



BOT Meeting
9/14/23 @ 7 PM
Club House
(THURSDAY)

Membership
9/16/23 @ 9 AM
(SATURDAY)

Inside this issue:

Page 1

Documents
Commercial pilots

Page 3

Wright answers
Looking down
ACH\$

Page 4

Free plane/not
Wildwood Airfest

Page 5

FOR SALE

Page 6

Quips (New)
Overheard
Answers
Top fliers
Local airports
Cartoon
Paint jobs

Where To Find Key MAFC Documents

The MAFC has grown into a substantial organization as measured by the size of its membership as well as the aircraft and other assets. The primary driving force behind this momentum is, and always will be, the membership itself. One reason for this is that the entire operation is based upon transparency. This manifests itself in the fact that highly detailed meeting minutes and general information of every facet of the operation is available to all members. Here are some of the primary documents that can be found on Flight Circle under DASHBOARD. You can also find them on www.flyMAFC.com by starting with OTHER PAGES then go to DOCUMENTS

1. Both BOT and Membership Meeting Minutes
2. Financial Reports
3. Maintenance Reports
4. Ops Reports
5. Membership Reports
6. Newsletters

Note: An updated Reference Handbook is now available. This soup to nuts guide provides an enormous amount of information and puts it all into a single point source.

Guide To Becoming A Commercial Pilot by Matt D'Angelo (A multipart series #2)

Some of us have known what we want to do with our lives for as long as we can remember. For those of you who have known and are doing it...congratulations! You are very likely on a path to happiness and success!

I am very fortunate to have been interested in airplanes and flying for as long as I can remember. For this, I thank my parents for taking my brother and me to watch planes take off and land at Westchester County Airport. Also, thank you George Lucas for creating and releasing Star Wars when I was four years old! I would emulate Han Solo flying the Millennium Falcon, always wondering how amazing it would be to be a pilot.

While I always knew I wanted to fly, I didn't initially know exactly what I wanted to do with flying. I just wanted to get up there and fly! Maybe you've felt this, as well. It really can and should be that simple, especially when you're just beginning to fly! Once I decided how much I loved flying, I was mostly attracted to seaplanes and bush flying - low, slow and romantic. I loved the beauty, access and self-reliance of these types of flying.

After reading a faded, musty first edition of "Fate is the Hunter" by Ernest K. Gann in 1997, while I was just beginning to learn to fly, I started thinking about potentially flying the line (flying for the airlines) someday. Because of Gann's talent as a writer, however, my perception of flying the line was more old school "Pan Am" than what we think of as modern day airline flying. As often happens, my mind was stuck in one of my three favorite decades...the 50s!

So, the airlines were always in the back of my mind, but never seemed as rewarding as where I decided to take my flying career - instructing full-time. Always open-minded to new adventures and opportunities, over the years I balanced the pros and cons of various flying careers, and couldn't think of a better set up than instructing. If you love working with people and teaching as much as I do, it's a wonderful, rewarding career!

In September of 2017, I was refueling at an FBO in the midwest and received a text from a friend and airline pilot mentor, asking if I wanted to help with a non-profit called Pilots for Kids over the holidays. I responded that I would love to help and thought about the bigger picture. That single text ended up tipping the pro and con balance in favor of the airlines and was the impetus for my career change. Specifically, I realized the time off and compensation I would enjoy



with the airlines would give me more ability to give back to the community and mentor future aviators - even more than I could do while instructing full-time. This line of thought opened up a conversation with my wife, Jean, about making a major career change and what it would look like for our family. By October, we had decided it was a "go" and here we are!

Here I want to summarize some of the pros and cons of airline flying and the lifestyle associated with working for the airlines. While this discussion focuses only on being an airline pilot, there are many other rewarding career options which have similar pros and cons. For example, Flight Attendants, Gate Agents, Customer Service Representatives and Baggage Handlers. Don't rule these out if you want to enjoy many of the perks and understand some of the downsides of airline life!

Pros: 1. Sign-on bonuses. 2. Retention bonuses. 3. Excellent compensation. 4. Excellent health and retirement benefits. 5. Growth potential. 6. Huge responsibility. 7. Working with a team. 8. Working with traveling customers. 9. Flying "cool" aircraft. 10. Lots of days off. 11. Lots of learning. 12. Travel benefits (This is my favorite benefit and privilege of the airlines - free, unlimited, worldwide standby travel for you, your significant other, your parents or in-laws and your kids! Additional passes allotted for other family members and friends).

