



BOT Meeting
2/8/24 @ 7 PM
Club House
(THURSDAY)

Membership Meeting
2/17/24 @ 9 AM
(SATURDAY)

2024 Election Results

The annual election of a MAFC President, Vice President and nine Board of Trustee members occurred on Saturday, January 21 and Sunday, January 22. During the two sessions, Girish Mandhwani, Mike Bernicker and Dave Pathe worked to implement the election process. In addition, they were assisted by Sylwester Sliwiak, Richard Scruggs, Andrew Scruggs, Peter Swetits, Matt Bonwell, Chung Cheng, Steve Dinklage and Darren Porcaro. These are all dedicated members who devoted a considerable amount of their time and efforts for the benefit of the Club.

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Darren Mattos
President



John Pereira
Vice President



Janis Blackburn *



Nick Billows*



Charles Burke*



Tom Griffin*



Chris Kuelzow*



Mark Sheprow *



Bill Butler*



Jon Stumpf*



Dave Trulli*

The names of the people listed above represent varied backgrounds and different age groups, but they all have one shared common trait, they are volunteers. Each one raised their hand then stepped forward when the club needed help. They then shared their time, knowledge and skills, without hesitation.

At this time of the year, we are looking ahead not only to a new flying season but an opportunity to be part of the ever expanding field of aviation. In addition, we all should consider playing an active role in helping to lift and expand the MAFC. But to do this we need volunteers and ask you to consider the idea of raising your hand and stepping forward.

If you would like to get involved and be part of this team here is an opportunity for you to take a first step, VOLUNTEER. If you would like more information on volunteering, please contact Charles Burke at chas.burke@outlook.com



An MAFC Valentine's Story

Now that we have shifted to the month of February, we are indeed locked in the arms of winter. But February offers us at least one heartwarming day to celebrate and that is Valentine's Day. As pilots, we find many ways to show our affection to our loved ones and here is a love story involving a long time former MAFC member, Tom Russell.

Tom and his wife Gin were always happy together flying in one of the club's planes, especially the Cessna 152s as long as he promised Gin that it wouldn't be too bumpy. True to his word, they always got back to Lakewood airport if the windssock started to move.



One flight they frequently enjoyed was to Ocean City, NJ where they had lunch then would walk to the beach. On one trip they found a note taped to the diner's door: "Closed today due to death in the family." After that, Tom always called ahead to be sure that their intended destination was, indeed, open that day.

There were lots of gauges, dials and buttons on the control panels in those older club planes plus no two planes alike. That made gauge watching a bit tricky. Tom joked that the only thing on the control panel of importance, when wandering around in the sky with his wife, was the fuel gauge. Of course, some of the other the gauges and controls are helpful when landing :-)

Their older daughter and family lived not far from Solberg, "NJ's Favorite Airport." One day the plan was all set to fly there and meet them for a picnic at the airport. Just to play it safe, Tom called Solberg and was told, "Yes, we're open but we are very busy here today." Navigating there is easy: keep Great Adventure in sight to your left and sure enough Solberg would come into view. As they approached the airport, they could see food trucks setting up along the one paved runway for the upcoming annual hot air balloon festival. Then they heard on the radio, "Everyone's using the grass runway today, Park on the north side." After the picnic, they walked that entire grass field looking for groundhog holes. This was not what they had planned!

They had other adventures and a couple of other misadventures. One of Tom's biggest goofs was not knowing the Yankees were playing a makeup game the day they flew the Hudson River. There was a TFR - temporary flight restriction - a no-no, but not the kind that will get a violator shot out of the sky.

Oh yes, he remembered that there was one more important gauge, the clock. The clock reminded us to get back to N12 for the next pilot. Tom also had another general rule about instruments "The more complicated it is, the less essential it is." Well it all worked because Tom and Gin logged a lot of time together in flying our planes.

But life moves on and Tom hung up his wings some time ago. However, this did not dampen sharing life with his lovely wife. A year ago, he picked up a special van with a wheelchair ramp so they could go shopping together and on little adventure trips. Also, he had a conversion done to their wheelchairs. The conversion turned their wheelchairs into a tricycle with a big front wheel so that they can go over the dunes at the beach.

Happy Valentines Day to Tom and Gin

The Wright Answers

See page 6 for answer



What was the name of the flyer which was designed for competition?

