

### Club Meetings

Board Of Trustees:  
1/6/22 THURSDAY

**ELECTIONS &  
Meeting** 1/15/22

**ELECTIONS only**  
1/16/2022



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### State of the Club Message: Joe Bonacci, President

Members:

As 2021 draws to a close, It's a good time to provide you all with the status of what I originally touched upon in 2020 as well as laid out in my State of The Club emails to you on 1/20/21 and 6/5/2021.

The issues to be addressed were :

- Financial Viability
- Maintenance and Avionics
- Buying and selling of aircraft
- Transparency and Communications

#### **Financial Viability**

As I have said many times: We are a club. We are not a flight school. We are not a business. BUT, with over \$300,000 in annual revenues, almost \$300,000 in maintenance, flight, and fixed expenses and approximately \$500,000 ( insured value) in aircraft, not running the club like a business would be extremely foolish. We are not a for profit entity, but we are not going to be around in the future if we were to keep losing money.

2021 accomplishments:

- The establishment of a Finance Committee headed up by our Treasurer and BOT member, Nick Billows
- The establishment of 3 separate and distinct bank accounts. Operating, TBO, and Reserve
- Operating for expenses needed to run the club, TBO for long term TBO expenses, and the Reserve account for new aircraft and avionics.
- Our TBO balance was zero. When that became apparent we started funding it in the amount of \$1500 per month last July of this year. Current balance is \$24000. The goal is to bring it up to at least \$50,000. As you know , we paid \$60,000 for TBO's on Q and BG, of which \$40,000 was borrowed from members. The goal is never to have to borrow from members again. All club expenses and capital improvements, maintenance and avionics should be paid with club funds. Borrowing will be reserved for new aircraft purchases.
- A exhaustive review of the club's entire financial picture was undertaken by Jon Stumph and

Nick Billows. This took months of hard work with results submitted to the board on 5/26/21 ( per my previous emails , that data is available to you all). The results were compelling and extremely informative. We were able to see very detailed profit and loss numbers on each aircraft as well as allocate all associated expenses per plane. The results also showed what was long suspected and that was that dues did not pay only fixed costs. As an aside, there is no bylaw or rule that restricts monthly dues to pay only for fixed costs. Yes, a significant portion of dues does indeed pay fixed costs (Insurance, rent, tiedowns, annuals) but a percentage helps subsidize flight hours.

- We hired an outside consultant to assist with the enhancing and upgrading of Quick Books, with a much more detailed analysis and usage of the platform . They are called Your Part Time Controller (YPTC)
- In addition to the monthly balance sheet and expense summary, shared at BOT and general membership meeting , we now can produce income statements that show us each month exactly where we stand financially.
- There is now ongoing work on budget preparation for 2022. The goal is to be proactive. Not reactive.

The financial health and strength of the club is paramount and will remain so.

### **Maintenance and Avionics**

The aging of our fleet and the ongoing maintenance issues should be well aware to us all. Maintenance costs continue to go up.

That being said, we all need to know that maintenance extends well beyond those squawks that we see on Flight Circle when a maintenance issue is outstanding on a particular plane.

Our Maintenance Committee made up of John Pereira, Tom Griffin and Bill Butler along with our crew chiefs do an exemplary job.

When there is an issue with one of our planes, it first needs to be analyzed as to the extent of the repair needed. If it can be done at N12 fine but in the majority of cases that is not practical.

It then needs to be determined where the plane can be brought to for repair. Ocean Air at MJX, BP Air at VAY, Air Mods at N87, Premier Aero at 47N.

Its an involved and labor intensive process. And then once scheduled we need to get the planes there. Ferrying them back and forth takes a significant commitment of time and thankfully it all gets done.

So please remember, when you see a plane down for maintenance, remember that there are a lot of moving parts when it comes to the logistics of maintenance and the guys handling it are doing it to the benefit of us all.

### **Avionics**

The upgrading of the fleet was a priority in 2021 and actually began in 2020.

- We now have Garmin W430's in BG, 804, KK and most recently Q.
- A new audio panel is going into Q
- An Aspen will be going into BG in the next few months.

### **Transparency and Communication**

I have tried to keep you all abreast of what is going on. I have sent out emails too numerous to mention over the last 2 years on a number of topics and issues facing the club. I greatly appreciate your ongoing comments, suggestions and feedback and I also make it a point to respond within 24 hours.

Given the establishment of our Activities Committee headed up by Charles Burke it would be an understatement to say things have improved dramatically when it comes to club communication. Some of the tools and resources now available include:

-Club Directory, Calendar of events, Club Handbook, Mentor program and guide, Bulletins, Outside speakers, CFI Matrix, Newsletter.

