



Club Meetings

Board Of Trustees:
6/9/16- 7:00 PM
Club House

General Meeting:
6/18/16 9:00 AM
N12 CAP Building

Editorial Staff: Charles Burke,
Dave Pathe. Karen Barbaelata

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Success by Leaps and Bounds: by Bob Tozzi:

From a purely historical perspective, the club recently experienced an explosive and unequalled increase in membership. This growth was fostered by a number of factors that all played an important role in the process. As those of us who are members of AOPA may know, there is a section on their website that focuses on flying clubs. You can search the country for information on clubs and their requirements for entry. But of all the clubs that they list, none of them come close to what is offered by the Monmouth Area Flying Club. With the addition of our new glass cockpit 2005 Cessna 172 SP, we offer the most diversified selection of aircraft allowing individuals to train from a private ticket up to commercial. Coupled with the low cost of membership, our club has become one of the most popular clubs in the New Jersey area.



Since I became Membership Chairman in 2014, we have welcomed 33 new members into the club, raising the total membership to 142. With growth like that, we may even have to consider capping our membership soon so existing members can reserve planes without long waits. As President Flieger mentioned at the April General Membership meeting, even the AOPA is impressed with our club.

Co-Pilot Wanted

Looking for other members to share a ride with? Just post a note in the newsletter! Send your post chas.burke@verizon.net

(Example #1) Looking to share a few \$100 hamburger runs.
Bob Tailspin Phone (555)-555-5555

(Example #2) Looking to share flights within 100 mile radius.
Split left seat and cost. Sally Skidtostop (sally@lmhotep.com)



Yellow Brick Road!

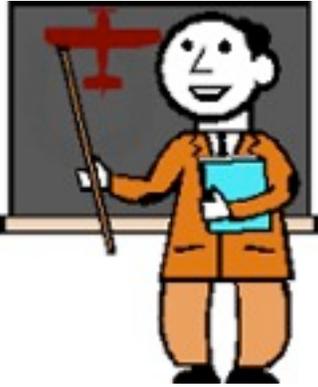
Thanks to the generous support of John Pereira, an asphalt walkway was constructed between the ramp and the club house. This will not only make it more convenient to walk between these two area but also reduce the amount of dust and dirt that is tracked into the clubhouse. Thank you John!



Art Martone and Charles Burke taking a stroll on the new path.

Photo courtesy of Dan Coles

The club has a number of FAA Certified Flight Instructors each with their own specific set of skills, and talents. Here is the latest list including contact information.



Neil Wilson	neilgwilson1@gmail.com	848-459-9014
Tom Flieger	Motsair@Hotmail.com	732-671-9327
Chief instructor, Frank Fine	thefines@juno.com	732-681-5286 & 848-469-0604
Augie Cammarata	avocet043@aol.com	732-691-5993
Janis Blackburn	janiskb@verizon.net	732-556-0595
Matt Gomes	matthew.r.gomes@gmail.com	732-889-6122
Keith Nevrincean	nevrincean3@msn.com	732-208-6248 & 732-663-0677
Michael Siniakin	msiniakin@gmail.com	908-692-6355
Ryan Betts	ryanhbetts@yahoo.com	732-865-1195
Albert Miller	amiller957@aol.com	848-448-7639
Matt D'Angelo	matt@flyingjourney.com	805-801-7555

Spotlight on Matt D'Angelo by Greg Pancza

1. When did you become involved with flying? I have dreamed of flying for as long as I can remember! For this, I thank my parents for taking my brother and me to watch planes take off and land at Westchester County Airport. Also, thank you George Lucas for creating and releasing Star Wars when I was four years old! I would emulate Hans Solo flying the Millennium Falcon, always wondering how amazing it would be to be a pilot.

My first experience in a small airplane was my intro flight in a Cessna 152 in 1996. Even before this flight, I was hooked, but once I actually flew a small airplane, I knew this was my calling! To find a flight school at that time, I picked up the Yellow Pages...remember those? The nicest ad I saw was for a flight school at Teterboro Airport - even back then, an intimidating place to learn to fly. After a few lessons, I discovered Greenwood Lake Airport (4N1) while kayaking on nearby Monksville Reservoir. At the time, I would work three jobs, save for lessons, and fly whenever I had enough money and time for a lesson. I ended up working and doing some flying in Colorado, then completed my advanced ratings at University of North Dakota (UND) in Grand Forks, ND.

