

# MAFC

## MONMOUTH AREA FLYING CLUB

### Club Meetings

General Meeting:  
1/17/15 9:00 AM  
N12 CAP Building

Board Of Trustees:  
2/5/15- 7:00 PM  
Club House

General Meeting:  
2/21/15 9:00 AM  
N12 CAP Building



Jan/Feb 2015

Edited by Charles Burke & Dave Pathe

### ELECTIONS!



Elections for the Board of Trustees, President and Vice President will be held at the January 17 meeting. Please make every effort to attend and cast your vote!

Remember, only members in good standing can vote...which includes being up to date with dues and your balance.

### 2014: Year of Change for MAFC By Dan Coles

It really is hard to believe one year has passed since I became your president. With so many projects and meetings the time just flew by. Following Dave Pathe's tenure, and a year in between with Frank Fine leading us, I was wondering where I could take the club. Having been Maintenance officer for many years, I saw the need for a better system to report the maintenance related times. With the help of Dave Trulli, along with the support of the Board of Trustees (BOT), we implemented a new scheduling system through Flight Circle. In the beginning we had some teething pains with the new system, but these were worked out and now it seems to be working well. We expect new features to be added in the near future to better serve the club's members.



We began the New Year holding the BOT meetings at First in Flight's office at Monmouth Executive airport. We can't thank them enough for letting us hold our meetings there. When we received the news of them moving their operation to Central Jersey Regional airport, we were faced with having to find a new place to meet. John Pereira was the answer to this dilemma with the donation of a trailer we could convert into a new operations and meeting rooms. Thank you John! Matt Applegate went to bat for the club helping to secure a location for our new trailer closer to our aircraft. With the help of countless club members, many hours of hard work, along with generous donations of material, we were able to get this accomplished. We moved in late in August and held the first BOT meeting there in September. Now, with the approval of the BOT, Tom Flieger is holding private pilot ground school in the trailer once a week.

While all this was happening the ranks in the club were swelling to the point another aircraft was needed. We looked long and hard to find an aircraft to fit our needs. That came with the addition of a Cessna 152 N67818, our 6<sup>th</sup> aircraft. Tom Flieger and Tom Russell took up the task of ferrying it to Lakewood N.J. from Springfield Illinois. A flight I'm sure they won't soon forget.

Our general membership meetings became interesting, on several occasions, with excellent guest speakers. The club was very fortunate to have, General Bolton New Jersey Air National Guard, Chris Dumont FAA, Bill Wheaton DE., and our own Newark tower air traffic controller Chris Quincannon, speak to us. Eileen landola FAA safety team (FAAST) program manager, Philadelphia FSDO is arranging for us to have more great speakers in the New Year.

We can thank Ken Ward for arranging the tours of Continental / United airlines maintenance facility. Those tours were a great benefit to the members that attended. When an opportunity to participate in the McGuire air show came, it was Charlie Burke that put together a great display booth for us. We had a lot of positive feedback because of his efforts. Unfortunately the timing and weather didn't quite work out for the trips planned to the Warren Grove gunnery range. We hope to have those tours in 2015.

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It was great to see all these positive things happening in the club; however no single year can be without adversity. Our problem child this year was N93KK. It had an extended stay at the paint shop, keeping it out of service longer than we liked. Then an accidental prop strike put it out of service for another 4 months. In an attempt to turn lemons into lemonade, the BOT decided to have the engine completely overhauled, then fast track the break-in procedure. Now back on line, looking and running good, we hope to get many years of service from this Skyhawk.

N268BG our Archer has been getting great reviews with the newly installed ADS-B and upgraded Garmin 430 GPS to WAAS. The club is continuing to plan for the future FAA ADS-B mandate in 2020. N55804 our Arrow is slated as the next aircraft in our fleet to receive ADS-B and WAAS. Other improvements to the fleet are planned as well. N66977 has been scheduled to go to 3 in the Green for new paint job during the winter of 2015. N4287Q will have extensive improvements to the avionics and the interior will be refurbished.

