

Club Meetings

Board Of Trustees:
7:00 PM 3/1/18
Club House

General Meeting:
9:00 AM 3/17/18
N12 CAP Building



Editorial Staff: Charles Burke,
Dave Pathe, Karen Barbagelata

The MAFC Directory

Each year, at the first MAFC Board of Trustees meeting following the election, a reorganization takes place during which the President assigns important duties. Because these duties impact every member, they are being listed in the newsletter. Please note that:

1. No contact information will be included. This is being done to protect the personal information of these individuals from being accessible to non-members. If you wish to connect with any of these people, you can find their contact data on Flight Circle.

2. The descriptions are only a brief outline of the responsibilities and duties required. These outlines are being presented so that the members will have a better idea as to who to reach out to when a problem or question arises. All members should be familiar with both the By-laws and the Rules and Regulations. Within these documents, you will find the details associated with each post.

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Of Special Note



President, Janis Blackburn:

The *President* oversees meetings of the organization following Robert's Rules. The President can also monitor the club and can make recommendations to the Board of Trustees. In addition, the President can create and assign members to various posts and has the option to cast a vote when it is required.



Vice President and Membership Officer: Bob Tozzi:

The Vice President assists the President in all related matters and can cast a vote when required.

The Membership Officer is responsible for publicity and recruitment. In addition, he maintains records on members and screens applicants to make sure they meet the established requirements. When a membership slot becomes available, he then presents them to the Board of Trustees.



BOT & Treasurer, Tom Smock:

The treasurer's principal responsibilities are to make sure that funds owed the Club are collected, that the dues and flying fees are sufficient to ensure the operation of the Club, manage the Club's savings and borrowings to ensure adequate cash to meet expenses and makes sure there are adequate reserves for engine overhauls, airframe repairs, avionics upgrades, etc..



Assistant Treasurer, Mike Bernicker:

The Assistant Treasurer (AT) is responsible for collecting checks from members and verifying the amounts entered into Flight Circle. The AT enters checks that have not already been entered and makes deposits 2-3 times per month. These actions help the Treasurer in preparing financial reports.



BOT & Chief Flight Instructor, Frank Fine:

The Chief Flight Instructor checks to ensure that each MAFC Instructor is current and meets FAA requirements for CFI and/or CFII, as appropriate. He flies with, evaluates, and recommends for approval new prospective MAFC Instructors to the BOT. He is also charged with ensuring that student pilots are properly prepared for solo flight by review with their Instructor or other means as appropriate.



BOT & Maintenance Officer, Dan Coles:

The Maintenance Officer and crew chiefs are responsible for making sure that each airplane is kept in good condition and when problems are encountered, they take appropriate actions to correct them. They also make recommendations to the Board of Trustees regarding maintenance work that must be done and also provide suggestions for updating equipment.

BOT & 1st Assistant Maintenance Officer: John Pereira: (Left)



BOT & 2nd Assistant Maintenance Officer Art Templeton: (right)



The Assistant Maintenance Officers help to collect and review maintenance reports and repair issues then work with the Maintenance Officer to address problems.



BOT & Operations Officer and Voting Secretary Tom Flieger:

The Operations Officer is responsible for bringing the computer files up to date, based on the Pilot Database Update forms and also handling the RON requests. He also ensures an adequate supply of engine oil, light bulbs, wash & wax materials, etc. are available for club use.



Secretary, Tom Russell:

The secretary is responsible for taking meeting minutes which usually include the attendance, various reports and matters that have been conducted during these sessions. The minutes are then posted on the club's web site.



BOT & Avionics Officer and Flight Circle Manager, Dave Trulli

The information and technology Officer checks to ensure that all aircraft avionics are in good working order and, when needed, arranges necessary repairs with the avionics shop. He also arranges for aircraft to be ferried to and from the avionics shop for repairs when necessary.



BOT & Joe Bonacci: Safety Officer

The Safety Officer is responsible for coordinating safety meetings and programs.



BOT & Darren Mattos: Probation Member Officer

The Probation Member Officer monitors new members during the first year and then submits a report to the Board of Trustees that will be used to determine if the new members should be given full membership privileges.



Probationary Supervisor: Girish Mandhwani

The Probationary Supervisor gathers and maintains the records on probationary members and submits the data to the Probationary Member Officer.



Newsletter Editors, Charles Burke (left) Dave Pathe (center) and Karen Barbagelata (right):

The Newsletter Editors are responsible for gathering materials that go into the newsletter and then distributing the completed issues to all members at the beginning of each month.

TEST #2

Who is responsible for determining aircraft airworthiness prior to flight? How is airworthiness determined?



