

MAFC

MONMOUTH AREA FLYING CLUB



NEWSLETTER

July 2012

Club Meetings

General Meeting:
07/21/12– 9:00AM
N12 CAP Building

Board Of Trustees:
07/12/12– 7:15 PM
08/02/12– 7:15 PM

A Word From the BOT...

Beginnings

Many of you have wondered exactly where the Monmouth Area Flying Club came from and exactly how did it get started. Back in the early days (last century, actually in the 80's) the club was started as a military organization called the Fort Monmouth Flying Club. The club operated out of Allaire Airport, had one plane and membership was restricted to military personnel. Over time,

and included some exciting short field landings on 27 over a large hill, power lines, and a few pesky trees. After Marlboro Airport closed, all of MAFC's operations moved to Lakewood Airport where we are now based.

Original and founding members included Bill Scott, Irwin Taper, Frank Fine, Joe Holt, Jim Saulton, and Mike Bernicker. Chas Burke, our video documentary member, got this group together to recount how the club began, the aircraft which were

mission for most of the summer flying season. The FAA has completed its investigation and Avemco, our insurance company is in the process of issuing claim information. Since this is our heavily-used primary training aircraft, most of the training will be moved to the 172's. During this period, I am asking the membership to be more judicious in reserving these planes, keeping in mind that the availability might be limited and last minute cancellations could impact usage. If you are trying to schedule a 172 for a flight and it is busy, use a backup reservation or call the member to see if a compromise can be made in the time slots. And if you are going to cancel, try to do so as early as possible so your fellow pilots can use the planes. Thanks.

A note of thanks to Vice-President Augie Cammarata for organizing the plane wash at our June membership meeting and to the 20-plus members who pitched-in to clean our aircraft. Although the turnout was a little low, the planes looked great using the new "spray-and-wipe" approach we must now use at Lakewood.

On a final note, Adam Lang, club member and CFI, recently moved to Arizona on a flying assignment which includes giving tours near the Grand Canyon and surrounding areas. He's sent back some nice photos and I have asked Adam to do an article on his exploits in next month's newsletter. Stay tuned and fly safe!

-Dave Pathe



Marlboro Airport– shortly after its closure

the military decided to get out of the flying club business and that was when the Monmouth Area Flying Club (MAFC) was formed by a small group of somewhat under-funded but experienced pilots. The club grew from a handful of avid pilots and a single plane to more than 100 members of all ages and experience from new students to commercial pilots and even an FAA flight examiner. In the '90s the club left Monmouth Airport and split its operations between Lakewood Airport and Marlboro Airport whose runway was only 1900'

purchased, how the club operated, and some of the more "interesting" moments in the club's operational history. Chas has edited the discussions down to a 30-minute video which he will make available to all MAFC members who have an interest in the historical aspects of the club. Thanks to Chas for gathering and documenting this information for the club!

As many of you know, last month our 152 suffered a nose-wheel-first landing and a prop strike and is now out of com-

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Happenings...

Plane Wash

On Saturday June 16 about 25 members were on hand for the plane wash. Determination, coupled with plenty of elbow grease resulted in super clean planes ready to take on the busy summer months of flying! We even had a few potential young people chip in and lend a hand. Special thanks to Anthony Russo, proprietor of Vinnie's Pizza on Rt 9 in Freehold and MAFC club member, for bringing food.

New Crew Chief

Tom Griffin has just been appointed the Assistant Crew Chief for 4287Q



Club History: Genesis of the Monmouth Area Flying Club

By William Scott

The history of the Monmouth Area Flying Club is anchored in its predecessor, the Fort Monmouth Army Flying Club (FMAFC). While the FMAFC, which was based at Allaire Airport (BLM), served its intended purpose, changes in military policy soon pushed the organization towards extinction. However many of the members wanted to continue as a group so in the fall of 1985 they created The Monmouth Area Flying Club (MAFC). Soon after this took place, other former members of the Monmouth Army Flying Club quickly joined and flight operations under this new name officially began early in 1986 at the same location.