As I am writing this we have logged nearly 2000 flight hours in 2014, and have a record number of active members. Members that when asked will show up in all weather conditions for a work detail to help make our club better. We all owe a debt of gratitude to the members of the BOT. Without them our club could not operate. I would like to thank each and every member for their support. It has been my privilege to serve as your president this past year. With your continued efforts we can make The Monmouth Area Flying Club all it can be. One for all (1411)

Fly safe, Dan Coles President MAFC 2014

**MAFC History: N48231**

In this issue we are looking at the original log book for the club's first aircraft, N48231 a red and white 1978 Cessa 152. According to Frank Fine, the plane was purchased in North Carolina and flown up by Erwin Taper.

The first entry in this logbook is dated March 22, 1986 and shows Erwin as the pilot and Neil Wilson as the passenger but the flight never got off the ground because "Note ice and water in the left tank"! Apparently the problem was rectified and the following day an hour of air time was recorded. The last entry is dated August 30, 1987.

Frank Fine related a hair raising story that took place while flying at night. The engine suddenly began to run very rough and it was deemed serious enough to land immediately. This incident occurred in Eatontown over the mall where Macy's is located so the parking lot looked pretty good. As it developed, we got enough power back to return to Monmouth and safely land there. It turned out that an incorrect locking pin had been inserted into the magneto by the shop that rebuilt the unit. Once the magneto was replaced, the plane made it back into service.

The aircraft remained with the club after that incident but eventually was sold and shipped to Brazil..



**Member Achievements:**

Mo Gittleman soloed on 12/28/14, Neil Wilson instructor

**Spotlight on: Susan Hartwell**



When I was 15, I became fascinated in how aircraft flew and began to read about planes and the pilots who flew them. What really helped to spur me along was my father because he always inspired me to pursue my dreams.

The dream of becoming a pilot became a reality at KMJX (Robert J Miller Airpark) taking lessons in a Cessna 172. To date I have logged 90+ hours and love every minute of it. Now that I have joined the MAFC, it is hoped that I can continue to explore this dream.

I was born and raised in Toms River and have two older twin sisters. High school was enriched by participating in the marching band as well as the track team. One sport that bridged two educational realms was being on the varsity swimming team in high school and college. A new sport was added to the list when I joined the fencing team in college. I was the president and

founder of Stevens Institute of Technology's Society of Women Engineers (SWE) Chapter.

I graduated from Stevens Institute of Technology with my Master's and Bachelor's in Mechanical Engineering and currently am working at NAVAIR as a mechanical engineer pursuing an MBA. I am very proud to have been given a leadership award and acknowledged as a Cooperative Education Student of the year

**Spotlight on: Anthony Azzaretto**

Interest in aviation began in 1971, after my tours in Vietnam and was spurred on by USMC Major Lawrence A Taylor, Phantom (F4) Fighter Pilot Extraordinaire! Acting upon the desire to fly, my training took place at KNKT, the Marine Corps Air Station, Cherry Point, in North Carolina. The training was conducted flying a Beechcraft T-34 and A Cessna 150.



In the years that followed over 26,800 hours have been logged piloting a wide range of jet and piston aircraft. In the process, 14 type ratings were earned. The ratings include FAA ATP BD700 CL65 CL600 G200 DA20 CE525S SF340 BE300 SA227 EMB110 FAA CFI--Airplane, Instrument, Multi-Engine, South African ATP B737 HS125 LR35 BE1900, Airline Check Airman (over 30 yrs), TCE, SFI With all of the hours of flight, I could write a book on the many experience but one of them that always makes me laugh was having to do a go-around because of a camel on the runway! I am still learning how to fly!! :) and curious about EVERYTHING.

I was born on the Navajo Reservation in Arizona, but grew up, and attended school, in New York City. Out of a large family of 8, only 3 of us remain.

