



Club Meetings

General Meeting: –
1/19/13 9:00AM
N12 CAP Building
ELECTIONS

Board Of Trustees:
1/3/13– 7:15 PM

General Meeting:
2/16/13– 9:00AM
N12 CAP Building

Board Of Trustees:
2/7/13– 7:15 PM

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ELECTIONS!!

Just a reminder that we will be having elections for two officers and nine Board of Trustees at the general membership meeting this month. Anyone who wants to run, or nominate someone for office, should contact Ken Ward, who is the chairman of the nominations committee. Ken can be reached at: kenward8078@verizon.net

A Word From the BOT.... by Dave Pathe

The New Year....and Thanks for 2012

As many of you know, we are having elections at the January 19th membership meeting to start MAFC's 2013 New Year. Our club is run entirely by volunteers, so elections are one of the most important meetings you can attend and your vote, which can only be made in person, is important.

In 2012, there are some interesting statistics which might interest you. Maintenance costs on our fine but aging aircraft continue to increase. We spent \$60,000 with our primary shop, First in Flight, during the year to perform routine maintenance and aircraft annuals on four of our fleet. Some of the maintenance was routine, other work was significant such as the new engine for 66977 and the cylinder replacement for 4287Q. Syrek-Me at Old Bridge did the annual on our Arrow and other work to the tune of about \$10,000. As our aircraft accumulates more flight time, we can expect maintenance costs to increase both due to the age of our aircraft and the increasing costs of parts and labor.

The BOT continues to discuss this issue since it is one of our biggest operating costs, however we will not take short-cuts in any way which might sacrifice the safety of our pilots or members.

The BOT also looks for ways to save and our 2nd largest expense is fuel, which has ranged from \$5.50 to almost \$7.00 per gallon. We have been purchasing fuel opportunistically in advance with Aviation Charters which saves the club about \$2,000 per year. In addition, as a non-profit organization, we file our fuel receipts with the government and receive a rebate on the taxes paid thru fuel purchases.

But with everything considered, MAFC is a great value, with dues at a low \$35/month and aircraft usage fees well below the rates of most FBO's. This club is the best place to learn to fly and to fly for fun with friends. We flew 941 hours this year which is an increase from 2011 and we hope to get back over 1000 hours in 2013.

As the club's 2012 year comes to a close, I'd like to thank those who have worked to keep the club running and in good shape: Mike Bernicker, our long time member and Vice-President and Assistant Treasurer continues to

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Co-Edited by Charles Burke and Adam Lang

collect sales receipts and churn out monthly invoices; Maintenance Officer Dan Coles and Assistant John Pereira continually look out for our aircraft, Membership Officers Tom Flieger and Steve Weinberg handle inquiries from prospective members; Treasurer Tom Smock tracks the money which flows through our club; Avionics Officer Dave Trulli who makes sure the GPS databases are updated; Safety Officer Brian Lucas who (with help from Matt Gomes) gives our safety briefings, Secretary Tom Russell who has the thankless job of taking meeting minutes (Thanks, Tom!); and Operations Officer Chris Quincannon who keeps us entertained with FAA and Newark Tower news. This club runs smoothly because these guys all work so hard! Thanks to everyone.

But wait, a special thanks to two other non-BOT members...Chas Burke and Adam Lang, who have spent many hours putting together our monthly MAFC Newsletters which both inform and entertain our members. If you read and like the newsletters, let them know!

If you are interested in helping the club, run for the BOT or ask one of the members how you can contribute. Your support is what makes this a great club!

Other notes: At our next meeting, Matt Gomes will be presenting information from the AOPA Safety Foundation's website that has a wealth of information on aviation and safety tips. And for the record, I flew with Matt on a 6-month check ride last weekend and it was an excellent experience, both challenging and educational. (PS: I passed! ;-)

Please make every effort to come to our January meeting and hope to see you there! Fly safe!

Cold Weather Operations

presented by Matt Gomes



At the December general membership meeting, Matt presented the second in a series of lectures with this one keyed to cold weather operations.

Before delving into a wide range of topics, he stressed the importance of always connecting the power cord to the oil pan heater when the planes are tied down. The oil congeals at low temperatures putting a strain not only on the battery but also on the engine itself. This important fact was later echoed by Dan Coles who elaborated on this issue.

Matt divided his presentation into three elements, the plane, the pilot and the impact winter conditions can impose upon all aspects of flight operations. He pointed out the need to obtain accurate weather briefings and the affect various atmospheric conditions, such as icing, fog and snow can have upon a safe takeoff, flight, and landing.

He also noted that the pilot, as well as passengers, must be prepared should they find themselves in an emergency situation that may expose them to adverse weather conditions and extremes in low temperature. Even if you are comfortable in a light jacket, it may not serve you well should you find yourself on the ground without heat from the plane to keep you and you passengers warm.

