



BOT Meeting
1/11/24 @ 7 PM
Club House
(THURSDAY)

Membership Meeting
& Elections
1/20/24 @ 9 AM
(SATURDAY)
Elections only 1/21/24
@ 10 to 12
(SUNDAY)

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2024 MAFC Elections

During the January 2024 General Membership Meeting and the following Sunday, members of the MAFC will vote to elect a President, Vice-President, and nine BOT members who will guide our club over the next 12 months. The choices that we make will have an impact upon the future of our club as we select the MAFC leaders for 2024.

Our election process will take place over a two day period, Saturday January 20 and Sunday January 21. The balloting will be conducted after the regular Saturday meeting that is held in the CAP building and starts at 9 AM. However the Sunday balloting will take place in the FBO and run between 10 and 12.

This year, the elections will be run by Dave Pathe and Girish Mandhwani, these are long time members of MAFC. They will be assisted by Sylwester Sliwiak & Peter Swetits on Saturday and Sylwester Sliwiak and Yechiel Benedict on Sunday. Please give these volunteer members your support and cooperation.

To better understand how this important event will be conducted, a set of Q & A's has been provided below. NOTE: If you are a Probationary Member you may not run for office but you may vote.

General information

1. Will there be a regular general membership meeting in January?
A. Yes, Saturday January 20 starting at 9 AM.
2. When and where will the voting take place?
A. Saturday January 20 starting at the conclusion of the general membership meeting in the CAP building and Sunday January 21 10AM to 12PM at the N12 FBO.
3. When and how will the results be known?
A. At 12PM on Sunday, the ballots will be counted and the results sent via e-mail to the entire club.
4. How do we get ballots?
A. On the days prior to the elections the official ballot will be distributed.
5. How will we know who the candidates nominated are?
A. A list of candidates will be e-mailed to everyone.
6. How do we know the candidates' positions and qualifications?
A. The week before the election, all candidates will have an opportunity to provide their qualifications and agenda in writing for the year 2024. These will be sent by e-mail to all members.

The Voting Process

1. Can I nominate myself to run for office?
A. To be placed your on the ballot you can nominate yourself. You add your name to the form that will be posted in the trailer but **you must also send your name to Dave Pathe (dpathe@aol.com) and Girish Mandhwani (emailtogirish@gmail.com)** who are running the elections.

2. What if I wish to nominate someone else?
 - A. Add the name to the list posted in the trailer and **also email it to Dave and Girish**. Please do not nominate anyone who has not first agreed to run for office.

3. How do I cast my ballot?
 - A. As noted, the elections will be part of the Saturday meeting and the ballots will be distributed at the appropriate time. Those who wish to vote on Sunday, simply go to the FBO between 10 and 12. There will be several people managing the voting during that time and will provide you with a ballot.

 - B. After you complete the ballot, turn it into those managing the election process.

 - C. Before you are given a ballot you will be asked for your name and club ID number. This will be used to check that you are eligible to vote.

4. Can I bring another member's ballot to N12 for them?
 - A. No. The members must be present to cast a ballot.

Using the Pre-heater by Bill Butler

As the thermometer drifts lower and lower, the need to preheat the engine increases. The lower temperatures thicken the engine oil reducing the flow rate especially between bearings and parts that come into contact under pressure. Because of this, starting a cold engine increases the friction between parts and results in unnecessary wear.

Please see the Club Rules and Regulations on the subject of cold weather operations. They are contained in Section VI Operations, General, Paragraph.

- 1) When the outside temperature is between 10°F (-13°C) and 25°F (-4°C), proper cold weather techniques, including external preheat, are mandatory. A member must be familiar with the preheating equipment and procedure techniques; Club instructors can provide checkout on use of the equipment.

- 2) When aircraft engine components are below 10°F (-13°C), the engine SHALL NOT be started until the pilot determines the aircraft engine components have risen above 10°F (-13°C). Cold weather techniques apply until engine component temperatures rise above 25°F (-4°C).

Although the R&R's state to preheat at or below 25°F, best practices would suggest to preheat at 32°F or lower

Preheating is accomplished using our Red Dragon unit. Instructions on its use are located with the preheater and there is a video which can be viewed on Flight Circle. If you have not used the preheater in the past or want a refresher, you will want to be checked out by a CFI or any of our officials.



