



Club Meetings

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

Board Of Trustees:
2/7/13– 7:15 PM

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3/16/13– 9:00AM
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February / March 2013

Co-Edited by Charles Burke and Adam Lang

MAFC Rule Book: Currency, Proficiency, and Insurance Requirements

Section 6 of the MAFC Handbook contains information that has serious legal and financial consequences if not understood or adhered to. Unlike the FAA regulations, which require reexamination every two years, the club mandates a check-ride every six months. Because of insurance regulations, the act of lacking currency can place the pilot in serious financial jeopardy. Basically, the coverage that is extended by the policy is rendered null and void to those who chose to fly but lack currency. Doing so exposes the pilot to the full liability of any costs that are involved should an accident occur. In addition, the club has a schedule of fines that will be imposed should an infraction of these rules take place. Please make sure to check your currency, it's *your* responsibility as PIC!

Member accomplishments:

Ben Ellis just passed his check ride and is now instrument rated.
Bob Tozzi & Matt Gomes took the amateur radio course and are now licensed FCC radio operators.
Matt Gomes also took the test and is now a licensed ham.

Spotlight on Member: Matt Gomes

While Matt only recently joined the MAFC in September of 2012, his interest in aviation reaches back to when he was very young. His dream of flying took a giant step forward when he had his first flight in a single engine airplane through Civil Air Patrol in 2005. Matt was especially inspired by the idea of being able to fly and doing something that is different than other kids his age were doing at the time.

He really enjoyed it and that flight sparked his interest in General Aviation. In 2007, another milestone was reached when Matt was accepted to attend a Flight Academy in Civil Air Patrol located at Lakehurst NAS. He eventually soloed at that academy and that got him started working towards his Private Certificate.

Outside of the first ten hours of flight instruction, Matt did all of his private training at Eagle's View Aviation located at Monmouth Exec (KBLM). This part of the training was done in a Cessna 172. He eventually went to college at Ohio University (KUNI) where he earned his Instrument, Commercial, Multi-Engine, CFI and CFII flying a Piper Arrow, Piper Warrior, Cessna 152 and a Beechcraft Baron.

While at Ohio University, Matt received the Ohio University Department of Aviation Chairman's Scholarship. He also earned recognition as the Top Winter Forecaster for Ohio University.

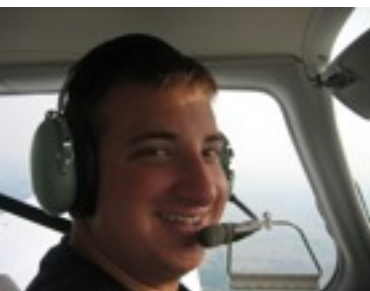
Matt graduated from Ohio University at Athens, in June of 2012 with a Bachelor of Science in Aviation and minors in Geography, Meteorology, and Business Administration. He was born in Red Bank, NJ in 1989, and currently lives in Ocean Township. During his senior year senior of high school he traveled to Italy and hopes that one day he will be able to make that journey as Pilot in Command..

To date, Matt has logged over 500 hours of flight time and is currently one of the MAFC approved flight instructors. As of this point in his career, he has earned a Private, Instrument, Commercial, Multi, CFI, and CFII, along with a complex and high performance rating.



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Student Pilot Tips: Acquiring Equipment At Minimum Cost

by Charles Burke

A student pilot has many things to deal with and one is the cost of acquiring specialized equipment. A basic starting list, in addition to the FAA texts, sectional charts, POH, and the Airport/Facilities manual, could include things such as:

1. Headsets 2. E6B calculator (manual) or electronic 3. Foggles 4. Plotter 5. Aviation VHF handheld radio 6. Portable GPS

Collectively, these can add up to a tidy sum of money but there is a way to obtain all of these things at a fraction of the cost. In fact, I was able to assemble all of the items listed above for about \$150 and that includes a second headset. All of the items were in mint condition or, in a few cases, brand new. There was one item that was missing an attachment but the seller described it and this was easily replaced at no cost.

The source for the items was E-Bay and by employing a couple of tricks I secured each item without being deceived by an unscrupulous seller. Here are a few tips that can really pay off assuming you know what E-Bay is. For those unfamiliar with it, E-Bay is an internet auction system that has grown to also now include general retail sales. It is not the only one out there but I have used it for about 10 years occasionally buying and selling items.

So, the first thing that you would need to do is go on line and open an account with E-Bay. This is a fairly easy step in that you simply follow the directions. There is another account that is extremely important and that is to also open a Pay Pal. While E-Bay will connect you to the items, Pay-Pals is a simple way to handle the money transaction. Once you have the two accounts set up, you are set to save a lot of money.

