

### Club Meetings

Board Of Trustees:  
3/3/16- 7:00 PM  
Club House

General Meeting:  
3/19/16 9:00 AM  
N12 CAP Building



Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

### Message From The President

Dear MAFC Members,

It is with a great sense of humility, coupled with pride, that I have the opportunity to write this message. It is also with a great sense of appreciation that Charles Burke has willingly volunteered, once again, to reactivate our informative newsletter. Acknowledgement must also be made to the BOT, with whom I have served during Dan Coles tenure as president, and look forward to serving with during my tenure. Together, we have already made some tough decisions which will, hopefully, better the club.

It has been my sincere privilege to participate as a member, as a flight instructor, as a member of the Board of Trustees and now as your president. I want to thank all of you loyal members who have volunteered your time and talents, without seeking any compensation or public acknowledgement, to make this the great club that it is.

What a hell of a first month this has been! To be clobbered by a record snowfall within a week of my election to be followed by the opportunity to purchase a newer and most obviously more modern addition to our fleet has almost made me reach for the TUMS or Alka-Seltzer! Certainly your overwhelming support at this past Saturday's meeting reaffirmed my faith in the willingness of all of you to make this the best flying club around.

Over the next few months, we will have other issues to face. Financing the new airplane will be paramount, as such an expenditure came suddenly. However, the new plane will bring us into the twenty-first century as equipment goes and it is the intention of the BOT to make it affordable to all qualified to fly it. As had been mentioned to me the other day, if you take the age of 87Q and, put into perspective, realize it is as old as the span of time between the Wright Brothers' first flight to three years after the end of World War II, we are overdue finding a suitable replacement. We have to think about three other "replaceable" aircraft, as they either have or are approaching ten thousand hours on the airframe.

Finally, I ask all of you to seriously think about more regularly attending either the BOT meetings or the regular meetings, especially those of you who have been away from the fold. You may just have the solution to a situation and without your presence and input, we'll never know.

Thank you for "listening".

Tom



### The 2016 MAFC Officers

President: Tom Flieger,  
Vice President: Janis Blackburn & Operations Officer

Board of Trustees- Mike Bernicker: Assistant Treasurer,  
Dan Coles: Chief Maintenance Officer, Frank Fine:  
Chief Pilot and Flight Instructor, John Pereira: Assistant  
Maintenance Officer, Tom Russell: Secretary, Tom  
Smock: Financial Officer, Art Templeton: Second  
Assistant Maintenance Officer, Bob Tozzi: Membership  
Officer, David Trulli: Avionics Officer

Through a series of unexpected events, the club is poised to acquire a 2005 Cessna 172 SP! The road to obtaining this aircraft has not yet been fully worked out because a great deal of information has to be gathered, analyzed and then acted upon. A major first step has already been taken, the Board of Trustees has voted to purchase this aircraft.

What makes this aircraft very special is that it is equipped with a Garmin G1000 display panel. It will be an aircraft with cutting edge technology but also require special training for those not familiar with this type of instrumentation. To address this issue, plans are underway for special training courses that will include both ground school as well as in-flight experience.

**Udvar-Hazy Aviation Museum by Bob Tozzi**

I once again visited one of my favorite places, the Udvar-Hazy Aviation Museum located at Dulles Airport in Virginia. This was my third visit there and it always amazes me. From the Space Shuttle Discovery to the Enola Gay, this museum, which is part of the Smithsonian, is packed with full size aircraft. You can walk under an Airfrance Concorde and stand next to a SR-71 spy plane. I know that anyone who is involved with aviation will enjoy a visit to this facility. The museum is free but they do charge \$15 for parking before 4 o'clock.'

[airandspace.si.edu/visit/udvar-hazy-center/](http://airandspace.si.edu/visit/udvar-hazy-center/)

**Instructor Tips by Janice Blackburn**

I have just received an email from the FAA, which many of you may have received also, with a concern that pilots are attempting to return to the airport if having an engine failure on take-off in single engine aircraft. It was suggested that each pilot do a pre take-off brief prior to each departure.