- A. Wright Grand Racer
- B. Wright Race plane
- C. Wright Baby Racer
- D. Wright Baby Grand Racer

Guide To Becoming A Commercial Pilot : Which Airline Is Good For You?

by Matt D'Angelo (Last installment of series)

You've decided to go for it and become an airline pilot! Awesome! So, what do you do now? Amongst so much information and noise, how do you even know where to begin on a long journey you've never embarked on before? Follow these steps...

- Start with the end in mind.
- Start lifelong relationships with mentors.
- Start living a deliberate, organized and examined life.
- Take the first step.
- Be persistent.
- Do the work.

We'll never arrive at our destination if we don't know where it is. If you're out driving, you won't know which way to turn if your destination isn't clear. Think very clearly about what your goal is and write it down. If you don't know specifically yet, write down the highest level you know with certainty you want to achieve. Then, you can work towards this goal. Back to the driving analogy, think of it this way...when we're driving somewhere, we rarely can see our destination when we first pull out of our driveway. If that were the case, we would just walk! What we need to know is where that destination is and very clearly the next turn or two we need to make. That's it! This is where the next critical step comes in...

I've enjoyed reading and learning all my life. Both have helped guide me towards new interests and adventures, and shaped who I've become. I am very fortunate to have come across the book, "Think and Grow Rich!" by Napoleon Hill when I was growing up. Of the many valuable lessons in this book, the ones which have influenced me most are the powers of mentorship, persistence, planning and believing in yourself.

The next step in your journey is to find several mentors. At least one mentor should be well ahead of you and where you want to end up. If you imagine yourself as a Captain at a major airline, form relationships with a few current or past Captains at the majors you're most interested in.

Another mentor should be just a few steps and about a year ahead of you, with fresh and current information about the journey. This may be a First Officer at a regional airline. At least one mentor should be just a step or two ahead of you, where you will be in six months or so. These mentors may be new hires in training. They can help you with the very relevant, recent information and trends the former mentors may be slightly out of touch with.

Imagine a mountain with sheer peaks and exposure. You want to be on the summit. The current Captains are on the summit, helping you and the First Officer mentors climb. The First Officer mentors are helping the new hires, who are helping you. You can benefit from all of those ahead of you, if they have the personality and attitude to help you. You'll know a mentor right away, and you'll know someone who is unwilling or unable to mentor you, as well. If someone doesn't have the time or doesn't show interest, don't force it. Guess what? You're going to pay it forward in the very near future and mentor those one step behind you! In a few years, you'll be that Captain on the summit (if that's your goal), lending a hand and mentoring from a new vantage point. This is how life and this industry work and is a big part of the reason you'll often hear that aviation is a "small world." I wouldn't have achieved nearly as much as I have in life and aviation without the generosity and encouragement of mentors. So thankful for this and that I learned early on how important mentors are.

Next is a very broad step: Start living a deliberate, organized and examined life. Don't be obsessively aviation-focused at the expense of family, friends and pursuit of other interests just to impress your interviewer some day. Be yourself! Enjoy life!

AI (Artificial Intelligence) and MAFC

Technically, AI (artificial intelligence) has been around for a long time but the applications were limited by both hardware and, more importantly, the software. At the heart of this work is the quest to craft software that could train itself. By doing this, a system would be able to venture forth with an open ended blank slate allowing the program to learn how best to solve a problem.

When the floodgate finally opened it allowed AI to expand quickly into military, business, medical and a host of other fields. The growth curve has become parabolic reflecting the ever increasing information explosion. One industry that was quick to jump on the bandwagon was aviation. Using AI the applications reached into aircraft design, marketing, safety, route management and many other areas. Commercial airlines are now in hyper gear applying AI and the changes brought about are only beginning to literally take off.



FYI—This field is not delineated as an either/or playing field because there are intermediate forms of AI and Alexa is one. Alexa, and similar devices fall into the category of “narrow AI” and it has many similarities with full feature AI. In general, Alexa and similar devices, provide an interface between you and a program using typed or speech recognition. When given a command, it can retrieve data and also control devices. But the system does not build upon itself. On the other hand, full blown AI has the ability to learn more and more by teaching itself.