And thanks to Steve Fox a new and improved club Facebook page

And thanks to Dave Trulli, enhancements to Flight Circle as well as improvements in our club webpage

There are other enhancements on the way so stay tuned.

### **Buying and Selling Airplanes**

Like Financial Viability, the goal has never changed for me over the last 2 years. And that simply put is:

Maintenance costs continue to rise. The fleet is getting older. You cannot obtain newer aircraft without selling aircraft. The financial data makes it pretty clear what needs to be done and I have yet to see any financial data or other facts that contradict how things exist. It's simple, but not always easy.

- Given the enhanced financial data the BOT now has available at its disposal we are able to see what planes are costing the club.
- For 7 years the Arrow was losing money. This was remedied with the implementation of the Arrow assessment program. That program runs until 8/2022, which at that time the BOT will once again evaluate the situation.
- Both 152's have run a deficit from 2016-9/2021. A combined loss of approx.. \$14,000 (977) and \$26,000 (818)
- Avg flight hours for 818 are trending down for the same 2016-9/2021 period with an average of 180 hours. Per our financial analysis at \$95 per hour 818 needs to fly 250 hours to break even.
- We continue to gain new members every year many with zero hours flying 818 and hours still average 180.
- We sold 977 in November 2021 for \$42,000 and those funds are sitting in our reserve fund.
- I convened a New Airplane Committee on 11/22/21 and suggestions included selling 818 also, BUT only after we had first found a replacement aircraft ( A 172 or perhaps an Archer). We will be using the same broker who sold 977 for us.
- At the December BOT meeting , the suggestion was made to put in place an assessment program for 818, similar to the Arrow. You have all seen the email from Bill Butler describing this program. Updates to follow.
- Depending upon the results of this assessment , the BOT will entertain the question again in January with regards to 818.

I have personally spoken to 2 lenders in aviation finance. One of them was the same bank and lending officer who financed WT. Both are consistent. Because we are a club, the maximum loan is 50% of cost, so as an example if the plane is \$100,000, we have to come up with \$50,000 and they will lend \$50,000. With \$80,000 in reserves on another sale, obviously with borrowed funds we are in a totally different price range.

Hence, if we only use the cash from 977 and borrow the rest we are looking at a replacement airplane of \$80,000-\$90,000. Not many 172's or Archer's with glass in that price range. \$80,000 puts us in a different paradigm. It would not be right on my part not to tell you how I am thinking. Buying a new airplane is a big deal and you need to know what's going on in my head.

As I said earlier, the assessment program is on the table and the BOT will deal accordingly in January.

That pretty much covers things. Again, your comments and suggestions are welcome so please shoot me an email if you have any.

2 years ago I told you all what a great club the MAFC was. ( Thanks to those who came before me) I said I wanted to make a good club better and with the help of many of the BOT members I believe we have done just that. The momentum is positive, a lot has been accomplished and we should all strive to keep it going.

Merry Christmas, Happy Holidays, Happy, Healthy New Year

Joe

### **Red Dragon Pre-Heater Video**

The instruction video that was created showing how and when to use the Red Dragon pre-heater can now be viewed at <https://drive.google.com/file/d/14UzLz16Ty1-jcUeZShKxYRQ7yX0mYJaz/view>

### **Spotlight on: Abe Gestetner**

While I had thought of becoming a pilot, taking the first step occurred in March of this year. One thing that helped to push me to turn a dream into reality occurred while sitting next to a retired Air Force engineer on an 8 hour flight. After landing, I called my local flight school Eagles View Aviation, KBLM and the ball was now rolling. At the start, I was flying a Cessna 172SP and was amazed by the glass panel interface.

While the training at Eagles View was a good start, I had heard about the Monmouth Area Flying Club but never imagined the long waiting list that is in place. But then this October, I received a notice of being accepted and am now just getting started with the lessons again. So far, about 1 hour has been logged and hopefully many more will be accumulated in the months ahead.

### **Andrey's Great Adventure by Andrey Zelenovsky**

Editor's Note: *Many pilots in our club take our aircraft on longer trips for business or pleasure. While most flights are uneventful, occasionally some are more "interesting" with lessons and experiences worth sharing with our members, both students and experienced. Below is a write-up of such a trip by member Andrey Zelenovsky whose return flight from NH did not go exactly according to plan and required some good aviation decision-making. In addition to the report and photos below, Andrey has a video of their approach and landing at KLG (yes, LaGuardia!) plus ATC communications, the links of which will be posted on the club's website. Andrey will give a safety presentation at our January club membership meeting*  
*Enjoy the article and fly safe! -Dave Pathe*

### **Trip Goal:**

On Saturday Dec 4<sup>th</sup>, I flew the Arrow with two business associates to the town of Newport, NH and Parlin Field (2B3) to check out a historic hydroelectric plant that's for sale. (Feel free to reach out as we are looking for help on the project). The plan was for a day-trip, returning Saturday evening.