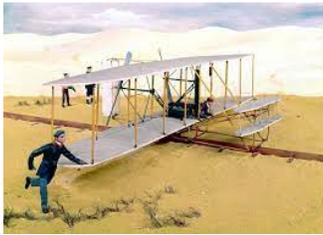
One change has been made to the equipment in that we are now required by the Lakewood Fire Marshal to store the propane tanks outside of the tent structure. To meet this requirement, the tanks are now stored in the blue box that is just across the walkway.



1. Take one of the three propane tanks and connect it to the preheater. There are three propane tanks in the box and none are marked. However, I believe two belong to JAC and the older one to us. We will eventually get them identified, but in the meantime, use any one of them.
2. The preheater's propane hose needs to be connected to the tank and it is a left-hand thread. There are pliers on the wagon to ensure the connection is tight. We will exchange the pliers with an open-end wrench soon.
3. To use the preheater follow the instructions with the preheater. If in doubt on the procedure, get with a CFI or Club BOT member. There is also a short video on Flight Circle. We'll probably give a demo at the next MAFC meeting.

4. Note, the aluminum hose gets very hot so be sure you use the gloves on the wagon.
5. After the preheating is completed, turn off the propane tank gas valve to stop the heating but leave the fan running for a few minutes to allow the unit to cool down. The propane tank must then be disconnected and put back in the metal storage box.

See detailed video at: https://youtu.be/CFb4POMh_0I



The Wright Answers
See page 6 for answer

What were the Wright brothers awarded from Congress and the Smithsonian Institution?
 A. Patents B. Designs C. Medals D. Leadership Role

Spotlight On: Thomas Cherian:

Hello, everyone! My name is Thomas Cherian. I just became a probationary member of MAFC in November! I am 19 years old and am currently in my first semester of college. I was born in New Jersey and I have 3 brothers; 2 older and 1 younger. One of my brothers is in his last year of college at Purdue, where he is studying Aerospace engineering. I'm sure it's pretty clear that aviation can be found throughout my family!

I have traveled to all different types of places including Dubai, Costa Rica, India, and Alaska. I have been involved with flying since I was a little kid. I always remember going to the airport and being amazed by the massive jets. When I go on vacation, I look forward more to the flight than the actual destination. I love every bit of aviation and it has been my dream to become an airline pilot. I started my PPL training at Ocean County airport. I started in a Cessna 172S but I have since switched to a 152. As of now, I estimate that I have about 12 hours logged. I don't hold any certifications yet, but my first goal is to obtain my PPL. I look forward to meeting many new faces and investing myself in the club!



Spotlight On: Chung (Ray) Cheng



I have always liked flying as a kid. We lived right next to an airport and would see the planes fly right over our heads. I remember boarding the Boeing 747 for the first time as a kid and I asked to see the cockpit and I was hooked ever since. I only have about 5 hours of training and that was done in Eagles View Flight School at Monmouth Exec several years ago. I was trained in a tail-wheel airplane. I'm now retired and want to resume my love of flying.

I joined the club this November and I look forward to meeting other people with similar interests.

I do not have my 3rd class medical yet and I'm currently studying the Gleim Online PPL and planning to take the knowledge test in about 3 months.

I was born in Hong Kong and immigrated to the US in 1969. We lived in a small apartment in NYC. I got my B.S. degree in Electrical Engineering from Monmouth College. I worked for AT&T and my last assignment was provisioning Linux RedHat servers. I have two boys and two grandsons.

I'm a DIY and I like to build things and I recently acquired two 3D printers. I have a flight simulator setup and I used my 3D printers to print bezels for the gauges, knobs for the radios, etc. to improve the immersion while doing flight simulation.

Who Are The Ninety-Nines? by Denise Skinner

The Ninety- Nines was established on November 2, 1929 at Curtiss Field, Valley Stream, Long Island, NY by noted aviator Amelia Earhart and other early women pilots. Of the 117 licensed women pilots of the day, 99 became charter members of the organization and took the name from their number. The membership was international from the beginning and Earhart was elected the first president.



www.ninety-nines.org is the official website for The 99s. Their eNetworking Forum offers members throughout the world the opportunity to communicate via the internet. The Members Area offers an online directory updated regularly as well as other valuable information.

The Ninety- Nine are an international organization of licensed women pilots from 44 countries. They are a non-profit, charitable membership with International Headquarters located in Oklahoma City, Oklahoma. Although there are other female pilot organizations in various states and nations, virtually all women of achievement in aviation have been or are members of The Ninety-Nines.

