



Club Meetings

General Meeting:
12/21/13 9:00 AM
N12 CAP Building

Board Of Trustees:
1/9/14- 7:15 PM

General Meeting:
1/18/14** 9:00 AM
N12 CAP Building
*Tentative date
for ELECTIONS!!*

Dec 2013/Jan 2014

Edited by Charles Burke

Letter from the BOT...by Dave Pathe

A Strong 2013!

As many of you know, the more we fly our planes, the stronger Monmouth Area Flying Club becomes, and this year has been one of our best in the last 4 years. This year, our pilots have flown MAFC aircraft more than 1,000 hours through early November...more than the 800-900 hours flown in the slow but recovering economic years of 2010, '11 and '12. Financially, our total assets are nearly \$95,000 despite higher maintenance costs and this gives us resources to upgrade and maintain our fleet to the highest standards. We will be painting 93KK next February and we are planning to upgrade the GPS in our Archer to a Garmin 430 with WAAS so we can fly precision GPS approaches and keep up with advances in avionics. I recently purchased a subscription to Foreflight for my iPad so I have maps, charts, etc. and it is amazing how fast the technology has moved since I first joined MAFC in 2001. Back then, the most advanced avionics we had was an old 25 pound LORAN that was able to tell you which airport you were at about 2 minutes *after* you landed there!

Our club is a great value and people recognize this...we have added 55 new members since mid-2010 bringing the total up to about 110 members from a low of about 90 a few years ago which gives us more pilots flying more often. People join to not only to get their licenses (something other clubs don't offer) but also to get more advanced ratings such as Instrument or Commercial ratings. We have great instructors such as Tom Fliieger, who currently has anywhere from 8 to 12 students along with Neil Wilson, Frank Fine, Janis Blackburn and Denise Silkworth who round out our training and give checkrides to other members.

But the real strength of our club lies in our great members, and as you know, we are a club run by volunteers. The people on the BOT meet regularly to insure the club runs smoothly and other members donate their time or resources for the benefit of the club. The best example of this is Charles Burke who is not only a BOT member, but also produces our great newsletter and has led the restoration of our clubhouse / trailer, which not only looks great but has a couple of nice simulators which our members can use. So kudos to Charles and his volunteers! In addition, we have members like Frank Fine and Art Templeton who donate their time and flying skills to the Young Eagles organization, encouraging youth to join the ranks of aviation.

As the membership grows and our planes fly more often, more support is needed. We have our elections coming at the January membership meeting, so if you are flying our planes regularly, please consider running for a position on the BOT. There are positions for 9 general BOT members, as well as President and Vice-President who all help run the club's operations, finances, maintenance and all other aspects of the club. Regular flyers are in a great position to help make decisions that make our club better for all members.

As the economy continues its recovery in 2014, our club will continue to grow, reach out to more pilots, and those who want to get their licenses. Can it get any better than that?
Fly safe! On behalf of the BOT, I wish everyone a Merry Christmas and Happy Holiday!

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Obesity in the Cockpit

The FAA has announced that they soon will be checking the BMI (body Mass Index) of pilots and those who are deemed obese may not be issued their Medical. Those with a BMI of 40 or higher and a neck diameter of 17 inches or greater, will face additional screening. As a result of this information being made public, an emergency meeting of the BOT was called into session. After reviewing the BMI's of our members, it has decided to institute a new regulation stating that at all future General Membership meetings, carrots and celery will be replacing the Dunkin Donuts. ONLY JOKING :-)



2014 Elections- by Ken Ward

Being a member of the MAFC is not a spectator activity. MAFC is run by volunteers and our "frequent flyers" should consider playing an active role in the decision making process.

As a BOT member, you can help to insure that the club is run effectively because you bring to the table your personal perspectives on issues plus your cumulative experience as an aviator. Each of us has something to contribute and by doing so the club is made stronger. The BOT meets prior to the General Membership Meeting, usually on the 1st Thursday of the month. Each BOT member is assigned specific responsibilities such as Treasurer, Maintenance Officer, Membership Officer, etc.

Weather permitting, the 2014 elections will take place during the General Membership meeting on Saturday, January 18, 2014. The positions that are open are as follows: President, Vice President, and 9 Board of Trustees.

It is permissible to run for President or Vice President. A separate vote will be held for those positions. You may also run for one of the 9 spots on the BOT should you not be elected to the presidential positions.

In order to run for office, you must be a current dues paying member who is in good financial standings with no money owed to the club.