### **Transitioning Bravo:**

Enroute to Parlin Field, we had to transition through NY Bravo airspace. The forecast showed a ceiling at around 4500 starting in mid-Connecticut. Given that we had an easterly heading, I opted to climb to 5,500 and request transition through Bravo at that altitude. Every single time that I have been northbound, I have been cleared via JFK. However, ensure that you have your post-JFK on-course heading ready.

**Ensure You Maintain VFR:**

If you are flying VFR, make sure you don't get stuck on top and looking for a break in the clouds to get down. Looking ahead I could see that this was a risk, as the cloud layer appeared to get thicker further North. Once clear of Bravo, I notified ATC of our altitude change: "Descending 3500 to maintain VFR." Although not required if outside Bravo, the controllers appreciate knowing what you are doing.

**Arriving:**

As we flew further North, the conditions got progressively bumpier as the terrain below became more uneven. There were a couple times I decided to slow down by selecting 23/2400 under-square for the power and prop settings. There is no weather station on the field, but our contact, also a pilot, reported the winds as light & variable. This allowed us to do a straight in approach.



**Late Departure:**

Unfortunately, we departed later than planned and encountered a non-forecasted snow squall while on climb out. I made the decision to turn around and go back to the field overnight. (Thanks to John Periera and Tom Griffin for their flexibility and understanding.) Luckily, no one had the Arrow booked on Sunday.

In our training, we cover turning around if you go from VMC to IMC, but in reality it is a hard decision to make, particularly once you've committed to depart and you feel pressure and obligation to your passengers. I have a newfound respect for weather and mountain flying now. We were lucky not to pick up any ice. The next morning, we wiped the wings from the overnight accumulation and unfortunately had to use the heat of our palms to melt some ice around the fuel tanks. With the wings clean, we set off southbound.

A couple months ago, while planning an unrelated flight to Nantucket that I scrubbed, I called the tower and asked if I needed to file a flight plan. Their answer was that it's nice to have so we know you are coming, but it was certainly not required. It simply gives them lead time to plan for arrivals. I decided that an hour plus should be sufficient for ATC controllers to "work us in." At the very least I've been curious to see if landing at a Bravo airport without a flight plan was possible.

We had no flight plan filed and we were running the risk of my friend missing his Sunday appointment. When we picked up flight following, I asked ATC (Boston Center) to make our destination La Guardia, we also made it clear that we had an alternate if that did not work. We only had to confirm our destination during hand-off, otherwise everything seemed like a typical flight. When we got close to New York, we got vectored underneath incoming traffic and perpendicular to the runway.

**Communication and Trust are Key:**

The approach and landing itself was not perfect however. It was very busy and I unfortunately missed the first turn to final and continued to fly straight on the assigned heading. Communication is key. Don't be afraid to double check with ATC and own up to your mistake. Tower switched me back to approach which instructed me to do a 180 and join behind an Embraer regional jet. When I joined the downwind, the other plane was about 700 feet directly on top of me and descending, which was a bit of an unnerving experience. However, being faster, he quickly got in front of us. Although tower initially instructed me to follow him in, his much higher rate of speed caused me to fall behind quickly.

Tower: "804 expedite, I have an Airbus A380 right behind you"

Andrey: "Roger, cutting the corner, 804"

At this point, I made a beeline for runway 31 and made a no-flap landing. Right before touchdown, I heard the A380 check in with regards to the speed and the controller respond that I was no longer a factor.

Once I touched down, tower asked me to take taxiway Juliet to Alpha and switch to Ground. Here, I messed up again and took Bravo. Ground was flexible and gave me progressive taxi instructions from then on. I slowed down before crossing Runway 22 at Echo, confirmed clearance to cross and expedited the crossing while a 737 was lined up for take-off at the end of the runway. Finally, I missed my parking spot and was instructed to do a 180 with an understanding "Sheltair used to be down there" quip from Ground. Being a small, nimble single certainly has its benefits.

Once parked at KLGGA, each wheel was chocked and the plane surrounded with cones. We were met with a nice Mercedes van and taken to the FBO. Once we walked through the airport gate, we were right at the taxi line on the left and a path through a little park on our right. This was by far the nicest FBO that I have been to, and for good reason! The landing fee was \$247 and it was the only public space in New York City where I ever saw Fox News play on the TV.

On departure, we got the weather and then called clearance delivery. Our instructions were to climb to 1400 on runway heading until we received further instructions on the departure frequency. However, when I switched to ground to taxi, I was unable to hear anything. I suspected that this was due to the towers that were right next to me causing a dead zone. I went back to clearance delivery and notified them of the problem. Clearance delivery told me I could move around the parking area but not to pull out onto any taxiways. While listening to the ground frequency, I was quickly able to find a spot where I was able to hear them.