The first airplane available for use by the club was a leased Piper Cherokee 180 followed in April 1986 by the purchase of a Cessna 152 (N48231) for use as a basic training aircraft. The club continued its basic and advanced flight training activities at this location. Over the years, as the club matured, it continued to purchase more of its own aircraft. Today there are five aircraft owned by the MAFC.

Like the Fort Monmouth Army Flying Club, The MAFC initially had a restricted membership limited to military and civilian personnel of the Department of Defense. This restriction was in accordance with requirements set forth by the Allaire Airport authority. Some years later, the club received permission from the Allaire Airport to allow personnel working at Bell Laboratories to join. In April 1995, the club left Allaire Airport and set up operations jointly at Marlboro Airport and Lakewood Airport. Subsequent to this move the membership became unrestricted and the club continued to grow. When Marlboro Airport was closed in September of 2002, the club relocated its total operation to Lakewood Airport where it is still based today.

MAFC 1984 Founding Members



Can you name any of these MAFC founding members?

Member Spotlight

William A. Scott (MAFC Founder's Profile)



Since William A. Scott was two years old, he had a strong interest in flying. As a youngster, Bill enjoyed designing and building model airplanes and boats. His first flight in a small airplane (a V-tail Beech Bonanza) was circa 1958 and was given to him by a good friend. In fact, it was his first ride in any airplane. Bill's real hands-on involvement came when he decided to take flying lessons in the Fall of 1975.

When he was a youngster in Hampton, Virginia, during the early 1940's and World War II, Bill lived in the vicinity of major military airports (Langley Field and the Naval Air stations). There was the constant sight and sound of military aircraft flying low overhead. His ambition at that time was to be a Navy Fighter Pilot, but that dream was never realized. However, Bill finally became a general aviation pilot in his mid thirties.

Bill joined the Fort Monmouth Army Flying Club because several of his co-workers at Fort Monmouth were members of it. The club was located at Allaire Airport, Wall NJ. At the club's Flight school he pursued training for the private pilot certificate during the 1975-1976 timeframe and he learned to fly the Cessna 150. In the years that followed over 750 hours have been logged in a Cessna 150/152, Piper Cherokee 180, Army Cessna T-41(C172E), and a Piper Arrow 200. Bill is still flying a Piper Cherokee 180 and along the way an Instrument rating was added to the Private Pilot Certificate.

Although he was born in Hampton, Virginia, Bill moved to New Jersey with his parents in 1944. He graduated from Long Branch High School in Long Branch NJ. He furthered his education by acquiring a Bachelors and Masters Degrees in Electrical Engineering. Bill served 10 years in the US Army Reserves in which he obtained the rank of Captain. He spent 2 years on active duty as an Army Signal Corps officer and was stationed in the Pentagon, Washington DC. After 46 years of Federal Government service, retirement was elected in 2004. During those years, he served as an Electronic Engineer with the Department of Defense.

Aviation Organizations:

Former member of the Fort Monmouth Army Flying Club (1975-1985)

Member of the Monmouth Area Flying Club (1985-present)

Member of the AOPA and the EAA

Former member of Negro Airmen International, Inc.

Member of the Black Pilots of America, Inc. (Dr. Albert E. Forsythe Chapter)

Member of Women in Aviation, International (Garden State Angels Chapter)

Lakewood Airport History

By Lee Guilfoyle

Lakewood Airport was built in the late 1940's with a gravel strip. Located on the field was an FBO and a Civil Air Patrol squadron. In the picture at left (looking north east), Cedar Bridge Avenue and the east end of the runway seem to merge. The runway heading is 10-28. In 1963, a new paved runway (6-24) was added as part of the conversion of the airport to a skydiving haven, the Lakewood Sport Parachute Center. An 1800' diameter circle was cut out of the pine forest that surrounded Lakewood Airport and a new 2500' paved runway and partial taxi way were built. The old runway was used as a flight line and a parking lot. The Lakewood SPC was placed where it was for two main reasons. It was a remote area with super soft landing sand but most importantly it was an almost equal distance between Philadelphia and New York City. The hand-outs had local numbers in both cities. It was actually closer to the Camden/Philadelphia area but the roads (The Jersey Turnpike and the New Jersey Parkway) were better from the north direction. The sixty acre drop zone very early in 1963 shows orange colored sand in many spots. This was a result of a bulldozer digging deep holes that were used to get rid of the tons of trees we burned and buried. Eventually the rain and continuous tilling turned the surface white.