Another topic that was covered involved the issue of carbon monoxide poisoning. This quickly brought in stories from several of the attendees. A number of tragic situations were discussed in which lives were lost because of leaks in the heating system that went undetected.

At the conclusion, Dan Coles also voiced a concern over a related issue, the pumping of the throttle when trying to start the planes. He cautioned that this practice can result in an engine fire so this action should not be employed. (Continued. page 3)

There were many more important points that were covered during this valuable program that should be explored by those who actively fly. It is highly recommended that you refer to the Airplane Flying Handbook, Pilot's Handbook of Aeronautical Knowledge and FAR/AIM for detailed information on this topic.



Amateur Radio for MAFC Members

By Charles Burke WA2SLK

In a recent article, the topic of amateur radio was mentioned along with the fact that there are several MAFC members who are licensed Ham radio operators. This prompted a number of members to voice an interest in this topic along with a desire to explore the field. After reaching out to the Ocean Monmouth Amateur Radio Club for guidance, they agreed to offer a free one day class for those who wished to obtain their license.

From awards chasing, to contesting, to DXing--amateur radio offers a variety of fun, and exciting on-the-air radio activities. As a pilot, you will also find the information on radio theory and practices of significant value. Best of all, the FCC no longer requires that applicants learn the Morse Code! The one day course will allow you to learn everything that you need to know and even take the FCC license test, if you so desire. The nice thing about the test is that the FCC gives you the entire pool of test questions and also the answers!

Several members of the MAFC have already signed up for the course so if you think you would also like to become a "Ham", please call Jeff Harshman at 732-996-0637 or at n2lxm@juno.com. It is extremely important that you indicate your interest ASAP since the class will be filling up quickly.

This special course will run from 9 AM to 5 PM on Saturday February 2 at the Jersey Shore Chapter of the American Red Cross which is located at the intersection of Wychoff Rd and West Park Ave. in Ocean Twp. NJ (Just south of Monmouth Mall) The only thing that you will need to have a copy of Ham Radio License Manual and it can be obtained from Walmart's web site for \$19.58. If you think flying from here to Florida is exciting then how about chatting with people in Europe, Asia, Africa, South America, Australia and even Antarctica, I have. There are even groups of Hams who are also pilots that share information keyed to both topics. 73s

Side note: After writing this article , it was decided to pick out a QSL card from the hundreds and hundreds that have been acquired over the years. I grabbed a few from an older set and one of the first that popped up was from a K4NBN that was issued back on May 13, 1978 by Del Popwell who lived in Jacksonville Fl. In the corner was a star and the notation "First Contact". After checking my log books it was noted that this was indeed my first voice contact with all prior having been in Morse Code. Just out of curiosity I went on the internet and tried to find a telephone number for Dell but discovered that he passed away in 2005 at the age of 88. But there were also listings for some family members so I called and got his son. We spent a great deal of time talking about Del and what a great guy he was. Isn't ironic that my first voice contact, as a new ham back in 1978, was with a pilot!



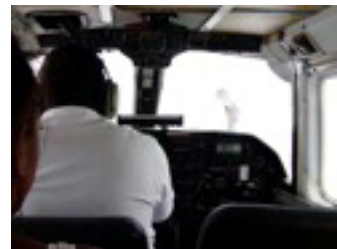
Looming Pilot Shortage is Predicted

A recent article in the Wall Street Journal predicts that a major crisis will soon fall upon the airlines, as well as the traveling public, primarily because of an impending pilot shortage. Estimates on the severity of the shortage indicates major airlines will need to hire 60,000 pilots by 2025 to replace retirements and cover expansion. U.S. airlines, including cargo, charter and regional carriers, together currently employ nearly 96,000 pilots, and will need to find more than 65,000 over the next eight years.

Negative factors influencing this situation include, but are not limited to:

- a. Federal mandates taking effect this summer will require all newly hired pilots to have at least 1,500 hours of prior flight experience—six times the current minimum. The increased cost of training to acquire these hours will undoubtedly drive many aspiring pilots into other careers.
- b. Thousands of senior pilots at major airlines soon will start hitting the mandatory retirement age of 65.
- c. Another federal safety rule, to take effect in early 2014, also will squeeze the supply by giving pilots more daily rest time. This change is expected to force passenger airlines to increase their pilot ranks by at least 5%.
- d. A small but steady stream of U.S. pilots are moving to overseas carriers, many of which already face an acute shortage of aviators and pay handsomely to land well-trained U.S. captains.
- e. Smaller regional carriers have traditionally been the resource pool for commercial pilots. The shortage will force major carriers to increase the attrition rate forcing smaller firms out of business when replacements are not available.
- f. The military hasn't been a major source of commercial pilots for years, and the supply of new pilots has been dwindling.
- g. FAA data show annual private and commercial pilot certificates are down 41% and 30%, respectively, in the past decade.
- h. The FAA is trying to soften the blow. It has proposed a rule that would lower the requirement to 750 hours for military aviators and 1,000 hours for graduates of four-year aviation universities. But the exemption, if it goes through, may come too late, and it isn't expected to help most aviators in training anyway, because they come from other types of flight schools.
- i. Compounding the problem is the fact that starting salaries are abysmally low making it an unattractive career choice especially when the cost of training is figured in.

