



Club Meetings

General Meeting:
1/25/14 9:00 AM
N12 CAP Building
ELECTIONS!

Board Of Trustees:
2/6/14- 7:15 PM

General Meeting:
2/15/14 9:00 AM
N12 CAP Building

Jan / Feb 2014

Edited by Charles Burke

Thanks for 2013; Looking ahead to a strong 2014 for MAFC!

Just a quick note of thanks to you, our pilots and members, plus the BOT members who have volunteered their time and efforts during 2013. The club finished strong in 2013 with more than 1,241 revenue hours of flying (far more than in recent years) which helped our finances stay strong. As a result we are having 93KK painted in February and upgrading 268BG's Garmin 430 to WAAS which will allow us to fly precision GPS approaches into airports. Stay tuned for both of these events!

Our BOT is comprised of volunteers who make our club run smoothly for our members. A big "Thank You" is in order for everyone: **Dan Coles** who looks after the maintenance of our planes with help from assistant **John Periera**, **Mike Bernicker**; and **Tom Smock** who handle the finances for the club; secretary **Tom Russell** who takes the meeting minutes; **Frank Fine** our Chief Pilot and Flight Instructor; **Chris Quincannon** our operations officer who also gives us great info from EWR Tower; **Dave Trulli** who takes care of our GPS's and avionics; and membership officers **Tom Flieger** and **Chas Burke** who help bring new recruits into our club. It has been a privilege to work with these dedicated individuals over the last 10 years so I would like to thank them for their time and efforts in making our club one of the best in east coast!

As you know, we will hold elections at the January meeting and you must be there to vote. If you fly the planes regularly, we want your input and help on the BOT, so consider running for one of the positions! Lastly, at this time I would like to let our members know that I will not be running for President this year. I think it is time for some new leadership and new ideas, which will definitely be a good thing for MAFC! Not to worry, I am not going away and will be helping the BOT in any way that will further the interests of our club.

Thanks and Fly Safe
Dave Pathe

Spotlight on Art Templeton



NOTICE: The January meeting has been changed to the 25th at 9 AM. Elections will be held at this session so come out and vote!



Inside this issue:

Page 1

Message from the President
Spotlight on Art Templeton

Page 2:

100 Years of commercial aviation
EWR Revisit

Page 3

A Good Read
Yellow Concrete Arrows

Page 4

Air Disaster!!!
Takeoffs are optional--

I grew up in Newark, attended Barringer High School then joined the Marine Corp. at 17. After Boot camp they sent me to Cherry Point NC as a Helicopter Mechanic. In 1951 who knew anything about Helicopters I had volunteered for basic infantry. After training and becoming a Crew Chief on Sikorsky HRS-1 (S55) type helicopters the Marines sent me to Korea and there I joined HMR-161 during the war. Our mission was mainly troop lifts, re-supply medical evacuation and logistic. Because of pilot shortages the Crew Chief flew as Co-Pilot that gave us some "Stick Time". After Flying 20 combat missions I was awarded the Air Medal. 9 years later and after seeing most of the world it was decided to try civilian life for a change. I was discharged on February 18, 1960 as a Staff Sergeant.

After discharge I enrolled in Teterboro School of Aeronautics for commercial Pilot and A/P Mechanic. (They still have my \$25). As luck would have it my friend was running the Body shop for a Cadillac Dealer in Montclair and asked me to come and help him while waiting for school to start. To make a long story short I retired from Clairmont Cadillac Pontiac Oldsmobile as Parts and Service Director 39 years later.

During that period I got married to Lillian Reilly, had three Children Patty, Michael and Steven a house with a big mortgage and the usual bills and expenses. Then in 1990 after all the children were thru school and the house was paid for it was decided to get my pilots License. Originally I wanted a Helicopter license but the training was too expensive. Finally, I got my fixed wing license in 1991 from Mc Dan Aviation at Caldwell Airport. (Cont'd on next page)

Until my retirement, most of my flying was from Caldwell and at that time I was a member of Mid-Atlantic Pilots Association and was President of that club for 4 years. I became a member of Monmouth Flying Club in June 2002 taking my check ride with Frank Fine. Currently, I am checked out to fly all of the clubs Airplanes plus Cessna 182, 182RG, 210, Piper PA32 Saratoga, PA28-140. I am Instrument rated with 1500 hrs. and have been a member of the Coast Guard Aux. since 2002. While in the CG Auxiliary, I have flown over 300 Hrs. flying MDA and Ice Patrols up the Hudson River and Lake Champlain.

I hold membership in the American Legion, VFW, Marine Corp League, Marine Corp Aviation Association, Quite Birdman, AOPA, EAA, (Active Young Eagles Pilot) and NRA. I have been a member of the MAFC Board and Vice President under Frank Fine and will continue to assist when ever needed.

Welcome to 100 Years of Commercial Flight!

Almost 100 years ago, on January 1, 1914, a small plane lifted from the water in St. Petersburg's downtown with just one passenger, launching [the world's first regularly scheduled commercial airline flight](#). The idea of the airline was Percy Fansler's. Percy was an engineer from Jacksonville, Florida. His vision convinced a dozen St. Petersburg business men and the Board of Trade to invest in a commercial airline to fly from St. Petersburg to Tampa, just ten years after the Wright brothers' first flight. The St. Petersburg-Tampa Airboat Line was born.