The Calendar

Date	Time	Location	Event
07/04/12	7:15 PM	Eatontown, NJ	MAFC BOT meeting, Dave Pathe's office, 151 Industrial Way East, Eatontown, NJ
07/21/12	9:00 AM	N12	MAFC General Meeting
07/23-7/29		Wittman Reg. Airport, Oshkosh WI	EAA AirVenture Oshkosh
08/02/12	7:15 PM	Eatontown, NJ	MAFC BOT meeting, Dave Pathe's office, 151 Industrial Way East, Eatontown, NJ
08/17/12	10:30 AM	Atlantic City, NJ	Thunder over the boardwalk– Atlantic City Airshow featuring the Thunderbirds http://www.atlanticcitynj.com/acairshow.aspx
08/18-8/19		Greenwood Lake Airport, NJ	Greenwood Lake Airshow and WWII Showcase. http://www.greenwoodlakeairshow.com/

Member Photos

Submit photos from your flights with a brief description, to: adam.t.lang@gmail.com



Lakewood Airport



Future pilots Adrienne and Nick Billows initiating their orientation to 4278Q

Jokes, Cartoons, Quotes, etc

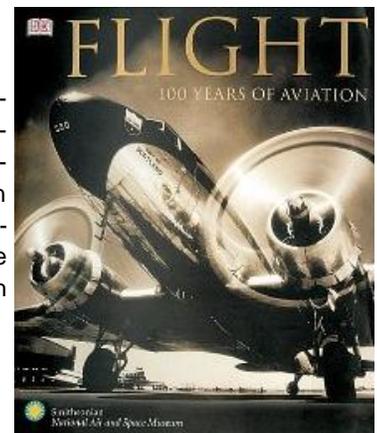
Wizard of Id by Brant Parker and Johnny Hart



A Good Read...

Flight: The Complete History

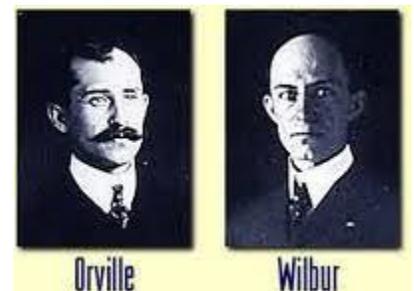
Produced in association with the Smithsonian Institution's National Air and Space Museum, this volume of capsule histories and archival images traces the history of flight with all the sepia-toned authority of a public broadcasting documentary. Offering thumbnail profiles of aviation heroes and inventors and a plethora of diagrams and photos, the oversized tome straddles the line between something to put on a coffee table and something to give to a panting, preteen armchair pilot. Sections on space travel, commercial flight and early daredevilry fascinate, but take second stage to the story of flight as it interweaves with a century-long history of war-conflict being the catalyst for much of aviation's greatest innovations and adventures.



Important Days in Aviation History

Aviation History (Special note)

The pictures of Wilbur and Orville Wright, that are on the FAA Aviator's certificate, belie an interesting twist of fate regarding who ended up in the pilot's seat. In the fall of 1902, when the day arrived to test their engine powered plane, they decided to toss a coin to see who would go first. As it turned out, Wilbur won but his attempt to take flight ended after only 4 seconds. Several days later, after repairs from the ill fated first attempt were completed, Orville had his turn as the pilot and the rest is history!



- August 29, 1970: The McDonnell Douglas DC-10 makes its first flight.
- August 3, 1981: United States air traffic controllers strike causing the cancellation of over one-half of U.S. flights. President Ronald Reagan will fire them two days later.
- August 2, 1985: Delta Airlines flight 191, a L-1011-385-1 TriStar, crashes on landing at Dallas-Ft. Worth International Airport. 133 passenger and crew are killed along with one person on the ground. Wind shear is concluded to be the cause.
- August 13, 1985: 520 passengers are killed when a Japan Airlines 747SR crashes after losing all hydraulic control. This is the worst air disaster involving a single aircraft.