After graduating from UND, I lived in western North Dakota and worked as a Weather Modification pilot. We would seed thunderstorms to decrease crop-devastating hail. Since most of the severe storms occurred after sunset, there was free time to explore and teach others to fly. My first flying as an instructor was in a 1951 Cessna 170 in western North Dakota. My student and I would fly just before sunset, high and slow over fields of sunflowers and winter wheat. We would debrief the flight in the hangar while hand polishing a few square feet of the shiny Cessna 170. What an experience!

2. Did anyone inspire you? My Mom and Dad were my inspiration, for encouraging my brother and me to be adventurous. Maybe "encouraging" isn't the right word..."tolerating" may be more appropriate! Because I didn't know any pilots growing up, I had no concept of what it took to become one. I thought you had to be rich, smart, handsome and good at math...any one of those would have grounded me, so being adventurous and taking that very first flight lesson ended up being one of the most important decisions of my life.

Once I started flying, my parents continued to be my biggest inspiration, but I also began meeting and being inspired and mentored by other pilots and aviators. You'll learn a lot in aviation if you pay attention and are present in the moment. I remember early in my training learning to rivet and to work with fabric on restoration projects, including a Fairchild PT-19. Classic hangar flying - pilots sharing their knowledge and encouragement, as well as their fair share of tall tales!

If you're new to flying, everything - including pilots, can seem a bit intimidating, but pilots are some of the friendliest, most approachable and generous people out there. Get involved! You are a welcome and essential part of the aviation community! You'll learn more than you've imagined while having the time of your life!

3. When did you join the club? I officially became a member in March 2016.

4. If you hold an office or duty in the club, what is it? I am an instructor for the club and Assistant Crew Chief for our new Cessna 172S - G1000 (N61WT).

5. How many hours do you estimate that you have logged to date? 4500 hours and over 15 years of instructing.

6. What other types of aircraft have you flown? I have been very fortunate to have flown with some amazing people in some beautiful machines. My favorite to fly is the simplest - the Piper Cub on either wheels or floats!

7. What certifications do you now hold or have in the past? Commercial Pilot, Single-Engine Land and Sea, Multi-Engine Land, Instrument Airplane, Certificated Flight Instructor, Certificated Flight Instructor - Instrument, tailwheel, complex, high performance and high altitude endorsements, mountain checkout (Colorado).

8. What about your background? I was born in White Plains, NY and moved with our family to Mahwah, NJ around 4th grade. My wife, Jean, and I live in Spring Lake Heights, NJ. When I'm not flying, we're most likely enjoying time together! We love doing all things outdoors together - surfing, sailing, flying, paddling, traveling, backpacking, skiing, snowboarding, walking on the beach, living each moment...life should always be an adventure in whatever way you imagine!

9. What special recognition or awards have you received? Master Instructor, FAAS Team Representative, EAA Young Eagles Pilot, former IMC Club Chapter Leader, former Chief Instructor, FAA Wings Phase 3.

I'm very happy to be part of the Monmouth Area Flying Club! What a friendly and welcoming community of folks who love sharing aviation! I'm looking forward to instructing and mentoring both new and seasoned pilots, as well as getting involved in MAFC events!

I'm excited to launch two new aviation podcasts this summer! Flying Journey will be a fun and engaging resource for Pilots-in-Training and pilots looking to gain proficiency. Seaplane Journey is for anyone who enjoys the beauty, romance and adventure of seaplanes! You can find out more at flyingjourney.com and seaplanejourney.com.



Eliminating Oily Knees?

Accessing the sumps on the low wing Pipers or the new Cessna requires crawling on the blacktop and can result in soiling or damaging your clothing. To help alleviate this problem, a set of new mats was recently obtained and one has been placed in these three aircraft. This will also make it easier to check tires and tire pressure on the two Pipers



Mid-Air Collision Avoidance

At the May 21 meeting, a presentation titled, Mid-Air Collision Avoidance, was presented by a team from McGuire AFB. After an introduction by Major Kellie Kavanagh USAFR, Chief 514th Air Mobility Wing, Safety, Sgt. Fajardo USAF, KWRI Rapcon/ ATC talked extensively about the complex airspace surrounding McGuire. He then answered a number of questions posed by those in attendance. This was followed by a presentation from Capt. Kyle Johnson USAFR, Safety Officer, 514th Air Mobility Wing, a pilot who gave a perspective from the left seat. In all cases, the message was the same in that because this is such a complex airspace area to operate within, you should be talking to ATC both going from N12 or returning. The information that flows between you and ATC impacts everyone who is turned in and helps to make this a safer area to operate.