The first passenger, former St. Petersburg Mayor Abe Pheil, paid \$400 at an auction for the flight to Tampa. His pilot was the young aviation pioneer Tony Jannus. The airline operated two scheduled roundtrips daily across Tampa Bay, Florida, with two bi-wing seaplanes called "Benoist Airboats." Regular one-way fare was \$5.00

EWR, Revisit: by Charles Burke



On December 4, the NJ Aviation Education Association held its monthly meeting at Newark Airport in the original terminal. <http://www.nps.gov/nr/travel/aviation/new.htm>. This structure is now the airport's administration building and is attached to a new emergency vehicle storage structure. What made this visit so memorable was that my brother and I took our first plane ride by passing through this very building back in the late 1940's.

The meeting was delayed a bit because another group was still using the room that had been assigned to the NJAEA. As a result of this situation we were directed into in what was once the nerve center for traffic control. Long gone are the tables, charts and communications equipment, all replaced by typical meeting room furniture and advanced A/V equipment.

In the center of the room was a tightly wound staircase and several of us wandered up only to discover we were now in the original control tower. According to the placards, this was the first official tower in the USA. They once had others at EWR but they were temporary structures and one was even a crane with a platform on top. This tower was built like a glass birdcage and can be seen from an exterior view on the web site that the aforementioned link takes you to.

It is hard to believe that they once considered tearing down the original terminal when the newest facility was constructed. What saved it was a major uproar voiced against this proposal and fortunately wiser heads prevailed. However, the building was in the way so they had it sliced into three sections and moved it to the north end of the field. Thankfully the Art Deco building was fully restored and looks like it was just built. If you ever have an opportunity to visit this building, do take advantage of the opportunity because it is truly an aviation treasure right here in New Jersey.

After the meeting was over, they took the group on a tour of the entire airport and part of this involved boarding a special private bus that was driven around the apron. We were literally dodging Boing 777 down to small commuter planes as the bus wandered around the buildings and service areas. The drive makes it clear that this facility is enormous and a prime example of the evolutionary process as manifested in aviation transportation.

A Good Read: Vengeance



VENGEANCE IS SECOND IN A TRILOGY SET IN WWII. THE FIRST, PROJECT 7 ALPHA WAS WINNER OF THE HISTORICAL FICTION AWARD 2012 (Gold Medal Award); by the Military Writers Society of America (MWSA): Action explodes from the pages of Novelist LC Shanle's latest. World War II experienced from the cockpits of fighter aircraft, and through the eyes of men trapped in island Tropical Hells. Written by a retired Naval Aviator and former Paratrooper; the author puts the reader in the F-4F Wildcat and jungle, as warriors engage in a titanic struggle around the globe.

Aviation Terms

Apron: The ICAO and FAA call the area where aircraft are parked, refueled, unloaded, loaded and boarded an [Apron](#),

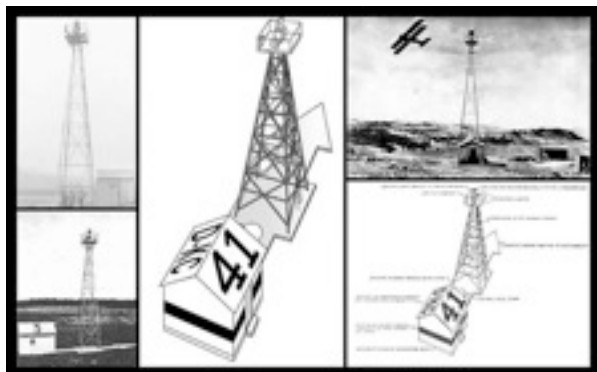
Ramp: This word is primarily a U.S. term, although universally accepted in the U.S., and used by tower controllers to describe the apron, it is not a term officially used by the FAA.

DME1: The DME1 is one of the two Distance Measuring Equipment systems which measure the time signals transmitted from the aircraft take to reach a ground station and return to the aircraft. This is converted into distances in nautical miles and is one means of calculating the aircraft's position

Yellow Concrete Arrows by Mario Marzili

There once was a time that you could be flying from New York through New Jersey, Pennsylvania, Ohio, actually 12 states in all, ending in California following large yellow concrete arrows imbedded in the ground. With their paint long gone and many lost to bulldozers or overgrowth, there are still a few of these mysterious points that can be seen. What is the story here???

On August 20, 1920, the United States initiated the first coast to coast airmail delivery service. Long before GPS or VORs were available, the pilots needed some system to guide the mail through rain, sleet and gloomy weather. The answer was to simply point the way with large arrows that could easily been seen from the air. These arrows were spaced about every 10 miles and, just to make sure that the pilot could locate them, they also had a lighted beacon on top of a 51 ft tower stationed at the base. By the 1940's the stations were decommissioned and passed into history. They had fallen victims to radar, VOR and other emerging guidance systems that were born during WW2. But a few have survived and, when seen, remind us that while the great advances in technology have advanced aviation tremendously, there still are simple, common sense methods that can also do the trick.



Trailer Art Work

An aviation picture was recently donated to the trailer by Charles Burke. If you have pictures or other forms of art with an aeronautical theme, please consider having it displayed in our facility.



Air Show Disaster - AIRCRAFT HITS FOUR BUILDINGS

This is tough to see. It just shows the dangers of attending these events. This amazing photo shows great detail as the pilot at low level had no control over his aircraft. It narrowly misses a crowd gathered for the air show and slams into four buildings. One can only imagine the horror of the occupants inside those buildings.

Takeoffs are Optional, Landings Are Mandatory