There is no absentee voting, all balloting is done at the meeting however, the person running for office does not have to be in attendance during the balloting.

The sign up sheet for those interested in running will be found in the club trailer on the wall to the right as you walk in. In addition, nominations will be also be accepted from the floor during the January meeting.

If you nominate a club member for office, please make sure you have spoken to them and they will accept the nomination. Also verify that they are in good financial standing with the club. If anyone has questions regarding their standings, please contact Mike Bernicker.

I also ask that anyone who signs up to run for office notify me via email that they have done so Those wishing to nominate another member should likewise notify me once the individual has agreed to be placed on the ballot. My email is :kenward8078@verizon.net



Ray Basri MD

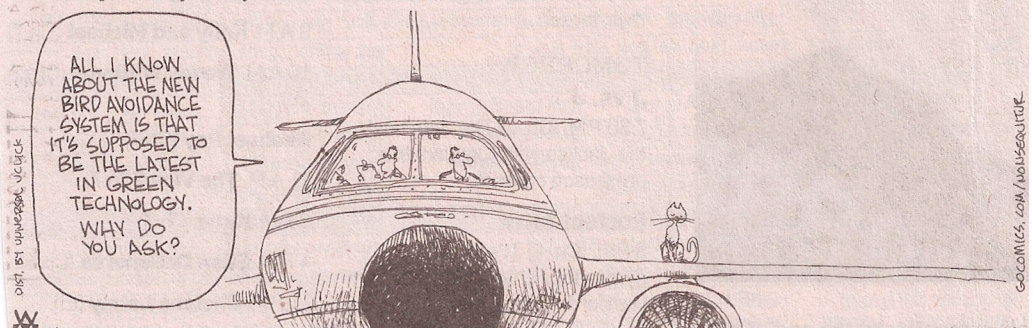
Trish Pravata Medical Asst.

Ray Basri, MD

Ray Basri, MD and his assistant, Trish Pravata. are now issuing Aviation Medicals **EVERY OTHER SATURDAY MORNING** (10AM - 12:15ish) at Monmouth Executive Airport (First in Flight, Bldg. 31). Ray is a Senior Aviation Medical Examiner and an Internist . He is a true pilot advocate who has earned the respect of the FAA as well. A rare breed. Trish works with Ray and is available 24/7 for questions via phone/text/email. They also issue medicals out of MMU (Morristown Airport) at 1 Airport Rd, Suite 203 and Middletown, NY and all are welcome to fly to either office for a medical. If you would like to use Dr. Basri's service, please be sure to complete the **MedXpress** online application (the FAA now requires the airman to complete the application prior to the exam and MedXpress may be completed 30 days in advance). You will need to print the confirmation page or jot down the confirmation # and bring to your exam. Feel free to call/email Trish if you need help creating an account/getting started with MedXpress. Phone: 855.407.4568 or 201.919.1390 Email: tp07869@yahoo.com

NOTE: Dr. Basri will be speaking at the December 21, 2013 Meeting

Non Sequitur by Wiley



Spotlight on Richard Hough

Aside from childhood heroes like Neil Armstrong, I was inspired to fly by my grandfather and two uncles who are avid aviators. I grew up flying with them in a Bonanza, a Mitsubishi MU-2 and a Grumman Widgeon, which is a smaller version of the Goose. It is a true flying boat. That plane is in fantastic shape and always makes a splash at air show appearances with my uncle who is active with the EAA and works to introduce youth to aviation.



My grandfather would fly me in his Widgeon to our family’s Adirondack camp. You cannot get closer to the cabin faster than landing on the lake in front! I also remember flying to remote fishing expeditions with that plane, as well as a particularly beautiful flight that had us landing on the St Lawrence River on the Canadian border. He also moved my family – with our dog – to North Carolina in an MU-2. It was nice that he also could pick me up at boarding school and quickly get me home for vacations.

I’m also inspired by a cousin who does backcountry flying in a Maule and who flies for the Air Force. He has over 1,000 hours flying in Afghanistan with night vision devices.

I started flying lessons in 2006 after not being able to limit my enthusiasm for aviation to reading, flight simulators, museums and sitting on the ground looking up.

My primary flight training was at Eagles View with Jon Boody. Every flight since has been a learning experience and I’ve learned a tremendous amount from Neil Wilson at MAFC during regular flights, BFRs and my instrument training.

