



BOT Meeting
10/12/23 @ 7 PM
Club House
(THURSDAY)

Rub & Scrub
10/22/23 @ 9 AM
(SUNDAY)

FALL RUB & SCRUB

The fall Rub & Scrub is scheduled for Sunday October 22 starting at 9:00 AM. Please mark your calendar and help maintain our fleet in tip top condition! This is not only an opportunity to clean our aircraft but also meet other members.

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Movie On The Runway by Janis Blackburn



Peter Matthews
putting up the very
large screen!

Well we didn't actually sit on the runway to watch a movie but sat near our trailer. Charles had come up with the idea of an old fashioned drive in movie—without the cars. And, what fun it was!!

Those who came all seemed to have a great time and how can you go wrong with Tom Cruise in the lead role! We all set up our chairs in front of a screen and waited for the sun to go down a little more. Before the movie began the military gave us a show flying by heading out to sea for maneuvers. At show time, we got to watch "Top Gun, Maverick" Even if you had seen it

before, it was more fun to be sitting at an airport, under the stars (well, clouds) a couple of planes shooting landings, a helicopter flying over, and more aircraft in the air with their beacons and strobes flashing. And, it was the night of the super blue moon which although a thin layer of clouds we had a nice view if heading east when leaving. The bugs weren't too bad but we did have bug spray just in case. The only bad part of the evening was listening to what sounded like a bad accident right out on Cedar Bridge Road near the airport. Then police cars and at least one ambulance could be heard and seen on the road.

Several members brought their wives and we all got to meet each other and had a chance to talk before the show began. One prospective member and his wife also attended. I think this made him feel like he was a part of a group of pilots and makes him even more excited about joining.

It would have been nice if a few more members had attended but since this was the first try at it, hopefully, those who did will talk it up and Charles will want to have another go at it. This was the perfect venue to watch an aviation movie.

Guide To Becoming A Commercial Pilot by Matt D'Angelo (A multipart series #3)

Part 121 vs. Part 135 ——So, you've decided that becoming an airline pilot is for you...awesome! You're in for a rewarding and fun career with great people and new adventures daily! Before I go all in on the airlines with this article series, I want to make sure you're aware of the wonderfully varied world of Part 135 (Commuter and On-Demand Operations) and briefly compare it to Part 121 (Scheduled Air Carriers), especially in terms of lifestyle.

Deciding to go down the path of Part 121 vs. Part 135 is a big decision. Without going into too much detail, here are a few comparisons. Please keep in mind, most Part 121 air carriers are very similar to one another in terms of the lifestyle they provide. The culture at each individual airline, however, can be very different. This is something we'll go into in a future article.

Part 135, on the other hand, is a very broad category of commercial flying with many different facets and missions. Part 135 includes everything from flying round trips in an amphibious DeHavilland Beaver between Caribbean islands, flying cargo and fuel to remote towns and villages in Alaska in a modified Curtiss C-46 and flying a movie star to Cannes, France in their Gulfstream G650ER on a moment's notice! Very different flying and lifestyles, all operating within the same regulation!

So here are a few differences:

Flying: Part 121 flying is generally easier, because you will have a team, including Dispatchers, helping with a lot of the planning and logistics. All of the aircraft will have a high level of automation, as well.

With Part 135, you and the other pilot (if one is required) are often on your own to complete the flight planning and logistics. Larger companies will have a flight department to help, but most of the work is on you. Some pilots love this!

The aircraft themselves vary greatly, but if you want to fly a huge variety of different aircraft, including some of the most interesting and fastest, certain Part 135 operations may be for you!

Both Part 121 and Part 135 pilots have the same level of responsibility, but as an airline pilot, you'll be responsible for more people. A big difference between Part 121 and Part 135 is the interaction between pilots and passengers. Part 121, you're responsible for everyone, but you work with a team, including Flight Attendants, Schedulers, Dispatchers, Gate Agents, Baggage Handlers and Customer Service Representatives. Guess what...as a pilot, you will often wear all of these hats in the Part 135 world! A big part of this is interacting with clients before, during and after the flight. This interaction is much more limited for airline pilots and is more the responsibility of the Flight Attendants.

