Nuno Carvalho, Sylwester Śliwiak & Peter Chacania these are all dedicated members who devoted a considerable amount of their time and efforts for the benefit of the Club.



Joe Bonacci
President



Tom Griffin
Vice President

2021 Board of Trustee Members*



Janis Blackburn *



Charles Burke *



Bill Butler *



Tom Flieger*



Chris Kuelzow*



Darren Mattos*



John Pereira*



Dave Trulli*



Hannah Umberger*

There are a number of responsibilities and duties which are assigned during the upcoming BOT meeting in February. These duties are critical to the running of the club and include:

Maintenance Officer and Assistants: Responsible for insuring our fleet is properly maintained.

Treasurer: Responsible for club finances, paying bills, balance sheet, etc.

Operations Officer: Insures pilot database is current, approves RON's, and reviews the aircraft schedules

Safety Officer: Provides a safety briefing at meetings and oversees adherence to club safety standards.

Membership Officer: Responsible for coordinating prospective and incoming new members

Avionics Officer: Responsible for overseeing aircraft avionics and GPS database updates

Chief Flight Instructor: Insures club instructors meet requirements, approves new instructors, and check-rides / student pilot training are performed to club standards.

Additional information on the duties of Club officers may be found in the MAFC Rules and Regulations.



VFR Trivia by Navin Ohri CFI

If your true course is 180 degrees and you're at 0 degrees of magnetic variation, what altitude should you fly VFR?

Message from the President: (Reprint of 1/20/21 E-Mail)

Dear Members,

Thank you for the exceptional voter turnout this past weekend. Congratulations to our new BOT members, Chris Kuelzow and Hanna Umberger. Thank you to election Chairman Dave Pathe and Co-Chair Girish Mandhwani and our election volunteers, Ben Hunt, Nuno Carvalho, Sylwester Sliwiak and Peter Chacania.

As I have reported to you over the last several months via email, newsletter, FB and general membership meetings, the focus in 2021 will be the financial viability of the club, maintenance, and ongoing analysis of selling and acquiring new airplanes.

There are also some issues that arose in 2020 that remain ongoing and unresolved and need to be addressed. Now would be a good time to do this along with the fact that these issues were also brought up in one of the pre-election position statements you were provided with. As a result of that I have received numerous questions from many of you. So let me respond and clarify.

Potential airplane sales:

-It is no mystery that since the 6/4/20 BOT meeting discussions have been ongoing with regards to potentially selling the Arrow. At this meeting the BOT by majority vote agreed to start the process of selling the Arrow. These discussions have been communicated for months to the membership.

-Over the last 7 years the Arrow has generated a loss to the club of \$41,000. From 2017-2019 the loss was \$28,773.

-Expenses for the 2017-2019 period totaled \$60,082. Interestingly enough expenses for BG were \$58,968 but BG for the same time period operated in the black. Why? Because we fly the plane, and we fly it often. Revenues exceed operating expenses.

-Operating expenses are not the sole culprit to the Arrow's deficit, it's also a usage issue. It simply is not flown the same as BG, KK, Q or WT.

-As many of you know, subsequent to the 6/4/20 meeting the BOT decided to try and address the usage issue. Surveys were sent to both the 26 pilots who flew it in the first half of 2019 and then a survey was sent to the entire membership. Asking who would fly it at the then current rate of \$140 and the proposed increased rate of \$165. Only 7 Existing Arrow pilots said they would fly it at \$165 and 9 at \$140. As far as entire membership, 3 said they would fly it at \$165 and 6 at \$140. The balance said maybe. (out of 165 members those were the survey results)

Most recently we lowered the rate on 9/1/20 to \$125 to attempt to motivate members to fly the Arrow. We also agreed to let that run for a period of 90 days and then agreed to reevaluate. We will be doing that soon.

-Lastly, when the Arrow was acquired it served as an airplane for pilots to get their complex endorsement and commercial rating. That is not the case anymore. Yes, you can certainly get a complex endorsement with it but no, you don't need it for your commercial. As of 8/27/2018 the FAA eliminated the complex aircraft requirement for commercial rating and instead made it a TAA (technically advanced aircraft). Which is one that has PFD, MFD and a 2 axis autopilot.
(WT serves that purpose)

In my 3 years on the BOT and 1 as President I have not once heard a new member say "I am here for the Arrow"

The bottom line is this. The Arrow is a beautiful airplane. It's powerful, our fastest, it's quiet and it's a stable platform. I've enjoyed flying it.

But for some time now it is not a "valuable asset", it's a liability. The BOT has worked and will continue to work hard at attempting to turn that around. Stay tuned.