I had never been taught this when learning to fly any single engine aircraft. But, I was always taught this in twin engines—props to jets. Also, I have never taught single engine students to do one. Of course, I have always taught not to try to return to the field. Each pilot knows that if the engine should fail at that critical time they shouldn't try to go back. But, although they know it, it's difficult not to think '*I can make it*' when everything is going badly.

So, since reading the FAA's email, I have incorporated a pre take-off brief into my training. After the pre take-off checklist and just before taking the runway, the student verbally does the brief. It's short, "After take-off we'll turn to a heading of \_\_\_\_\_, climbing to \_\_\_\_\_ feet. If we have an engine failure on take-off, I am not returning to the airport but will hold \_\_\_\_\_ knots (best angle of glide for the aircraft) and go straight ahead (or close to straight if we know there is a field, etc within a 10 degree turn radius). Check the POH for the engine failure on take-off emergency checklist and know it."

Students soloing and pilots flying alone can also verbally do a brief. It's just a daily reminder that if you don't have enough altitude, trying to return to the airport has proved in the past to not be a best idea.

**Club Shirts by Girish Mandhwani**

Greetings! MAFC has authorized me to use the MAFC logo and make custom T-shirts for a very low price. My team can also do the design, custom-made banners, static clings, helmet stickers, and much more. If you are interested in a MAFC printed T-shirt contact me at (732)860-8604 or email [EMAILTOGIRISH@gmail.com](mailto:EMAILTOGIRISH@gmail.com).

**N-12 Runway Upgrade by Charles Burke**

Work on extending the N12 runway is moving forward and Steve Reinman, Director of Economic and Industrial Development & Lakewood Airport Manager has kindly provided an update on what is now taking place. Before focusing in on the runway, Mr. Reinman noted that 36 new T hangers will be installed and the bids for these have already been awarded.

Now in full swing at the 24 end are changes to taxiway that will improve the approach and increase safety. This work should be completed by the end of March so keep an eye out for the construction equipment. The work planned for the 6 end involves moving the fence back further and the cutting of trees. The Lakewood Municipal Government is in the process of acquiring the land in that area which should be done by May/June. The next moving phase of fence moving and tree cutting will take place in 2017. When all of the work is completed in May of 2017, the runway will be approximately 3,100 to 3,200 feet in length!

## **Heating Things Up #1 by Greg Gelnaw**

This past winter, it was reported that an iceberg started to form in a glass of water during a BOT meeting. To prevent a reoccurrence, steps were taken to greatly improve the overall situation. Dan Cole and I just modified the heating system in our trailer/head quarters. This involved blocking off the existing return and adding a new return at a lower location.



Anyone that has a meeting on a cold day will agree, your head was warm but your feet froze. After making this alteration, we tested it and the results were better than expected. I only hope our next BOT meeting will be on a cold day so we can see how well this modification works.

## **Heating Things Up #2 by Charles Burke & Dan Coles**

With the temperature yo-yoing from 6° to 60° in a matter of 48 hours, it is hard to keep track of how to prepare for a flight. But when the thermometer drops below 32° there is a good possibility that you will need to pre-heat the aircraft. This is especially true if overnight frigid temperatures are compounded by gusty winds. Attempting to start an aircraft cold, can not only drain the battery but it also puts a great deal of stress on you. Don't forget that the engines can be damaged by improper or insufficient heating during cold weather....so below 10F is a no go.(see Cold Weather Aircraft Rules on page 4)

The club has a pre-heating system that is stored in a gray shed at the rear of the clubhouse. The unit consists of a propane tank, a battery, the heating unit and a piece of flexible tubing. To use, start by wheel the unit over to the aircraft and position it near the engine. **NOTE: If you wish to utilize the preheater you must be first checked out by a CFI.**



Here is the sequence for starting and stopping the preheater.

### **STARTING-**

1. Connect the battery terminal clamps to the battery--WATCH THE POLARITY: RED is +, Black is -
2. Throw the power switch to the ON position. You should hear the fan blowing.
3. Open the valve on the propane tank.
4. Press both the igniter and the fuel supply switch rods and hold for at least 30 seconds. You should hear the ignition and burning of fuel.
5. Let go of the two switches. If the flame goes out, repeat this step.
6. Position the flexible tube so that it is blowing hot air up through the nose wheel opening and leave it there for about 4 or 5 minutes.