However there is indeed a major void involving AI when it comes to general aviation. But as with all new technology it offers a skies-the-limit power. This means that in general aviation it can and will begin to become a more frequently used tool. One way to stimulate expansion to use it yourself! But here is where many pilots will hit a brick wall, they know nothing about AI so getting hands on experience is needed ASAP. Did you know that there are several free or low cost AI programs that you can play with and they are super easy to explore. Here are the links to two of them:

<https://copilot.microsoft.com/> and <https://chat.openai.com/>

I have played around with copilot and found that their programs are super simple to use, you just need to remember a few things:

A. The programs draw on the past so a problem or question dealing with the past has a better chance of being correct. The future is another story in that the program can daw upon the past but the outcome can go astray and render incorrect information.

B. When you ask it to solve a problem for you you need to be very specific. Here is a good example for you to try and see what I am talking about. I used Copilot and asked, “what is the most scenic flight flying”?

Spotlight On Richard Scraggs

I started flying in 1994 after a very effective brainwashing by my mother who was a TWA flight attendant. The majority of my training was done while I attended Embry-Riddle where I graduated in 1998. I have worked for 3 airlines, flying the Metro, ATR, EMB-145, and am finishing my 17th year on the 737. I am blessed to have a profession I love dearly.

I am a native of northern Connecticut but have lived in New Jersey since 1999 after meeting my wife Michele. We have 2 children, Amy (20) who attends Desales University as a musical theater major, and Andrew (16) who has joined MAFC with me and wants to become an airline pilot.



I am an active volunteer in Scouting, working in various roles both within our town and also our district. In addition, I am beginning my 7th year working with the Pt. Pleasant HS Marching Band, serving as their crew chief. I also serve as a trustee at my church.

I am excited to begin my journey back into the GA world especially alongside Andrew. I look forward to the chance to fly with my family as a hobby.

Preheater Added To Checkout

Beginning immediately, those taking a 6 month checkride will need to demonstrate the proper assembly, use and storage of the preheater. This requirement has been added to the check list. For detailed instructions on the unit, see https://www.youtube.com/watch?v=CFb4POMh_0I



Spotlight On Andrew Scraggs



I became interested in flying because of my dad, a commercial pilot. I want to be a commercial pilot just like him. My goal is to go to college for a degree in flight so I can (hopefully) get a head start on people who are also trying to join this field. I have dreamed of becoming a pilot for many years. In fact my first word was “airplane” after I noticed one flying above me.

I am finally starting my pilot journey because I joined MAFC and I am starting my PPL alongside taking many classes in school that should help me learn the physics of flying. I hopefully will have my PPL by August.

I was born and raised, and still live in Point Pleasant. I am a high school junior, who just joined the National Honor Society, and am an Eagle Scout, for those who know, I am a brotherhood member in the Order of the Arrow.

I know I am going to enjoy flying and am looking forward to doing it for a long time.

Spotlight On Mike Atkinson

I live in Matawan and joined MAFC this year. 11 years were spent in the US Marines flying AH-1W Cobra attack helicopters. Currently, I am a simulator training program manager at FlightSafety in Teterboro. I currently hold Commercial, Instrument, MEL airplane and helicopter ratings



Winter Weather Flying Tips for the Pilot by Charles Burke

When we talk about flying in the winter, the conversation usually centers around the aircraft. Failing to preheat the engine oil, frost on the wings and a sharp difference in flight control response usually are at the top of the list. But what about the pilot?

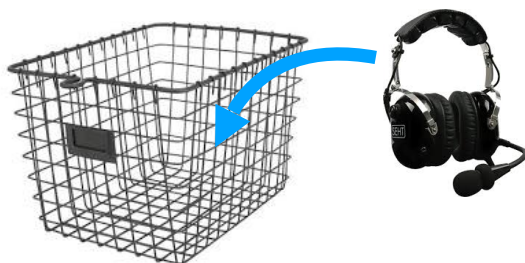
Most small aircraft have limited heating and even then the warm air is not evenly distributed. Older small aircraft have a tendency to experience leaks from worn door frame gaskets or vents that do not close as tight as they once did. When these things happen, we can have a stream of very cold air leaking in at a high rate of speed making a perfect combination for elevating the wind chill factor into single digit reading!