After earning a BA in Business Administration, and a MBA In Financial a career in management was pursued. I am particularly proud that I made two Olympic teams (Shooting), 6 time National Champion and in Olympic Taekwondo, 6th Dan Black Belt



**Do You Fly Model Planes... Be Careful !**

In the January 2015 issue of Flying magazine, an article raises a red flag for pilots who also fly model planes. The article is titled, "Model Airplane Flying Puts Certificate At Risk" and refers to a FAA regulation posted in a National Policy Compliance and Enforcement bulletin that was issued in October 2014. Seems that the FAA will hold you to a higher standard should your model violate a regulation or cause damage. The way the regulation is worded, it leaves a great deal of the enforcement reaction up to the FAA Safety Inspector who is assigned the case. In a worst case scenario, the FAA can suspend or revoke your certificate should the incident be determined to a deliberate, or egregious act.

**FLYMAFC.COM- Members only section by Dave Trulli**

This site contain a great deal of valuable information and should be explored from time to time especially by those who are new to the club.





**Co-Pilot Wanted**

Looking for other members to share a ride with? Just take a minute to post your trip details here in the newsletter. Send your post to chas.burke@verizon.net

(Example #1) Weekend day trip to Lake Placid, NY. in KK or Q. Get lunch and visit historic downtown  
 Bob Tailspin Phone (555)-555-5555

(Example #2) Looking to share flights within 120 mile radius. Split left seat and cost.  
 Sally Skidto stop (sally@lmhotep.com)



Wonder what happens when you push that?

**There Is A Moral Here!**



A C-130 was lumbering along when a cocky F-16 flashed by. The jet jockey decided to show off. The fighter jock told the C-130 pilot, 'watch this!' and promptly went into a barrel roll followed by a steep climb. He then finished with a sonic boom as he broke the sound barrier. The F-16 pilot Asked the C-130 pilot what he thought of that?



The C-130 pilot said, 'That was impressive, but watch this!' The C-130 droned along for about 5 minutes and then the C-130 Pilot came back on and said: 'What did you think of that?'

Puzzled, the F-16 pilot asked, 'What the heck did you do?' The C-130 pilot chuckled. 'I stood up, stretched my legs, walked to the back, took a leak, then got a cup of coffee and a Cinnamon roll.'

*The moral of the story is.... When you are young and foolish -speed and flash may seem a good thing! When you get older and smarter -comfort and dull is not such a bad thing!*

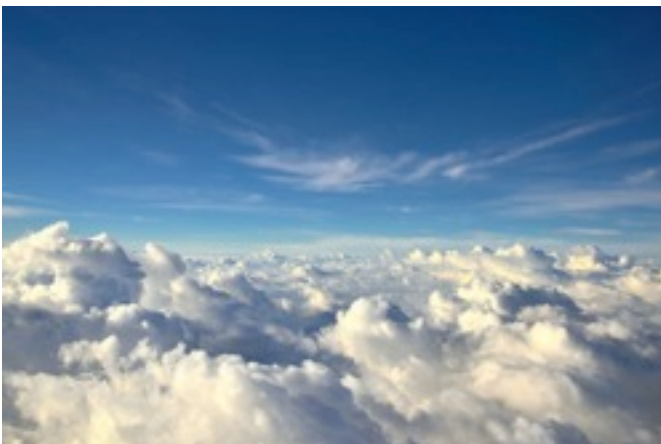
**Scheduling: by Dave Trulli**

- Please remember to cancel you flight in the scheduling system if you are not going to fly. For example there recently were 5 reservations in the system on one day which were not used.
- If you have any issues using the new credit card system you can contact me for help. So far 10 people have used it successfully.
- When paying for a flight using a credit card please select the credit rate from the menu when checking a plane in.

**If lost, what not to say!**

Lost student pilot: "Unknown airport with Cessna 150 circling overhead, identify yourself."

**Outside my window: Shots taken by Pilots**



**Gucci Makes It Into The Cockpit**