### **STOPPING-**

1. Shut off the propane tank supply.
2. Wait about 30 seconds and throw the power switch to the OFF position.
3. Disconnect the battery terminal clamps.
4. Move the unit away from the aircraft and secure.
5. Try starting the engine.

**Warning:** When the preheated is on, the aluminum tube can get very hot so you should always wear gloves when handling it. Also remember that this device has a open flame and you need to exercise caution around combustible materials.



Battery connections

Propane tank valve



Press the igniter (left) and the fuel supply button (right)

Power switch

## Cold Weather Aircraft Rules by Karen Barbagelata

I'm sure we're all ready for consistently warmer weather, but until it arrives, please make sure you follow the Club rules for cold weather. They state:

**During cold weather, when aircraft engine components are at 25 degrees F (-4 degrees C), proper cold weather techniques, to include external preheat, are mandatory. If you are not sure of the proper technique, ask an instructor.**

**When the ambient temperature is at or below +10 degrees F (-13 degrees C), the airplane SHALL NOT be started until such time as the ambient temperature rises above the temperature previously noted.**

While our main weather challenge has been wind and low ceilings, there are sure to be some cold snaps in the next month or so. Let's keep our aircraft safe!



## Women in Aviation submitted by Kurt Stofko

Garden State Angels chapter of the WA(Women in Aviation International) has been restarted. They will be meeting at the Ocean County Airport Terminal Building on March 10th at 7 PM. All are invited, men and women. For more information please contact Melissa Lekas at [melissa.ocean@comcast.net](mailto:melissa.ocean@comcast.net).



## Takeoffs are Optional, Lands are Mandatory



**Note: In the months ahead, the Spotlight ON column will feature both a new member along with one who has been with the club for some time. This will allow us to introduce you to a broad array of members in a relatively shorter period of time.**

**Spotlight On Editors: Greg Pancza & Kaushal Soni****Spotlight On-Kaushal Soni**

1. *When did you become involved with flying?* I became really involved in flying in my senior year in high school 2005.

2. *Did anyone inspire you?* I was first inspired to fly when I had my first flight to America (Boeing 747-400) in 1996. The feeling was out of this world. As I grew up, flying was always in my mind but mother wanted me to pursue something safer and closer to home. She knew the life of an airline pilot would be to travel and that I would not get to spend much time with my family. Fast forward to my senior year in high school: I was at one of my friend's house and he had the MS flight simulator with a Logitech yoke on his computer. I played that game ALL NIGHT and I was hooked. Soon after I bought my own yoke and MS flight sim. And the rest is history. Lol !

3. *Where did you actually learn to fly?* I learned to fly in Jacksonville Florida back in 2007.

4. *What were you flying during your training and where?* Initial training was in a diamond DA-40 in Jacksonville Florida.

5. *When did you join the club?* December, 2015.

6. *If you hold an office or duty in the club, what is it?* At the moment, I am assigned monthly probationary tasks and activities to perform. along with interviewing different members from club to get to know them better.

7. *How many hours do you estimate that you have logged to date?* As of February, 2016 a total of 470.

8. *What other types of aircraft have you flown?* Diamond DA-40

Cessna-152, Cessna-172, Piper Seminole, J3 Cub, Supercub 180, Grumman tiger, Citation 500 (did my high altitude and high performance endorsement).

9. *What certifications do you now hold or have in the past?* Commercial single+multi with Instrument rating CFI-A. Looking forward to getting my CFI-I.

10. *What about you background:* I currently work in the transportation industry and on my days off I love to fly as much as I can afford. This summer I plan on getting a part time job as a pilot and building my hours and experience toward a airline career.

**Spotlight On-Tom Flieger**

1. *When did you become involved with flying?* That's a loaded question! My mother used to say that I would point to the airplanes departing nearby Teterboro Airport when out in the backyard at eighteen months of age or so. As far as actually learning to fly, I was twenty-six when I first started taking flying lessons.