152's

Has the topic come up to sell them. Yes it has. Have any proposals or any definitive plan been put together, No. Yes, they are the go-to planes for new students. And yes a few members fly them who are private pilots. The 152's along with the Arrow are our lowest flight hour aircraft. Total flight hours thru 12/7/20 108 (977) and 122 (818). Compare that to 402, 361, 284 and 283 for BG, WT, Q and KK respectively. Revenue in the same time period was \$9942 and \$8990 for 818 and 977 respectively. BTW, our annual insurance premiums are \$3375 and \$3586 or 35% of revenue for the 152's compared to BG, WT,Q, KK which range from 9% to 13% of revenue.

When it's all said and done the question is this: how do we put another Archer and perhaps another 172 on the ramp that we know will be flown actively unless we sell something first? Put the right planes on the ramp and members will fly them as made readily apparent in BG, WT, Q and KK's numbers.

Avionics

Yes, we did spend \$16,000 on the install of a WAAS equipped GPS in KK. That was a good thing not a bad thing. Frankly I don't even know why this is even an issue. Members have been expressing their satisfaction with the install, KK is now a true cross country airplane, and we now have another plane that members can get their IFR rating in instead of exclusively relying on BG and WT. KK is flown often, it operates in the black, it will probably now be even more popular. We took a true asset of the club and made it better. A win win.

Dues

After long debate and back and forth discussion, the BOT approved the \$10 increase to \$50 for monthly dues effective 1/1/21. Since I have been a member I have heard that monthly dues are meant to cover ONLY the fixed costs of the club. Interestingly enough however I can find no reference whatsoever in the Bylaws or Rules and Regs to this effect. However, for the record I agree that they should cover fixed costs and will be moving this year to make it part of the clubs Bylaws.

Fixed costs include Insurance, annuals on the planes, rent, tie downs, utilities, phone, internet and bank fees and anything else not associated with flight time.

In 2020 that came to approx. \$75,294 with Insurance, tie downs, rent and annuals making up 85% of that.

160 members @\$40 = \$\$76,800 or \$125 per month excess

160 members @\$50 = \$96,000 or \$1,725 per month excess.

Now consider the following. We pay Avemco \$33,000 annually for insurance. However, WT is insured for \$135,000. It was recently appraised at \$210,000. BG and Q will be also under insured after their TBO's are done.

So here we are around \$125,000 under insured.

That will need to be remedied and that will cost money and that's why fixed costs will increase and hence dues. If anything we were proactive.

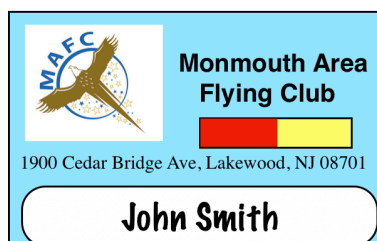
This is a great club and you the members make it that way. The BOT does not take these issues lightly. We are working on these and other issues to keep the club safe, and financially stable. I trust this answers those questions posed to me by some of you as a result of that particular pre-election position statement and also serves to keep all of you in the loop. Fly Safe!

Club ID Badges

As the club expands, long gone are the days when you could gather and know the names of most of those present. Throw in the masks, and it is virtually impossible to identify even people who you know well. That said, please wear you ID badge when you are at the airport!! But what if you don't have one? First, look in the cabinet that sits on top of the refrigerator. There are cards there that have yet to be picked up. But what if there is no card in the box? Just send a note to Charles Burke tv cable@verizon.net and one will be made up for you. And yes, we will be having regular meeting as the pandemic subsides.



Elected or Appointed Leader



Both a CFI & Elected or Appointed Leader



CFI

Aviation Safety is one of America's most respected risk management and accident prevention report. Aviation Safety is hard hitting, up-to-date reporting from accident investigators and safety counselors on real-life scenarios from other pilots.



Subscriptions are discounted with 12 issues running about \$25. For more information on Aviation Safety Magazine, go to: <https://www.aviationsafetymagazine.com>

Gladys Ingle of the 13 Black Cats



Gladys Ingle leaping from one aircraft to another

The 13 Black Cats were famous stunt and movie flyers. They appeared in Howard Hughes', "Hells Angels" and in other 1920s films. The group contracted with MGM to use Aero Corp.'s planes in the movies.

The group was first organized in 1924 with 13 members, headed by Bon MacDougall. Their home base was the Burdett Airport located at Western Avenue and 102nd Street, Los Angeles California. Their uniform was a black sweater with the cat and number 13 patch on the front, and their names on the back. Each member's name would be add up to a total of 13 letters; if it didn't, he was given a nickname that would. Gladys Ingle, was the only female member of Hollywood's 13 Black Cats aerial daredevil stunt troop.

Gladys could fly with the guys, all 13 of them. In 1924, at just 26, she was initiated into Hollywood's aerial daredevil men-only stunt group, The 13 Black Cats. She proved her worth when she walked blindfolded on the wings of a Curtis JN-4 biplane as it flew over Los Angeles, and mastered midair archery from these planes! And no parachute for Gladys either, not until several deadly accidents resulted in a new 1927 law requiring these fate-tempters to wear them. Picture her the next time you're on a plane snapping a traditional photo of the wing.