Today, Ninety-Nines are professional pilots for airlines, industry and government; pilots who teach and pilots who fly for pleasure; pilots who are technicians and mechanics. But first and foremost, *women who love to fly!*

Their headquarters is home to large archival records, video oral histories, personal artifacts, collections and memorabilia, and biographical files on thousands of women pilots from around the world.

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

by Matt D'Angelo (A multipart series #5)

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!

The airlines are looking for humans with personalities, relationships, sincerity and interests. They want people who will work well in a crew environment and who would enjoy spending 3-4 days together on trips. They do love folks who volunteer and give back to their communities, even if it has nothing at all to do with aviation.

Be persistent. Aviation is a very, very, very challenging and long-tailed pursuit. There is no “getting by”. If you don’t really want it and can’t commit to it, it simply won’t happen. That’s part of the reason less than 20% of folks who obtain Student Pilot certificates go on to earn Private Pilot certificates. Flying is very challenging, but extremely rewarding. The other end of this is...don’t do too many stupid things, or you’ll create huge hurdles for yourself. For example, keep a clean driving record and don’t ever get DUIs or any drug-related charges. If you already have, that may be okay, but don’t make the same mistakes twice. Keep your social media fairly tame and non-political. You don’t have to be perfect, but use common sense!

Take the first step! Think about and write down your goal TODAY! Read the previous articles in this series if you need a little help finding clarity. Start reaching out to mentors and please let me know if I can help - either to mentor or to help find mentors.

Do the work. This is why so much persistence is needed. Aviation, especially in the initial phases, is a LOT of work. If you haven’t organized your life and managed your time, you won’t have the focus necessary to succeed. If you’re unwilling to do the work, very simply, it’s not going to happen. There is no coasting through this and the actual flying is only half of it. Do the work. Learn all you can. Practice, practice, practice. I can’t emphasize this enough.

This concludes the Airline Prep series. If you have any additional questions, please reach out to me at matt@flyingjourney.com . I would be more than happy to mentor and guide you, as well as answer any questions you have!

Thank you for your time and your attention! Best wishes in your airline career! See you out there!

Fly safe, have fun & keep learning!

Fit for a King



Depending upon your age, the title King can mean a number of things but many older people who hear this title think of only one person, Elvis Presley. His rise to stardom, unparalleled career and final fall have been captured in books and films. But the one thing which may be of special interest to pilots are his private jets.

He owned several aircraft purchased the the last of which being acquired only a few months before his tragic death. The first was a Convair 880 then two Lockheed Jetstars. The last aircraft was purchased in 1976 and was a Jetstar that he then spent over \$800,000 just to have the interior remodeled. The fabric that dominated the inside was red velvet.

After his passing, the first two planes were grounded and are still at Graceland but the last Jetstar ended up in a desert junk yard where is sat rusting away for decades. But this is not the end of the s tory. A businessman bought the rusting hulk and is in the process of being converted it into a tour bus that will be used to tour the country raising funds for charities. There was also a plan to use this “RV” as a shuttle to take people to Las Vagus.

Current US Military Aircraft

Beechcraft 1900 a twin-engine turboprop

Renamed: Military C-12J

The U.S. military designation for the Beechcraft 1900C is C-12J. This is a variant of the C-12 Huron, which is the most common designation for military King Airs. The C-12J includes the six Beechcraft 1900s with 'UD' serial number prefixes built for the U.S. military, as well as other 1900Cs in U.S. military service.

Examples of C-12J aircraft in military service include one used for GPS jamming tests at the 586th Flight Test Squadron, Holloman Air Force Base, New Mexico,^[11] and three based at the 459th Airlift Squadron, Yokota Air Base, Japan.^[4] The U.S. Army operates both C-12J and 1900D aircraft along with other C-12 (King Air) aircraft.^[12]



The Wright Answers:

C. Medals



ANNOUNCEMENTS



For Sale

Sigtronics S-40
\$80



WGA- Air 680
\$25

Contact Charles Burke if Interested

Welcome NEW MEMBERS!

- Richard Scraggs
- Andrew Scraggs
- Daniel Test
- Padraic Shay

Top Flyers in November

<i>PILOT</i>	<i>HOURS FLOWN</i>	<i>AIRCRAFT</i>
Michael Siniakin	13.4	N55804
David Shields	12.9	N738NY, N268BG, N55804
Marino Santos	12.6	N61WT, N268BG, N55804
Sylwester Sliwiak	12.0	N738NY, N55804
Yechiel Benedikt	9.8	N268BG