Rule #1: Many items are seasonal and the best time to look is when the season is over. In the case of equipment used in general aviation, mid to late fall when the weather starts to turn cold some student pilots decide to move on to other hobbies and sell their equipment. You also have the post Christmas Holiday season when some pilots received new equipment and want to unload what they currently have. So, start looking throughout the winter for bargains then stop in the spring when the new season starts to become active.

Rule #2. Many of those selling who are new to E-Bay miss-label the items so it ends up where few people actually see it. The headsets I bought were a good example of this kind of error. The person selling the headsets listed them as "headphones" and he put them in a category that was actually for stereo home equipment. No one bid upon them because they did not appear when a prospective buyer typed in "Headset, aviation" or a similar description. So, research what you are hoping to buy using the correct terms but also consider descriptions that may be a bit off base.

Rule #3 Never bid on the item until it is down to the last 60 seconds or less. When you bid days or hours before the bidding periods ends, all you do is drive up the price and it works against you. Wait until the last 60 seconds and sometimes you will be surprised by the results.

Rule #4 Check out the sellers ratings. E-Bay allows you to see what other people have to say about the seller. If you see any negative comments then tread with care. I recently had a problem with an expensive item that was poorly wrapped and was slightly damaged in shipping. The seller had a very good rating and immediately lived up to it by offering to pay for all repairs, and she did.

Rule #5 Do ask the seller for additional information. Again, E-Bay allows you to send the seller questions so take advantage of this option to insure the item is what you really think it is.

Rule #6 Even if you do not win the bidding process, contact the seller and ask if he or she has anything else that they might want to sell. This is how I ended up with a fully functional Lowrance Air Map GPS system for \$15! The seller was a pilot in Texas who could no longer fly and was selling off all of his equipment but had only advertised one item. He did not think the older black / white screen unit would be of any interest since they now have colors screens plus a lot more whistles and bells. \$15 took it off his hands.

There are more rules that you can explore, many are found right on E-Bay but the best way to get into these bargains is to sign on and get started with small items that allow you to gain experience with the system for only a dollar or two.

By the way, don't forget that this is a two way street. While this article deals only with how to acquire items, you can also sell things that you no longer want. But it is suggested that you start by first buying a few inexpensive items to get a feel for these auction sites. By doing so, you will be better prepared to make the most as a seller. Don't forget, you can also post a free ad in the MAFC newsletter, that requires a simple e-mail note to us and it will appear in the next issue.



Plane puzzler:

Three identical planes are brought in for the same engine repairs. Three identically trained mechanics are assigned the work and it takes them 3 hours to complete the job. How many hours would it take one of these mechanic to repair one plane with the same problem?
(Note: Answer is found in one of the articles)

Finding back issues of the MAFC newsletter:

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!

Aviation Terms:

1. **TOGA:** Take-off/Go Around. An autopilot setting activating take-off or go-around thrust.
2. **Bleed air:** Hot compressed air taken from turbine engines.
3. **Willco:** Will comply.



Accident Case Study-In Too Deep

Ken Ward suggested posting these web site links in which chilling actual pilot-to-ATC conversations take place that illustrate how poor judgement led to 4 people perishing. This accident involves only a short trip in weather much like that which we are experiencing right now. After viewing the 15 min. video, you can download a certificate issued by AOPA Safety Institute.

http://www.aopa.org/asf/acs/acs_intoodeep/

Along with this, the TSA provided a link to their final report and the very last line probably does more to explain what caused this accident than anything else.

http://www.nts.gov/aviationquery/brief2.aspx?ev_id=20111126X22009&ntsbno=CEN12FA083&akey=1



Follow that plane!

Want to know where a plane is at anywhere in the world, check out this web site www.flightradar24.com/

This web site will show you not only where any airborne plane is located but also it's movement as the images are constantly updated.

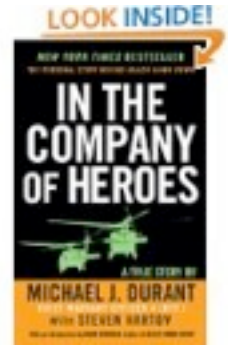
The MAFC CFI List

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

A Good Read

In the Company of Heroes by Mike Durant
Recommended by Adam Lang

Piloting a U.S. Army Special Operations Blackhawk over Somalia, Michael Durant was shot down with a rocket-propelled grenade on October 3, 1993. With devastating injuries, he was taken prisoner by a Somali warlord. With revealing insight and emotion, he tells the story of what he saw, how he survived, and the courage and heroism that only soldiers under fire could ever know.



Takeoffs are Optional, Landings Are Mandatory



Can you identify this airport?



A view from the Arrow at 9,000 ft taken by Lloyd Ankrom while on a trip to KSDC

Trailer upgrades

An effort is underway to address both structural as well as cosmetic issues in our club house. The plan is to work on one thing at a time and hopefully get you involved! One of the first projects involves removal of the inoperative air conditioner , covering the opening then hanging a white board for members to post notes.