Getting a word in the frequency was another matter. This was right in the middle of the afternoon rush hour and it was busy! However, this gave us plenty of time to do a run-up and mag check.

After about 15 minutes of waiting, Ground asked "Anyone else waiting for instructions?". I immediately pressed the PTT key and let them know that we had information Oscar over at Sheltair and were ready for taxi. At this point, ground instructed us to taxi to Runway 22 via echo and hold short - about halfway down the runway. Once there, we switched to Tower who immediately asked if we were okay with a shorter roll. With an affirmative response, we were cleared for take-off, skipping a line of commercial jets waiting in line and cleared for take-off for half the runway (still with 3,500 feet).

Only a couple hundred feet above, we were instructed to switch to departure who instructed us to take the East River Southbound at 1500. Here we transitioned to the southern part of the Hudson skyline and got cleared for a climb to 3500 at the Verrazano and home to N12.

This trip was an adventure of sorts and the experience provided me with a number of lessons learned:

- Constantly evaluate your situation and evaluate changes to your plan
- Talk to ATC clearly and concisely; Don't be afraid to ask for clarification or help
- If unsure, continue on last assigned heading and altitude then ask for instructions
- On the ground, stop if you are not certain where to go; Ask ATC for directions or progressive taxi.

### **R2005 Warren Grove**

Our guest speaker at the December 18 General Membership meeting was Lt. Col. Tom "Maddog" Still representing R-502, The Warren Grove military practice bombing and strafing range that is located just south of N12. The initial part of his presentation focused on the New Jersey Air National Guard sating its history and develop over almost a century of time. This underscored the importance of New Jersey both in its military importance as well as the evolution of aviation.

The send part of the presentation turned to Warren Grove the very complex nature of how it is used and controlled. To say that you had to be in attendance to grasp even the slightest understanding of the big picture is an understatement. Did you know that the targets are updated each year so that pilots can have a variety of images to aim for? The physical description of the complex then turned to the airspace above it. Again, you had to be in attendance to grasp even the most rudimentary elements of the rules and regulations that the pilots must conform to. These parameters were initially shaped by the needs of training exercises but several incidents led to layers of flight conditions.

Several examples of serious accidents were discussed such as the strafing of a grammar school and the conflagration that was ignited in the woods after a marker flare was ejected too close to the ground. One that caught a lot of attention was a crash near the Parkway which caused the ejection of the jet engine that literally was thrown across the roadway ending up on the side.

As noted, there was simply too much to try and condense into this short article but one thing did come across loud and clear...check with ATC before attempting to fly through this area. You honestly would have to be an idiot to disregard this warning.

Before closing this out, I was curious as to why the moniker, "Mad Dog" was posted in his name. He explained that the term is used when a missile is fired before the target is locked onto. This causes the missile to fly an erratic path much like that of a rabid dog.. After thinking about this for a second, the subject was terminated to suppress the urge to ask how he earned it.



Lt. Col. Tom "Maddog" Still

**MAFC Annual Elections**

The annual election of the President, Vice President and nine Board of Trustees will take place over a two day period with poling held in the Civil Air Patrol (CAP) building that we normally meet in. On Saturday January 15th there will be a regular membership meeting followed by elections and voting up to 12pm. On Sunday Jan 16th, the poles will again be open in the CAP building between 10 and 12 after which the votes will be counted and results announced.



If you are interested in running for office, there is a signup sheet in the trailer. You can also contact any of the three election supervisors, Dave Pathe, Garish Mandhwani or Ken Ward. More information about the election process will be sent out over the next few



**Announcements**

**New Pre-Heater Hose & Support**



**CONGRATULATIONS!**

Tom Fortunato, was a high school junior when he began flying with MAFC. Before he graduated from high school the following year, he had already earned his PPL. He went on to Embry Riddle in Florida, then received the rest of his ratings there. After that, he began flight instructing there. He moved on to Republic Airlines. Tom interviewed with Jet Blue a few weeks ago and has a class date in February with them. I'm like a proud mama.

**January Calendar**

6 BOT  
 15 Meeting &  
 ELECTIONS  
*Speaker: Andrey Zelenovsky & 50-50 (Sat)*  
 16 Elections (Sun)

**CONGRATULATIONS!**

Liam Barkey soloed on December 27 in 818.  
 Janis Blackburn instructor



**Top Fliers for November 2021**

PILOT	HOURS FLOWN	ACFT
David Shields	14.2	Archer, Arrow
Chuck McKelvy	13.8	WT
Mark Herega	9.7	WT
Emily Johnson	9.5	WT
Mark Sheprow	7.3	87Q, KK