The aviation industry is indeed facing the perfect storm!



Finding back issues of the MAFC newsletter:

Dave Trulli, our computer guru, has made finding back issues of the club newsletter a snap. Just go to the events/ club page <http://www.flymafc.com/events-pics.html> then click on The MAFC Newsletter, this will take you to all of the back issues of the newsletter!

Spotlight On: New Pilot Nikhil Brahma

Involvement with flying began at very early age, back around 2-3, when my dad took me to the local flying club in my hometown "Nagpur" India. Since then, I have always wanted to fly and still get excited to see a plane soaring overhead. In addition to my father, the accomplishments of Charles Lindbergh and Amelia Earhart have drawn my attention to flying along with any news article related to aviation.



I initially learned to fly at MAFC when the club was located in Marlboro and my instructor was Neil Wilson. I still remember when he got out of the Cessna 152 Cub, N737L and said "its all yours, go have fun" because that was the day I first soloed! It was such a thrill that when I took off I started singing "I believe I can fly... I believe I can touch the sky", a song by R Kelly.

My membership in MAFC began around the winter of 1996 when a colleague, Paul Bilodeau, introduced me to the organization. We had worked together at AT&T and once mentioned to him about my passion about planes.

But life has a way of taking us in directions that we do not always anticipate and for many years, the quest to become a Private Pilot was put on hold. But that all changed recently. After a long absence from aviation, an effort was made to restart the lessons and the test was finally passed!

In addition to the C152s I have also flown C172s such as N93KK on which I took my check ride. Coincidentally this is the same plane Paul Bilodeu gave me my first ride in the MAFC club plane back in 1998. All together about 68 hours have been logged and I enjoyed every single one of them.

One story worth noting is that I had chance to visit Hindustan Aeronautics Limited (HAL) when I was a college student in India, They manufacture and maintain fighter planes for Indian Air Force. I was thrilled to see MIGs 21 and Mig 29s. I also had a chance to sit in the back seat of Mig 21 when my uncle, who was a chief test pilot there did a taxi test.

While I was born in Nagpur India, I now call the USA my second home. The bulk of my education, including an engineering degree in computer science, took place in India. Having lived in both countries provided an opportunity to travel to many places and this broadened my understanding of both cultures. In addition, I have a sister who lives in Seattle (yes, already visited Boeing plant in Everett.)

The MAFC CFI List

| | |
|--------------|------------------|
| Gary Brooks | Frank Fine |
| Tom Flieger, | Adam Lang |
| Brian Lucas | Keith Nevrincean |
| Neil Wilson | Matt Gomes |
| Joe Stephens | |

Jokes & Cartoons

Takeoffs are Optional, Landings Are Mandatory



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A Good Read

Exit 13A A Control Tower Diary by William A Shields

Last month we diverted from the norm and featured a movie but this month we take an interesting turn back to books. At the last general membership meeting, Christopher Quincannon shared a fascinating fact about this book, he knows some of the actual people who the author used as characters in the book because they worked in EWR's ATC tower.

The book was self published but copies can be obtained on [Amazon.Com](https://www.amazon.com) for \$19.95 and is even eligible for their FREE SHIPPING option! So, if you are looking for some aviation related reading, this might be something to consider



Important Days In Aviation History

January 21, 1970: Pan Am puts the Boeing 747 on its route from New York to London. This marks the first passenger flight of the "Jumbo Jet".

January 22, 1952: The British de Havilland Comet 1 receives the first Certificate of Airworthiness to go to a jetliner.

January 25, 1930: American Airways is founded. Later, American Airways will grow into the 2nd largest U.S. carrier, American Airlines and later into the world's largest following its acquisition of bankrupt Trans World Airlines on April 9, 2001.

January 27, 1959: The Convair 880 prototype makes its first flight.

January 30, 1929: Inter-Island Airways Ltd. Is founded in Honolulu, Hawaii. It will later be renamed Hawaiian Airlines.

January 31, 1989: Northwest Airlines puts the Boeing 747-400 into service on its route from Minneapolis to Phoenix.

February 2, 1963: The Boeing 727 makes its first flight.

February 3, 1983: Boeing announces that it is winding up production of the 727.

February 4, 1968: Lufthansa received its first Boeing 737-100.

February 9, 1969: The prototype Boeing 747 makes its first flight.

February 11, 1964: The Boeing 727 enters service with Eastern and United.

February 12, 1974: The last operational Comet 4B makes its final flight.

February 14, 1980: Japan Air Lines puts the Boeing 747SR into service. The aircraft can carry up to 550 passengers.