Cons: 1. Huge responsibility (I consider this a pro, but it can be perceived as a con, as well). 2. Working with traveling customers (I'm looking forward to this and also consider this a pro, but it can also be perceived as a con). 3. Away from home often (Make sure you, your significant other and your kids understand and are willing to adapt to this lifestyle. For Jean & I, the days off balance this.). 4. Mandatory retirement at age 65. (This will most likely increase to 67 or more in next few years.). 5. Often irregular and long hours. 6. First Class medical requirement. 7. Need to get to hub (A huge con if you live more than two hours from your crew base, or if you're commuting via airplane to your base. According to my mentors, commuting via airplane to your base can be one of the most stressful and difficult aspects of the airlines, so try and live within two hours of your base and drive there). 8. Dealing with major airports often. 9. Potential for furlough. 10. Very long and expensive process which requires a ton of focus. (While the airlines are hiring, it's still not an easy path to get there and never will be. What fun would it be if it were easy?!)

One of the great things about the airlines is most of the pros become even better and most of the cons become less negative as you gain seniority! For example, as you gain seniority, your compensation will increase and you will have even more days off. Because you will have higher priority over the schedule you choose (called "bidding"), you won't be away from home as often and your hours will be more predictable.

You could make an excellent career staying with the regional airlines (such as Piedmont) if you decide that's a better fit for you. The benefit to staying with the regionals over going to the major airlines (such as American) is your seniority will continue to grow and you can bid for the best trips and schedules. Currently with the airline I'm flying with, Piedmont, those top schedules offer 16 days off per month. The downside to staying with the regionals is the pay scale is significantly less than the majors and you won't have the opportunity to fly long-haul routes or "across the pond" international flights. For many of us, this is a better fit, so keep your options open! A regional airline career supplemented with other entrepreneurial interests or other opportunities within the airline, such as ground and sim instructor, check airman or chief instructor, can be a rewarding and fulfilling career option.

If you decide to fly for the majors, there will be a few times during your journey where your seniority will take a dip, such as when you move from Captain with the regionals to First Officer with the majors. So, plan on a few years at that point that schedules won't be ideal. You'll be bidding from the bottom again, but that doesn't last long. Also, your compensation at that time will be significantly higher - normally about double where you started your airline career with the regionals.

I decided later in life to transition from instructing full time to flying for the airlines. My goal is to fly for American Airlines in about five years, but I'm in no rush. I'm learning a ton, having fun and am enjoying the journey! Jean and I are extremely thankful and excited to have the opportunity and privilege to travel the world together and we're happy my parents can do the same. Those perks alone make any other downsides well worth it!

If you're on the fence about becoming an airline pilot, please reach out with questions. I would be happy to help! Never underestimate the value of mentors!

One more thing...if you don't think you can do it, or the airlines seem overwhelming, let me assure you - you can! I didn't have the confidence to think I could be an airline pilot until I completed my indoctrination class two weeks ago. I didn't know how any of it worked...schedules, uniforms, crew bases, unions, terminals, push-backs, jets...I knew very little going in and still have 99% of the learning ahead of me. After that first class and working with my mentors and classmates, I gained confidence that I can do this...and you can too!

It's a wonderful time to become an airline pilot! Why not you? Next time, we'll compare airline and charter careers.

The Wright Answers

See page 6 for answer

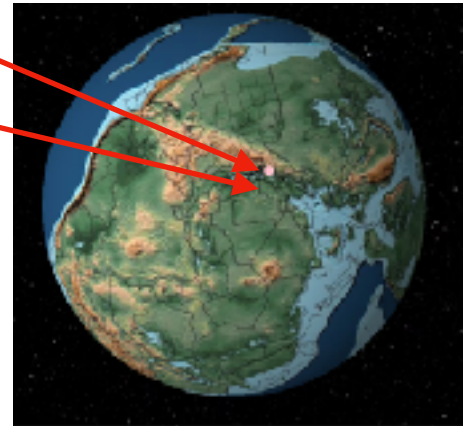


In what year did Orville Wright receive his high school diploma?

- A. 1885 B. 1886 C 1887 D. He never received a high school diploma

New Jersey

Africa



A Look Down and Back in Time: by Charles Burke

With the Jersey coastline being a great path to follow especially in a small aircraft, the view of the Atlantic Ocean can be breathtakingly beautiful. But this scenic view, that we often take for granted, would have looked much different if we could turn the clock back about 200 million years. Flying along back at that time there would not be an ocean, only land for as far as you could see in all directions.

According to most geologists, 200 million years ago there was no Atlantic Ocean, just a vast landmass called Pangea that was about to be fractured into what would become the continents. One of these fractures (fault lines) in the Earth's crust began to force the separation between North America and northwestern Africa. As the two began to separate, water seeped into the crack that widened and eventually formed the Atlantic Ocean. Actually, the separation is still taking place at a rate of about 1 cm per year! So what does this have to do with New Jersey? Basically, what is now New Jersey, all the way out to the continental shelf, would have been connected to Africa.