MAFC ID Badges

When the MAFC consisted of only a few dozen members, it was easy to get to know one another. But as the roster grew, this became more difficult and now, with a membership at 150, it is nearly impossible. To help solve the identity problem, the BOT voted to issue every member their own free personal ID badge. The newly laminated badges come with a clip that allows you to secure it to a shirt/blouse or jacket. However, you can also replace it with a lanyard allowing for it to be worn around your neck. You are urged to wear the ID badge when attending meetings and especially when you are at functions outside of N12

The cards were distributed at February meeting but are now in the trailer. They have been separated into alphabetical order and grouped. Also in the box are the tag clips. Please try to keep them in this arrangement so that everyone will find it easier to locate their tag.



A Good Read: Captain Chesley "Sully" Sullenberger: Recommended by Jim Stribling

Chesley B. "Sully" Sullenberger, III has been dedicated to the pursuit of safety for his entire adult life. While he is best known for serving as Captain during what has been called the "Miracle on the Hudson," Sullenberger is a speaker, aviation safety expert, and accident investigator, serves as the CBS News Aviation and Safety Expert, and is the founder and chief executive officer of Safety Reliability Methods, Inc., a company dedicated to management, safety, performance, and reliability consulting. He lives with his family in the San Francisco Bay Area.



Yellow Concrete Arrows (Reprint from Jan 2014)

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 be 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.



Initiation into flying occurred approx. 20 years ago at what was then called Allaire Airport (KBLM) in a Cessna 150. This was to become the same aircraft that I used for my long cross country to Frederick MD.



Membership in MAFC took place in 2010 and, while not an office holder until my recent election to the BOT in January 2018, I have and will continue to conduct FAA Wings Seminars as a FAAS Team member. This field of work has now been extended since being appointed the Safety Officer of the club.

The Archer has become my go-to aircraft but am looking forward to getting checked out in the Arrow. The choice of low-wing aircraft has been fairly consistent over the years and the list includes a Piper Warrior and a Piper Aztec Twin. My certification is Private Pilot VFR.

I was raised in South River, NJ and have been a NJ resident my entire life, with much of my adulthood centered in Monmouth County. The towns include Freehold, Wall, Holmdel, Sea Girt and now Brielle. I attended college at the University of Tampa and graduate school at Pace University in NYC with a degree in International Economics and Finance. This led to positions in the banking and investment business. I have, and continue to work for UBS Financial, as a partner in a Wealth Management Practice. While a resident of Sea Girt, I was an elected official from 2005-2010. I also volunteer every Sunday at Jersey Shore Hospital on the Oncology floor.

Meet the Newest BOT Member: Darren Mattos



I have always been interested in flying but did not have the means until after graduating college. I found "the learn to fly" website and took a discovery flight for \$49 on February 2, 2002. My instructor Kevin from Central Jersey (47N) had me fly most of the flight including a steep turn in a Cessna 152. As we flew through the plane's wake and felt the buffet, I was hooked and immediately purchased the Jepperson books. I began my training at Princeton Airport (39N) in a Cessna 172S flying at Princeton until I soloed then switched to a school in Old Bridge Airport (3N6) to finish up in a Cessna 172N. The long drive to Princeton was just that, long. Being only 15 minutes from Old Bridge allowed me to fly more frequently which was key to speeding up my progress.

I first learned about the club via a web search while doing research for flying clubs but did not fully inquire about it until Girish Mandhwani told me he was a member. I attended a meeting and knew this was a great club. Since then, I have met some great people.

Since joining the club, I have flown more than 150 hours as a private pilot. I am checked out in all of the club's planes for day and night and currently working on completing my Instrument Rating and Commercial Certificate in a few months. Ultimately, I would like to get my CFI Certificate by year end.

I decided to run for the board to help the club maintain its status as the best club in New Jersey while being a part of our future progress. As a Board of Trustees member for 2018, one of my responsibilities will be reporting to the board our probationary member's progress in meeting obligations to the club which are meant to help them become familiar with current members and all club assets.

I hold a Bachelor's of Science with the discipline in Criminal Justice from Rutgers University. Soon after, I found myself on Wall Street where I have been for over 20 years. I am a proud husband and father of two teenage boys who I have had the honor of leading as a volunteer Boy Scout Leader for over 13 years. In my "free" time, I also enjoy technical diving, skiing and shooting sports. Being appointed as Deputy Commander of the Pineland Composite Squadron Civil Air Patrol is also a recent honor. Mostly, I volunteer a lot of time to children, so if you don't see me at a Saturday general meeting, I am most likely camping with future youth leaders.