PS: Those present should have received notification of the credits given towards their Wings activities.

Major Kellie Kavanagh

Sgt. Fajardo

Capt. Kyle Johnson

MAFC was well represented at the McGuire air show and we will go with the old adage that a picture is worth a thousand words!



Bob Tozzi Tom Flieger Bob Watkins



Art Templeton Tom Griffin

Special note of appreciation goes out to members who represented MAFC at this event!

Tom Griffin Bob Watkins Art Templeton,
Bob Tozzi Uri Paskind Joe Bonacci
Jon Jervert Janis Blackburn Guy Barbagelata
Dan Coles Art Martone



Tom Griffin Bob Watkins



Tips From A CFI:**Fly Safe, Have Fun & Keep Learning!** by Matt D'Angelo

Gauges green, airspeed alive: Density altitude is thousands of feet higher than field elevation and performance is suffering, as expected. You've dutifully calculated your weight & balance. Weight and CG are within limits. From the performance charts, you've made a conservative estimate for all runways at all airports to be utilized. Performance is well within the aircraft limitations and your conservative personal minimums.

On paper, the planned flight will work. As you're rolling down the runway, though, how do you know you're actually getting the performance needed for takeoff in the distance available?

Gauges green: Once the throttle is full, take a quick glance at the engine instruments. Just a quick glance is all you need to know if everything is in the green and where in the green everything is. Primarily, RPM, oil pressure, oil temperature, fuel flow. If you see anything out of the ordinary for the given conditions, immediately reject the takeoff by maintaining directional control, reducing the throttle to idle and braking while smoothly adding back pressure and, in some aircraft and in some situations, retracting the flaps. The key is knowing what 'ordinary' looks like and being able to determine out of the ordinary with a simple, quick, non-distracting glance.

Airspeed alive: It's not just about the airspeed indicator, it's about the acceleration. Here, there can't be too much of this good thing, but how do you determine if there isn't enough? The rule of thumb I use what was developed by Sparky Imeson and shared in his book, "[Mountain Flying Bible](#)". It's known as the 50/70 rule and works as follows:

By the time you have reached the 50% mark of the runway, if you have not attained 70% of your lift-off speed, reject the takeoff.

This works because most airplanes decelerate over a much shorter distance than they accelerate. In MAFC's Cessna 172S, for example, we lift off somewhere around 55 knots. 70% of this is 38.5 knots. Keep it simple and conservative and call it 40 knots. If you haven't reached 40 knots by half-way down the runway, reject the takeoff.

There are many possible reasons the airplane isn't accelerating as planned:

- The parking brake is on, or is partially on
- You or your passenger has their feet on the brakes
- One or more of the tires has low pressure
- You have a flat tire, or a tire is going flat during the takeoff roll
- The runway is contaminated and you didn't plan on this
- The runway has an upslope you didn't plan for
- Density altitude is higher than you had planned for
- You are only on the left or right magneto, not both
- The throttle isn't full forward
- You've forgotten to set the mixture properly for takeoff
- The engine has issues

Whatever the reason, the takeoff roll is no time to troubleshoot. Make the decision and reject the takeoff as soon as you see, feel, hear, or smell something out of the ordinary. You'll have plenty of time after clearing the runway to figure out what happened.

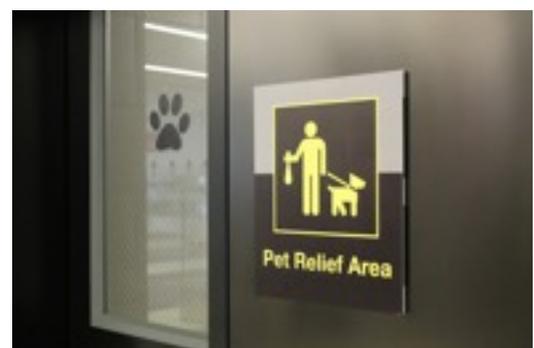
The 50/70 Rule will not guarantee a climb rate sufficient to clear the trees or other obstacles on the far end. Plan ahead and be conservative. Be even more conservative if you're taking off from a contaminated or wet runway, or from a soft field.