What is interesting is that the process of pulling a landmass apart is like trying to stretch taffy. The more you pull, the thinner and thinner the center area becomes until full separation takes place. So let us get back to our coastal NJ flight. If you head north along the existing coastline and fly over Newark Liberty Airport and could look down into the earth about five miles, you would see the land that was once attached to Africa. The crust had been pulled thin then during the millions of years that followed, gravel, sand and rocks filled the basin that the airport now sits on.

So the next time you have an opportunity to fly along the New Jersey Coastline, try to imagine what you would be seeing in those occasional glances 200 million years ago, not only a lot of land but possible a dinosaur or two sunning themselves on the runway :-)

ACH Another Way to Transfer Funds into MAFC Accounts by David Trulli

Many of you still send in paper checks or leave them in the trailer to save credit card fees etc. We now have ACH transfers enabled where you can pay from your checking account in an electronic transfer with no fee to the member.

You can use autopay or on demand payments. To add ACH select My Account > ACH tab > Add ACH

ACH payments typically take a few days to clear.

Apple Pay

For members using iPhone or iPad with the apple wallet for credit card you can now select Applepay as the payment method when paying in the safari browser. You can pay with a credit card from your wallet. Normal credit card fees apply.

I hope you enjoy the additional payment options.



Free Plane Hit A Brick Wall!: Nick Billow & Chris Kuelzow

The quest to expand our fleet and meet the ever evolving needs of the membership has spurred the MAFC BOT to look at all facets of the organization and this has resulted in significant success by any measure. In fact, AOPA has taken note of our operation and is planning on highlighting the MAFC in the months ahead.

But like all organizations, sometime the unexpected can arise and this is what happened recently. A non-member who works in the industrial park across the road from N12 had recently purchased a Cessna 172 and began taking lessons at another facility. But this arrangement was not working out for him. So he reached out to Chris Kuelzow with an offer that looked like a win-win for all involved. Basically, he would become a member and then insert his aircraft into our fleet. The insertion would mean that the club would have use of it when he was not flying. In addition, he would take care of the maintenance costs. So far so good.

In response, a special committee was eventually assembled composed of Chris, Nick Billows Darren Mattos, Tom Griffin, Bill Butler and John Pereira. Seeking their collective guidance on how to proceed they gathered information and then kept the BOT informed. The committee spent countless hours exploring the fine print that was slowly emerging. We even reached a point of selecting a tie-down slot for the aircraft and, with the push of a button, could insert it into the aircraft lineup. Then out of the blue, a brick wall appeared that was impenetrable, the task of insuring it.

The nature of brick wall was that no aviation insurance company would insure the plane unless we also held the title but since this would remain with the owner there was no way to get around this dilemma. In the end, we were back at the starting line and eventually forced to abandon the quest. So close, yet so far but we did indeed try hard to make this work.



Wildwood Airfest!

AirFest 2023, is scheduled for September 1 through the 4 at Wildwood Naval Air Station Museum located at KWWD.



The Unused R in ARROW

In any discussion of documents the acronym, ARROW seem to come up which stands for: 1. Air Worthiness, 2. Registration, 3. Radio license, 4. Operators manual (POH), and 5. Weight & Balance. It is also pointed out that the third R was not an issue because the FAA no longer requires the radio license. This month we are taking a look at the third R, radio license because, it is possible that this could be a problem in some situations.

If you fly within the USA you no longer need a radio license. This requirement was voided back in the late 90s. But you do need one should you enter the airspace of another country. While most of us will probably never venture outside of the USA, there are several areas of concern that must be kept in mind. One of the first is Bermuda, which is only 560 nautical miles east of North Carolina. Bermuda is a British overseas territory and as such constitutes another country. Much closer to home is Canada which is can be entered in as little as 215 nautical miles

If you think you may be venturing into another country you may need a FCC Restricted License and this can easily be obtained by completing the FCC 605 form. Just Google FCC 605 form and you will see that it is a multi use document spanning numerous applications in addition to aviation. You can download a hard copy or, better yet, complete it on line for instant filing. Like most services these days there is a fee and in this case it is \$70. You might want to verify the charge by Googling FCC Form 1070/1070y for the current charges.

FCC 395 Quick-Term Application for Authorization in the Ship, Aircraft, Amateur, Restricted and Commercial Operation, and General Mobile Radio Service

Approved by OMB 3000-1046 See instructions for public law 104-191 estimate

1) Radio Service Code: _____

Application Purpose (Select only one): _____

2) MC - New 3) M - Modification 4) M - Amendment	5) R - Renewal Only 6) R - Renewal/Modification 7) C - Cancellation of License	8) W - Withdrawal of Application 9) D - Duplicate License 10) A - Administrative Update
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3) If this request is for a new commercial license or a license for temporary authorization enter the appropriate code and attach the required exhibit as described in the instructions. Otherwise enter "N" for "None".