Rather than spend money for supplies and materials, we are hoping that you may have what is needed in the back of your garage or in the attic and would be willing to donate it. The current list of supplies needed for this specific project includes:

- 1. (1) 4' x 8' sheet of paneling. The facing is not important, we are looking for a sheet where
- 2. the back side is in good shape.
- 2. (1) White board about 3' x 4' (can vary in size)
- 3. A couple of feet of attic insulation.



In the event that you don't have any of these items but would like to still help, we are looking for volunteers to assist in the actual work. If you can tell the difference between a hammer and a pile of dirt, you have all the qualifications needed!

If you would like to support this project by donating materials, or lending a hand, contact John Pereira (732-496-0597, e-mail murtosajp@msn.com) or Charles Burke (732-938-2481, e-mail tv cable@verizon.net)

Lastly, everyone who donates or assists in this overall project will be recognized for their help.

Election Results, Flying Stats, Goals for 2013, and Surviving Nemo

I hope everyone survived Nemo, our first big blizzard in some time. For those of you of an appropriate age, this week is also the 35th anniversary of the 1978 blizzard which paralyzed Boston and most of New England with a similar amount of snow and stranded cars that brought transportation to a halt for a number of days. One of my brothers who lived in Newton (MA) at the time said the snow drifts were above his first floor and covered street signs. Cars were banned from the roads for 3 or 4 days while they extracted abandoned vehicles. He had to hitch-hike to Boston's Logan Airport (doctors and nurses were allowed to drive) where he boarded a long-delayed flight on business to LAX. Fortunately we were spared the worst, but my daughter who lives in Brookline (MA) a few miles west of Boston has been sending interesting photos of snow drifts, covered cars, and such. My days of serious snow shoveling are long over and thankfully, I have eager and energetic children who help with this work (yeah, *right!*). Puzzle answer= 3 hours

Election Results

As many of you know, elections were held at our January membership meeting and I am pleased to welcome 2 new members to the Board of Trustees: Frank Fine and Charles Burke. Frank is our Chief Pilot, a long time member and former President/BOT member who has trained many students (including me for my IFR ticket!). Along with his duties as Chief Pilot he will be sharing the duties of Safety Officer with Tom Flieger. We also welcome Charles Burke to his first year on BOT and, if you are reading this, you know him as the guy responsible for putting together this great MAFC newsletter. Charles will be our Membership officer a duty that he shares with Tom Flieger (hmmm, are we *sharing Tom* too much? ;-)

The remainder of the BOT is unchanged from the previous year and includes Mike Bernicker (VP), Chris Quincannon, Dave Trulli, Tom Flieger, Tom Russell, Dan Coles, John Pereira, Tom Smock and yours truly, Dave Pathe (President). If you have any questions or need to contact us, you can find our individual emails on Aircraftclubs.com ("My Club" link) or you can send an email to all of us using BOT@flymafc.com.

I would also like thank outgoing BOT members Steve Weinberg and Brian Lucas for their contributions to our club over the last few years. In addition, thanks to Ken Ward for his fine job of running our electoral process and counting our votes both expeditiously and accurately.

MAFC is run by volunteers and the club needs your support to keep it running smoothly. Please join me in welcoming Frank and Charles to the BOT and in supporting your club in 2013.

2012 Flying Results

During 2012, weather and maintenance seemed to conspire against our flying but we still managed to accumulate a total of 941 hours, which is an improvement from the 800 or so hours flown in 2011. For the record, our individual planes were flown the following paid (hobbs) hours: 66977- 197, 4287Q- 178, 93KK- 272, 268BG- 157, and 55804- 138. In previous years the club has flown as much as 1,400 hours or more, but we are now in different General Aviation times with higher fuel and maintenance costs. I'd like to see our club's planes and pilots fly more in 2013, so if you are looking for a partner to fly with and share costs, send out an email or let the BOT know you are looking for a co-pilot, we'll try to help you out!

Goals for 2013

At our February BOT meeting, I listed some goals to accomplish in MAFC for this year. With support from the membership, I'd like to see us: -Fly a total of 1,000 (hobbs) or more hours -Get an article in AOPA about our flying club -Use our website to attract more members -Get weather in the cockpit -Reduce our aircraft maintenance costs
The BOT will be working on these items as well as others during 2013. If you would like to offer some additional goals or want to volunteer for any projects, let us know!

Trailer / Clubhouse Improvements

Speaking of volunteering, Charles Burke and John Pereira are looking for volunteers and materials to fix-up and improve our trailer. They will be sending out an email with their plans, so please let them know if you can help!

Thanks for your support, and fly safe!

Dave Pathe, MAFC President