Two parts of the body that can be impacted more severely than others are the cold hands and cold feet. Between the two, your feet will suffer the most because whatever warm air that may be available, will tend to drift upwards simply because of the change in air density. So this brings up the first issue that pilots need to be aware of, you need to make sure that your wear shoes or boots that are well insulated. Add in a good set of socks and you will be a bit more comfortable. Sneakers should be avoided, they lack any significant amount of insulation.

The hands are probably the second weak link in the chain. But here simply putting on heavy gloves may keep your digits warm but they prevent you from manipulating knobs and small levers. A quick scan of the internet for thin but warm gloves can be the ideal solution and there are plenty of them. Some are even equipped with heaters!

When it comes to your body in general, follow basic Boy Scout advice and dress in layers and stay dry. One thing to use as a gauge in dressing is to stay warm but you don't want to reach a point where you begin to perspire. The clothing will become damp if not wet and this works against you.

Lastly, if the aircraft has a non-functional heating system, never fly alone. the buddy system is one of the best winter weather safety backup systems that you can have.



Loaner Headsets

A metal basket on the table next to the refrigerator contains the loaner headsets and a sign-out sheet. All loaner headsets have a red band around the mic boom. Please return them when finished using the sets.

Current US Military Aircraft

McDonnell Douglas F/A-18 Hornet



The McDonnell Douglas F/A-18 Hornet is an all-weather supersonic, twin engine, carrier-capable, multirole combat aircraft- fighter and attack. The F/A-18 was derived from the latter's YF-17 in the 1970s for use by the Navy and Marines. It is highly maneuverable, due to its good thrust-to-weight ratio, digital fly by wire control system, and leading edge extensions, which allow the Hornet to remain controllable at high angles of attack. The trapezoidal wing has a 20-degree sweepback on the leading edge and a straight trailing edge. The wing has full-span, leading-edge flaps and the trailing edge has single-slotted flaps and ailerons over the entire span. In March 1979, Lt. Cdr. John Padgett became the first Navy pilot to fly the F/A-18.

Welcome NEW MEMBERS!

- Joseph Ranauro
- Schlomo Mendlowitz
- Billy Favis
- Mike Siniakin
- Andrew Crowe
- Matt Bonwell

Top Flyers in December

<i>PILOT</i>	<i>HOURS FLOWN</i>	<i>AIRCRAFT</i>
Eliyahu Berger	17.8	N61WT, N268BG
Songlin Liu	9.1	N738NY
Yechiel Benedikt	7.1	N268BG
Emily Johnson	6.1	N61WT
Geovanny Ochoa	5.2	N268BG

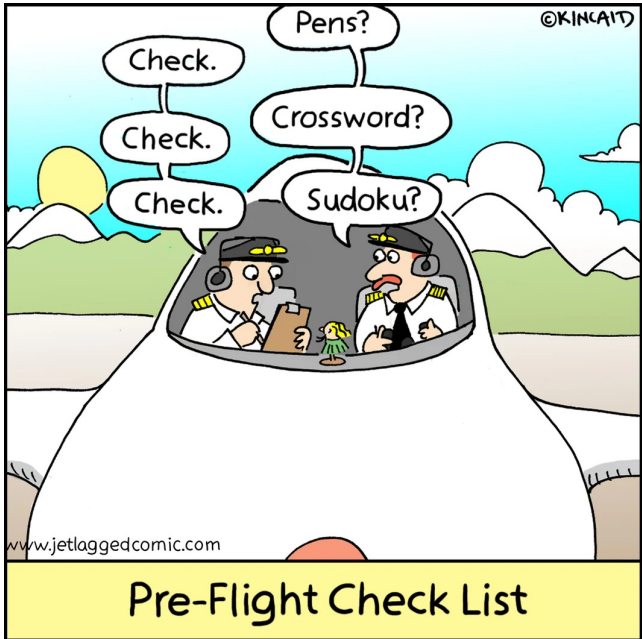


ANNOUNCEMENTS

Must See TV

Masters Of The Air, the story of, 100th Bomb Group arrives in England & joins the 8th Air Force's campaign against Germany.

Streaming on Apple +
See promo at www.google.com/search?client=safari&rls=en&q=Masters+of+the+aire&ie=UTF-8&oe=UTF-8#fpstate=ive&ip=1&vld=cid:6d920c5b,vid:IA-1JCRguZ0,st:0



The Wright Answers:

C. Wright Baby Racer