Flight Circle Updates by Dave Trulli,

A recent assessment of the services provided by Flight Circle, shows that they have been extremely helpful in addressing ideas and suggestions to improve their service. The latest changes include:

- A. A new maintenance permission allow a crew chief to manage squawks, maintenance schedule and reservations.
- B. We can now do credit card refunds in the ledger in case of error.
- C. Users can update user profile settings such as name, address, contact.
- D. Monthly dues can now be processed based automatically on group membership rather than manually on each account
- E. Credit card fees are now automatically calculated and applied to your bill when using a card.
- F. Flight Circle allows emails to be sent from the portal to members and member groups.
- G. Fuel and oil tracking per flight will be added in the near future.

Message from the President: Janis Blackburn



March means that daylight savings time has arrived and the days are starting to get longer. Hopefully, we can begin to see the end of winter and not have to worry about frost in the early a.m. or needing to shovel snow away from the airplane.

It's now time for more of us to think about hundred dollar hamburgers and sightseeing trips and taking a friend who has never been in a small airplane for a ride. It's the time to consider using one of the club airplanes for a quick weekend away.

If you haven't flown for a while it's a good time to review a few of the things you may have forgotten, remember we live close to not one but TWO class B airspaces. And, now in NJ, we have to remember to check on TFRs more and more. This would be a good time to look back and make sure that you haven't gone past your required bfr date. Do you remember when it's due? I sure can't but I have it written in my calendar the month before it is. Maybe you should also think about working on an additional rating.

And, remember MAFC has some rules that go beyond the FARs. We do require a 6 month check for our pilots. And, if you are planning to take an aircraft overnight, there is a RON form that must be filled out, sent to our operations officer (Tom Flieger) and get his approval.

So, let's get out there and fly but remember, SAFETY FIRST!!

CFI Profiles

Joe Stephens

a. Student pilots? YES

b. Advanced students training such as (instrument, commercial, CFI, N61WT. etc)?
Yes, commercial and cfii

c. Pilots for their biennial flight review? YES

d. Pilots for their 6 month check rides? YES

e. Pilots for MAFC Aircraft checkouts? YES

f. Pilots for night checkouts? YES

g. Students for ground school? YES

h. Work only on specific days. If so, what are they? Yes, weekends only

Club shirts: by Girish Mandhwani

A fitting counterpart to your new ID badge would be a MAFC monogrammed polo shirt. These attractive and well made shirts come in standard sizes and can be purchased in white or gray. I currently have a few still in stock but can order more. Please contact me for more information or to place an order.
emailtogirish@gmail.com



Breaking the Ice on the \$100 Hamburger Season! by Charles Burke



When we saw that the thermometer was inching upwards and the Sun was arcing higher in the sky, it was a clear sign that a new \$100 Hamburger season was rapidly approaching. Fortuitously, Steve Fox e-mailed suggesting that a group of us including Girish Mandhwani, Neil Linzmayer along with his wife Maria, reserve planes and plot a course to savor an assortment of Epicurean delights.

On the appointed day, N93KK and N67818 took to the air heading towards the Flying W (N14). The weather could have been nicer but it did not deter our spirits! Upon landing at the Flying W, we found it to be sparsely populated but in full operation. It did not take long to find our seats and then proceeded to fulfill the objective by enjoying a great meal as well as good conversation.

**Girish Mandhwani Charles Burke
Steve Fox Maria & Neil Linzmayer**

Now that the ice has been officially broken, it is time for you to gather some friends and take your turn tracking down the allusive \$100 hamburger.

Answers to the test:

The Pilot in command is responsible for determining the planes airworthiness. It is determined by following the check sheet that was provided by the manufacturer. In addition, a complete review of the maintenance logs as well as all relevant information should be examined.

Lakehurst tour

Plans are being formulated for one or possibly two tours of Navy Historical Lakehurst Heritage Center. So stay tuned!

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Matt D'Angelo is celebrating his new position as a pilot with Piedmont Airlines. That said, he would be happy to mentor members through the airline application, hiring and jet transition processes to help set them up for success.



Joe Pecili completed his checkout in N61WT on February 18, Matt D'Angelo Instructor

Of Special Note!



David Carson: Instrument Proficiency Check (IPC) completed February 8 in N61WT, Matt D'Angelo Instructor



Parvez Dara renewed his Master CFI for the seventh time!



Bill Geier, completed IPC and Flight Review on February 12 in N61WT. Matt D'Angelo, Instructor

Takeoffs are optional but landings are mandatory



On Thursday February 1, Natasha Pavlinetz passed her first solo. Tom Flieger Instructor