Schedule and Lifestyle: Aside from delays, cancellations and reschedules, you will generally know your schedule a month ahead of time in the Part 121 world. You'll fly to the same airports for the most part. You'll be away from home quite often, but will also have a lot of time off, during most of which you will be free from being called in to work.

Part 135 pilots are often on call with a short window of time to get to where their airplane is based. Depending on the company and clients, many trips return the same day, so Part 135 pilots are often home more at night, even if they worked earlier that day. However, some clients may want to go away for several days or longer, on short notice.

Compensation: Part 121 compensation has become very good recently, especially considering the sign-on bonuses most airlines offer. Part 121 salaries will grow consistently as you gain seniority, even more so after you upgrade to Captain and move up to bigger aircraft, if that's what you desire.

Many Part 135 jobs have excellent compensation and benefits. Because of the wide range of careers, starting pay can be anywhere from \$20 per hour with no benefits, to six figures and full benefits, including travel benefits. This depends greatly upon the type of flying and the company you're working for.

With this article, I just wanted to scratch the surface of Part 135 careers, to help you understand some of the big picture pros and cons. Part 135 is an exciting world, with tons of opportunity. The flying can be very fun, challenging and rewarding. The quality of life and time at home can be better than with the airlines, but both get better with time (seniority) at the airlines. This challenging flying and quality of life are often reasons pilots choose Part 135 careers over the airlines.

Like anything, if you're interested or want to learn more, speak with folks who are currently doing the types of flying you're thinking about and learn more. You may just be inspired by someone who is making a living with airplanes in ways you never even knew existed! Talk to people, keep learning and you'll find a great fit for you! It's always an exciting time to be a pilot. Right now is also a very exciting time to start a career as a pilot!

Next time, we'll talk about the wave (pilot shortage and trends)...

Fly safe, have fun & keep learning!

The Wright Answers

See page 6 for answer



How did the Wright Brothers determine who would first test the Wright Flyer?

- A - Decided by who was the oldest
- B - Decided by who had the most engineering experience.
- C - Decided by coin flip
- D - Decided by who designed/built the flight controls



Spotlight On Mike Atkinson

“Hi everyone, my name is Mike and I’m excited to join all of you at MAFC. I’ve always had a fascination with aviation and got my first taste in the military with a C-172 ride in 2009. I went on to train and fly the AH-1W attack helicopter in the US Marines. While in, I earned my commercial airplane & helicopter with instrument rating. After 8 years of scraping treetops and diving at the ground in the middle of the night, I left the Marines and I now run a program training business jet pilots at FlightSafety in Teterboro and have since added on my MEL. Look forward to meeting everyone, feel free to reach out if you’re looking for someone to fly with!”

What do you mean “The airplane’s in annual!” Didn’t it have an annual last year? by Tom Griffin



On a nice VFR summer day you and a friend are looking forward to a nice flight to a distance airport for the mystical \$100 (in 1970 dollars) hamburger and some pleasant sight seeing. Or, perhaps planning on a weekend overnight trip with family to visit relatives. For whatever reason, you're going to get your money's worth out of club dues, rental costs, and pesky checkouts and checkrides with a pleasant flight in your favorite MAFC Cessna 172. But, WHOA – “YOUR” airplane and another have been blocked out for its annual inspection for the two weeks covering your planned excursion. And your next choice is blocked out for a tire change. Still another 172 in the club, right? Uh-oh – someone else has it reserved. Plans scrubbed, friends or family disappointed at not being able to marvel at your piloting skills one more time. Aviation bummer!

Well, not much can be done about someone else reserving an airplane before you get on to Flight Circle, and as far as tires, batteries, essential lights and other such stuff – file those under “Stuff happens!” However, we can control the schedule of annual inspections in order to have airplanes available for members in the best weather months.

A couple of years ago, the astute head of our finance department reasoned that if we can keep annual inspections away from the summer months and avoid having more than one airplane at a time in annual, we can make members happy and enhance rental revenue. Yup, he deserves the big volunteer/non-bucks for that kind of thinking!

A Look Down and Back in Time: by Charles Burke

Fiddling with our MAFC time machine as we fly along here in NJ we have looked up to see the black hole at the center of our galaxy and back when the Atlantic Ocean did not exist yet. In this edition we are going to take only a brief look back in time say about 18,000 years. Now that may seem like a long time but geologically speaking, it is a blink of the eye. What helps to give it perspective is that native Americans were already here and had trekked over North America, Central America and even South America.