2. *Did anyone inspire you?* I probably have to "blame" my father for that one. As a kid back in the twenties, he used to ride his bicycle from his home in Englewood to Teterboro, where he saw the likes of Lindbergh, Earhart, Chamberlain, the Gates Brothers Flying Circus and numerous others. As a youngster, Sunday dinner for us was at about 2 p.m., and then we were loaded into the family car for a leisurely ride around all parts of Bergen County. Unless it was raining cats and dogs, or snow was up to the roof, we would wind up at Teterboro, "just for a few minutes". Thirty years after my father did it, I was known to ride my bicycle to Teterboro from our home in Teaneck. I fought the trucks along Route 46, no less, and would revel in the sight of an occasional DC-3 or Convair, (which was the executive aircraft of the time), coming in to land.



3. *Where did you actually learn to fly?* Believe it or not, I learned to fly at Monmouth Airport, through the Jersey Aero Club. They used to take students, and had a relatively new Cessna 150, N50275. This is the aircraft that I trained in, and got my license in. I am currently the only person left in Jersey Aero Club to have received my private pilot's license through the Club. Next month I will have been a member of JAC for 44 years!

4. *What were you flying during your training and where?* As I said in the previous question Monmouth Airport, and a new Cessna 150

5. *When did you join the club?* I had met Joe Holt, one of the original members of the MAFC and currently a designated examiner, at a back to school night. I had his younger daughter in homeroom, and we started talking about the Cessna I had painted on the back wall of my classroom. I told him I was working on my flight instructor certification. He told me to contact him when I received the instructor certification, as the club was looking for instructors. Shortly thereafter, I'm guestimating sometime in the spring of 1986, I actually joined the Monmouth Area Flying Club.

*6. If you hold an office or duty in the club, what is it?*

Funny you should ask! Currently, or at least for the last month, I am the president. I have also been on the Board of Trustees for approximately the last five or six years, as well as trustee of Cessna 66977.

*7. How many hours do you estimate that you have logged to date? Just over 8,500 hours.*

*8. What other types of aircraft have you flown? Aside from the current MAFC fleet, I have flown the JAC fleet as well, including the Cherokee Six and the Mooney. I have also had the opportunity to fly a Beech Skipper, Beech Sundowner, Beech Sierra and Beech Bonanza, as well as a Piper Apache.*

*9. What certifications do you now hold or have in the past? Currently hold Airplane Single and Multi-engine land pilot rating, Instrument Rating, Airplane Single Engine Land Instructor rating, Instrument Instructor and Advanced and Instrument Ground Instructor.*

*10. What about your background? Aside from my "youthful" Teterboro exploits, I also worked there for the four summers I was in college at Atlantic Aviation, primarily as an aircraft refueler. Esso aviation fuel back then was .46 a gallon for 80 octane, .49 a gallon for 100 octane (there was no 100LL back then!) and .33 a gallon for jet fuel. I was offered a job at Atlantic Aviation following graduation from college, but turned that down in favor of my intended career as a history teacher. Prior to moving to Middletown following marriage, I taught a year at my alma mater Teaneck High School, and then thirty three years at Middletown North. After completing a Masters Degree program at Jersey City State College (now New Jersey City University), I was also certified as a Principal. I was lucky enough to have taught an elective at Middletown North, which we called Aerospace Fundamentals, for twenty of the years I was there. Essentially it was a Private Pilot Ground School spaced out over the year for which the students received regular academic credit, and they had the opportunity to take the FAA Written Test if they so chose. The reward for passing, which some did, was a final grade of 'A' in my class, no matter what they had done during the year. Ironically, two of the boys who did earn an 'A' are now captains - one at Delta and one at American Airlines. During the time I was teaching that course, I was awarded a US Air Force Recruiting Command plaque and was also the recipient of the FAA Eastern Region Aviation Educator of the Year for 1986. One award, which I'm very thankful I didn't win, was the selection for the teacher in space competition!*