What Did He Say: Submitted by Nick Billows

'You know that your landing gear is up and locked when it takes full power to taxi to the terminal.'

Lead-in Fighter Training Manual

Sim Training at Ocean Aire

Ocean Aire, at Ocean County Airport - KMJX - has just added two new simulators - in addition to their Elite legacy simulator. These sims are super realistic and the hardware is what you have in the airplane. Train like you're in the airplane - but without the distractions and high cost of the actual airplane.



Become an expert with the GPS - learn how to use every button and knob.

Practice all phases of IFR flying - including Departures, Enroute, Holds, Approaches, and Missed Approaches.

Get proficient at entering and modifying flight plans

Learn each unit's idiosyncrasies so you don't get surprised in the airplane - the worst place for surprises. For example, learn when "Direct To" is not the most direct option.

The regular rate for each sim is \$50 / hour, plus instructor. You can bring your own instructor (instructors must register with Ocean Aire) or use the sims without an instructor.

For a limited time buy a Block of 5 - hours and take \$5.00 off per hour. And, increase your savings by buying a Block of 10 hours and Take 10.00 off per hour.

NOTE: FAA approval of these sims as a BATD is complete.



Spotlight on: Sylwester Sliwiak



I was born in Poland but then my family and I immigrated to the USA in 2013. I used to travel a lot and was always wondering about how it feels to be in the pilot's position. I have a master's degree in the field of engineering education and currently am working as an electrician. I only have a few hours of flying on the Cessna 152 plane but hope to expand into other aircraft in the future. I joined the club only recently, and I am looking forward to expand my network and connecting with so many passionate about flying individuals.

The 2021 MAFC Calendar

To better serve the needs of the entire membership, the General Membership meetings will be alternating between Saturdays and Sundays. Effective immediately, we will be meeting on Saturdays for two months then a Sunday on the third. By adopting this schedule, those who work or have religious obligations will have a chance to be more directly involved.

This schedule will take effect once the Covid restrictions are lifted.

January	Saturday	July	Saturday
February	Saturday	August	Saturday
March	Sunday	September	Sunday
April	Saturday	October	Saturday
May	Saturday	November	Saturday
June	Sunday	December	Sunday

Follow that Bird! by Charles Burke

As usual, nature seems to be showing us solutions to problems that we are only beginning to appreciate. In the February 2021 issue of Scientific American, there is an article titled, Tight Flight, that proves this point. The article describes how mimicking the way birds, such as geese, fly can generate lift when a sweat-spot of air turbulence is found. Once in the stream they are able to stay aloft using much less energy.

Based upon research that is being explored, Airbus has created an initiative called "fello'fly" that can save up to 10% on fuel costs especially during long haul transatlantic type flights. Basically, this involves having two aircraft fly in an offset tandem configuration so that the following aircraft can gain lift from the lead planes's vortices. Using this system, not only are there savings in fuel but also lessening of the environmental impact associated with the burning of jet fuel.



The actual flight configuration can sound like a disaster waiting to happen. Basically, the lead aircraft is joined by the follower aircraft once on-route. The follower aircraft then must take a position only 3 km behind and 305 meters below. From there, the follower aircraft moves into position only 15 meters below the lead aircraft and just to the side so that it is in the vortices wake.

The key to this system is on-board guidance control and this is being developed by several firms including Eurocontrol. Based upon the initial studies, the technology is already here for implementing this unique (to human) system.

www.airbus.com/newsroom/stories/how-a-fello-fly-flight-will-actually-work.html

fello'fly
Wake energy retrieval demonstrator

Inspired by the flight technique of migrating birds

Using air upwash to lift a follower aircraft

fello'fly project to prove safe technical and operational principles

Industry collaboration with airlines, Air Traffic Control providers & regulators

5% to 10% fuel savings on long-haul trips

Significant emissions reduction

AIRBUS

Answers to the VFR Trivia Test: Even + 500. (1) On a magnetic course of zero degrees through 179 degrees, any odd thousand foot MSL altitude + 500 feet (such as 3,500, 5,500, or 7,500); or (2) On a magnetic course of 180 degrees through 359 degrees, any even thousand foot MSL altitude + 500 feet (such as 4,500, 6,500, or 8,500).



Awesome Paint Jobs: Art Templeton



The March issue of the newsletter will contain copious information on staff assignments and updates to the general reference materials for members. This information will also be ensconced in the distribution of updated reference sheets that will be sent to you via e-mail as well as being posted on the club's bulletin board.



Announcements

Takeoffs are optional but landings are mandatory



KMJX Ocean County Airport