Have fun out there, but don't expect winter performance with summer temperatures! Know your machine, know the environment and know your limitations. Of course, never feel pressured to make or continue any flight, for any reason.

Fly safe, have fun & keep learning!

Dog Toilet at Airports

Now you can say that you heard it all, an airport that offers a restroom for animals! The FAA has actually mandated that airports that handle in excess of 10,000 passengers a year must install such a facility! In response to this mandate, JFK just opened a 70 square foot fido toilet that comes complete with a faux fireplug.



The first step towards being checked out in N61WT took place on May 1 when 35 MAFC members participated in the G1000 ground school. While the WX was cool and damp outside, those participating were kept warm and on their mental toes by CFIs Matt Gomes and Matt D'Angelo. Both are skilled in flying aircraft equipped with the G-1000 and they presented an outstanding program on the glass panel display as well as noting differences between N61WT and N93KK.

The program was well thought out and presented utilizing both A/V materials as well as first hand experiences. Those in attendance periodically peppered the two instructors with very insightful questions keeping the learning experience on a high plane. The effectiveness of the session was further supported by the fact that 100% of those in attendance passed the written examination that was administered at the conclusion of the program.

Plans are in the works for another session and you will be notified once a time and date have been selected.

Front Row Seat to a Back Stage show by Nick Billows and Charles Burke

What started out as a short hop to KVAJ for a \$100 Hamburger run turned into an unexpected event when we ended up right in the middle of an air show preview. Flying into KVAJ was uneventful until we taxied back to park near the restaurant. There we discover a well manicured line of six North American Aviation T6 Texan WW II trainer aircraft all with the name GEICO painted on the sides. These were the GEICO SKYTYPERS! Walking into the building, we discover a number of flight crew in the lounge all in Geico jump suits.



Half way through lunch we heard the aircraft starting and watched as they lined up for takeoff. One after the other quickly ascending into the air vanishing from sight. After we finished the meal and got back into 66977, we could see them doing practice runs right over the airport. By the time we made our way to the hold line, several had departed the area but three were still in the pattern doing a formation turn that took them directly overhead--Wow, you couldn't ask for better back-stage seats.

\$100 Hamburger by Matt Souza

7 miles north of Stewart International is Kobelt Airport(N45), in Walkill, NY. It's a little tough to spot as its surrounded by trees. It's the perfect place to grab dinner after flying the Hudson River. They have everything from burgers to larger entrees. My wife and I usually leave Lakewood right before sunset so we can see the lights of New York City on the way home. In the winter they light a fireplace in the main dining room, and there is outdoor seating for the warmer months. Parking is right in front of the restaurant.



www.nu-cavu.com. Closed Monday's and Tuesday's.

Important Dates In Aviation for June

- June 4, 1963: Pan American World Airways takes out options on six supersonic Concorde.
- June 5, 1963 President John F. Kennedy announces support for a U.S. Supersonic Transport.
- June 7, 1955: Douglas Aircraft announces it plans to build its first passenger jet, the DC-8.
- June 10, 1998: The Boeing 717-200, formally the McDonnell Douglas MD-95, is rolled out at Long Beach.
- June 13, 1979: The DC-10 is allowed to fly again following the American Airlines crash in Chicago.
- June 15, 1955: The prototype of the Tupolev Tu-104 jet airliner makes its first flight.
- June 18, 1971: Southwest Airlines launches its first service from Dallas' Love Field.
- June 21, 1972: The McDonnell Douglas DC-10-30 makes its first flight. The DC-10-30 is the intercontinental version of the DC-10 series.
- June 22, 1984: A new trans-Atlantic carrier, Virgin Atlantic, begins service between London and New York with a single Boeing 747-100.
- June 26, 1995: Boeing announces plans for the Boeing 777-300, the world's longest airliner at the time.
- June 29, 1962: The Vickers VC-10 makes its first flight.

Takeoffs are Optional, Landings are Mandatory



Four Club Members have completed their C172S-G1000 checkouts in N61WT:

Matt Gomes CFI
 Matt D'Angelo CFI
 Michael Siniakin CFI
 Brian Ferraro

Aaron Dembinsky soloed on May 21, Neil Wilson, instructor

Cyrus Seervai soloed on May 23, Tom Flieger, instructor

Of Special Note!