My primary training was in a Cessna 152 which dramatically dropped its port wing during stalls. That was fun. My first cross country was a large circle around Philadelphia’s Class B airspace. I then trained in the Cessna 172. After joining MAFC in 2007, I have primarily flown the Archer and Arrow. I like both Cessnas and Pipers for different reasons. To date, I have logged about 300.

Currently I hold certification as a Private Pilot and complex. I’m looking forward to taking my instrument rating practical test!

My family moved a lot; my exposure to diverse regions and people had its benefits. While I was born in New York, we lived in seven cities before I was 18. My formative years were spent in Texas, with my parents and three siblings, which included a lot of sailing. San Antonio, a surprisingly large city which has always been majority Mexican, was a great place to be a teenager. We experienced a lot of the American West but I always traveled to visit my Northeastern roots. My parents exposed us to a tremendous number of opportunities. I went to Deerfield Academy in New England and was graduated from Princeton University, where I studied philosophy and politics.

I have four children, the youngest of whom is disabled and we live in Little Silver, my wife’s family’s hometown. It’s nice to be more rooted now. My professional career has taken me from Washington, where I was involved in education policy, to New York, where I helped build a foundation to provide scholarships, to my present career as President and COO of Silvercrest Asset Management Group. I’ve served as a Scoutmaster in Little Silver for six years. I also serve on the advisory boards of *The New Criterion*, a journal of culture, the Institute for Family Studies, Christendom College and the New York Men’s Leadership Forum. I

Going Going Gone!

Unless you have been away in Outer Mongolia, you already know that KBLM (Monmouth Airport) has been sold. According to the news reports, the new owners are moving quickly to change the direction of this facility starting by replacing the FBO with a different operator. The skydiving and banner business are going and they have stated that steps will be taken to prevent auto traffic from getting onto the runways. It’s only the beginning and it may not be good for GA.



MAFC History: by Neil Wilson

On November 14th, Herb "Judd" Schulke, USA Maj Gen Retired, celebrated his 90th birthday in San Antonio, TX. Our club would never have existed if this man chose to do nothing and let the Fort Monmouth Army Flying Club disappear. Instead, he had a meeting with the existing FMAFC membership and created the MAFC.

Thank you General Schulke!



D2

Move over Dick Tracy, Garmin has you beat by a mile. Believe it or not bur Garmin just came out with a wrist watch that is also an aviation GPS, altimeter, Zulu time, etc and it is now on the market for those who want to be on the cutting edge of technology. While this is obviously an item for those with too much money in their pocket, it is fun to see how ministration has crept into the cockpit, or in this case, on your wrist. So, if you have a spare \$449 and want to be the first on the tarmac with this gadget, check it out at Garmin's web site on You Tube at www.youtube.com/watch?v=9koaPhbnYrl



Member-Solo

On Friday November 15, Mike Del Pozzo soloed. Congratulations !!!

IMPORTANT TIP REGARDING WEB SITE ADDRESSES THAT APPEAR IN THE NEWSLETTER

Have you read an article in the MAFC newsletter that contained a long and complicated web site address and you wanted to go to it but could not copy the tangle of letters and numbers? Did you know that you can simply put the computer cursor at the start of it, hold down the left side button of the mouse then pull it across the address, When you reach the end, let go of the button. Then under EDIT, click on COPY. Next, go to your web browser and PASTE it in. No fuss, no problems and no copying errors. So don't let those complex web site designations keep you from obtaining the additional information.

Aviation Terms

DH: Decision Height. Height on a precision approach at which the pilot must have the runway approach lights in sight to continue descent, or if not, initiate a go-around. Below the DH, the pilot has no other choice than land the plane.

Heavy: Suffix used in radio transmission callsigns (for example: "United 492 Heavy") to indicate the aircraft is capable of generating wake turbulence.

Non-Revenue: Passenger flying free of charge, on a standby basis, by presenting an airline/aviation employee pass. Non-Revenue passengers may or may not be on duty, therefore this expression also applies to repositioning crew members. Also known as Non-Rev for short.

N12 Runway Improvement Update

In a recent press release, it was announced that the Federal Aviation Administration has just awarded a \$220,500 grant for work to be done at N12. The money will be used to remove obstructions on both on and off airport property that now interfere with optimal landing approaches. According to the press release, the removal of trees and debris will lengthen the runway to 3,100 feet. This will for safer and more efficient operations.

Future plans also include additional enhancement work that will be designed to make the facility more business friendly. One major improvement that will be in the works includes a major hanger project.



New Sport

Takeoffs are Optional, Landings Are Mandatory