Flying east back then, the Jersey shore was as much as 50 miles out from what we see now. In fact, fishing trawlers today occasionally pick up evidence of human habitation that once existed along what was the existing coastline. Well, OK no big deal, the shoreline has changed a bit but why?

If you wanted to see it first hand, hop into your favorite MACF aircraft, set the time machine to 18,000 years ago, take off and head north! You will now see clearly why the situation was so different because directly ahead of you will be a wall of ice that was probably a good 10,000 feet high! Needless to say, you would have to pull back on the yoke and push in the throttle to get up and over this ice wall. But once you did clear the top of the ice, you would discover that for as far as you could see, that is all there was, more and more ice. While 18,000 years ago we were at the end of the last ice age, its impact was to turn a lot of water into ice (glaciers) so the ocean levels dropped.

So the next time you fly out of N12 and aim north, just imagine what was there. But, as we know, it is long gone yet its current impact on the land is clearly evident. Flying north you will be sailing over numerous lakes that were left when the ice melted and sports fans will appreciate one of the areas that is dear to their hearts, the Meadowlands. Yep, this was left behind just so that one day we could build a great sports arena there.

**Spotlight On Billy Favis**

My fascination with flying started early when I watched planes take off and land at the airport close to my childhood home, but then life (school, family, career...) got in the way.

My flying desires were rekindled in my late 30's only after I found out that my uncle, 15 years older, got his pilot's license, on a dare from his friends, sharing how much fun he is having flying. That news was shortly thereafter followed by my own joy of my first flying experience from the intro flight my wife gifted me on my 40th birthday, out of Marlboro airport.

So I just did it! Fearing the possibility of putting off flying again, I enrolled in my first flying lessons, out of Old Bridge airport (closest airport to my home) in 2004. As I aimed to get my pilot's license in one summer, I switched my flying lessons to Morristown airport, closer to my work, so I can go fly after work, so indeed I got my pilot's license by the end of summer 2005.

I joined the club in 2006, flying the Cessna's (KK and Q), while flying for and training with the Civil Air Patrol. Unfortunately, I had to quit flying in 2008 as the flying funds had to be diverted to my 3 kids' college tuition.

Now that all student loans have been paid for and I have retired last year, I am thrilled to rejoin the club and resume flying after a 15-year hiatus.

I am excited to fly again, for a whole slew of reasons, gaining new knowledge with additional ratings, flying new aircraft, progressing to flying commercially, flying further and to new destinations, and more importantly, enjoying more time in the air, with fellow club members, friends and family! I am also looking forward to flying with my younger brother, who I have in turn, inspired to begin flying, and is now flying 777's.

**Welcome NEW MEMBERS!**

Shlomo Mendlowitz

Virgilio Favis

Wael Nasr

Randy Ranauro

Michael Siniakin

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

A DC-10 had an exceedingly long rollout after landing with his approach speed a little high.
 San Jose Tower: "American 751 heavy, turn right at the end of the runway, if able. If not able, take the Guadalupe exit off Highway 101 and make a right at the light to return to the airport."
 Submitted by Fred S, Juno Beach, FL

Frequent Flyer Quips

Flying is hours of boredom, punctuated by moments of stark terror.

The Wright Answers:

C - Decided by coin flip



ANNOUNCEMENTS

Apointments



Padraic Shay
New newsletter staff



David Shields
MAFC Safety Officer

Brandon Bjelka

Completed his checkride and is now type rated to fly the Boeing 737 type family aircraft. CONGRATULATIONS!!



So, where do you get a loan to buy a plane....the cloud bank?

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

Top Flyers

PILOT	HOURS FLOWN	AIRCRAFT
Marino Santos	13.4	N61WT
Yechiel Benedikt	11.5	N738NY, N93KK
Dean Gittleman	8.6	N93KK, N738NY
Liam Barkey	8.6	N93KK, N738NY
Mark Sheprow	8.6	N93KK, N268BG

Takeoffs are optional but landings are mandatory



CAPE MAY KWWD



Awesome Paint Jobs: Janis Blackburn



Paul Scalzo
New FBO Staff