4) If this request is for a modification, renewal only, renewal & modification, cancellation of license, duplicate license, or administrative update, enter the call sign (radio number for Commercial Operation) of the existing FCC license. If this is a request for cancellation of DO & OR Operator License, enter the identification of DO. Also, if filing for a new expiration, please provide the sign-off date and date of a new expiration. Renewal Only, or Renewal/Modification, enter the unexpired expiration date of the authorization (in MM/DD/YYYY).

5) Was this request on a license of the Commission's Model 171, which the required showing as described in the instructions.

6) Are there fees to be paid (as indicated in schedule) with this application? Yes No

Applicant Information (Print Name)

1) Applicant License legal entity type (Select One)

Individual	Cooperation	Unincorporated Association	Trust	Government Only
Corporation	General Partnership	Unincorporated Partnership	Trust	Trustee Partnership
Joint Partnership	Other (Specify in Legal Privy)			

11) First Name (Individual): _____ MI: _____ Last Name: _____ Suffix: _____

12) Duty Name (Other than individual): _____

13) If the licensee name is being updated, is the update a result of the licensee transfer or development of a new party?

FOR SALE, BUY, TRADE

Contact Ethan Noble

I have 4 used, like new ASA HS-1A headsets. I upgraded to DC's and no longer need these. They work great. Paid \$140, asking \$50 each. Ethan.noble@gmail.com or text 973-713-4333.



FREE ADS

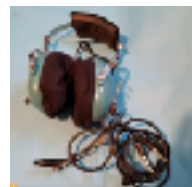
IF YOU HAVE ANY AVIATION RELATED ITEMS THAT YOU WISH TO SELL, TRADE OR BUY, CONTACT CHARLES BURKE AT chas.burke@outlook.com

Contact Charles Burke

732-861-6046 chas.burke@outlook.com



WGA Air-680 \$25

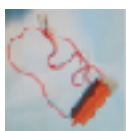


Sigtronics S-10 \$45

Sparty's SP-20 with manual & extra battery holder \$40



Chocks: portable \$8



3rd Hand Tool \$1



Tire Pressure Gauge \$1

Complete ADS-B System \$90.00

- a. Samsung SM T-380 tablet + leather carry case.
- b. Avare ADS-B software
- c. ADS-B Transponder and mounting brackets
- d. Custom mounting bracket for the Samsung that allows for mounting tablet to yoke.
- e. Cabling
- f. Portable battery
- g. Window mount for Samsung tablet
- g. Help will be provide in starting and using the system



Overheard Overhead-Dedicated to the "fine art" of Pilot and ATC communications: submitted by Dave Pathe

Approaching Wilkes-Barre Scranton Airport, the traffic advisories were scant until after a bit, Approach said: "Archer44939, traffic at your 11 o'clock, slow-moving, type and altitude unknown. I'm not talking to him.

Me: "939 looking."

Approach: "You spot him yet?"

Me: "Negative."

Approach: "Might be a train on the mountain."

Sure enough, there it was! I decided to have some fun and deadpanned: "Traffic in sight."

Not missing a beat, he replied: "Traffic no factor. Switch to tower, have a good day."

Aviation is serious business, but best not taken too seriously!

Submitted by Fred S, Juno Beach, FL



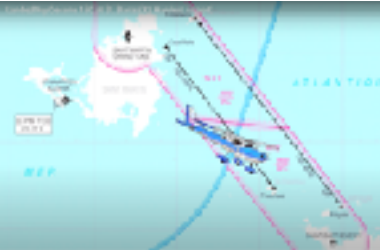
ANNOUNCEMENTS

Frequent Flyer Quips

Forget all that stuff about thrust and drag, lift and gravity, an airplane flies because of money.

Aviation Web Video submitted by Padraic Shay

Landing at St Barts
www.youtube.com/watch?v=A8AT4CykMmE



Top Hours Flown in July

PILOT	HOURS FLOWN	AIRCRAFT
Marino Santos	17.6	N61WT, N738NY
Eliyahu Burger	17.4	N61WT, N93KK
David Shields	14.7	N738NY
Nuno Carvalho	12.6	N93KK, N738NY, N55804
Emily Johnson	9.9	N61WT

The Wright Answers:

The correct answer is D. He never earned a high school diploma



New Member



Peter Swetits

Takeoffs are optional but landings are mandatory



39N Princeton Airport



Awesome Paint Jobs: Art Templeton