



BOT Meeting  
2/3/22 @ 7 PM  
Club House

General Membership  
2/20/22@ 9 AM  
(SUN)

### 2022 Election Results

The annual election of a MAFC president, vice president and nine Board of Trustee members occurred on Saturday January 15 and Sunday January 16. During the two sessions, Dave Pathe, Girish Mandhwani and Ken Ward conducted the election process aided by Keith Lyon, Dave Furman, Joe Ranauro, and Nuno Carvalho. These are all dedicated members who devoted a considerable amount of their time and efforts for the benefit of the Club.

Here are the new officers for 2022. We wish them success and a safe flying year.



**Joe Bonacci**  
President



**Bill Butler** Vice  
Vice President



**Janis Blackburn \***



**Nick Billows\***



**Charles Burke \***



**Tom Griffin\***

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### 2021 Board of Trustee Members\*



**Chris Kuelzow\***



**Darren Mattos\***



**John Pereira\***



**Jon Stumpf\***



**Dave Trulli\***

### Volunteers

There are a number of responsibilities and duties to be assigned in the next few weeks. These duties are critical to the running of the club and include, but not limited to:



1. Maintenance Officer.
2. Operations Officer
3. Newsletter Editors
4. Membership Officer
5. Activities Director
6. Chief Flight Instructor
7. Treasurer
8. Assistant treasurer
9. Safety Officer
10. Secretary
11. Facilities & Plant Manager
12. Facebook Administrator
13. Historian

If you would like to get involved and be part of this team here is an opportunity for you to take a first step, VOLUNTEER. If you would like more information on volunteering, please contact Charles Burke at [chas.burke@verizon.net](mailto:chas.burke@verizon.net)

**Don't Rely On Your I Pad** by Patrick Milando, Chief Flight Instructor

In a recent article published by Foreflight and forwarded to me by BOT member Nick Billows, Foreflight emphasizes not being solely reliant on our I pads and cell phones for flight safety.

Here is the quote provided by Nick:

“IMPORTANT: Because of the way the ADS-B system (including aircraft ADS-B transmitters & receivers, and ADS-B ground stations) operates, ForeFlight Mobile may at times show relative altitudes of traffic targets based on the pressure altitude detected from your aircraft's ADS-B transmitter, and the pressure altitude read from a traffic target's ADS-B data.

As a result of the cumulative inaccuracies in pressure altitude systems, you should consider any target shown to be within 500' vertically as potentially being at the same altitude as your aircraft.

“Never use ADS-B traffic data from ForeFlight Mobile as the sole means of traffic. Always use “See and Avoid” or direct instructions from ATC.”

**Sharing of Pre-Heaters**

It was recently announced that a cooperative program with the Jersey Aero Club is now in place that allows for the sharing of our respective Red Drago units. If you missed the announcement, here is a copy:



Properly preheating our aircraft's engine on days when the ambient temperature drops is critical because of damage that can occur due to the increase in oil viscosity. To deal with this issue, we employ portable preheating systems. So critical is this step that the Monmouth Area Flying Club and the Jersey Aero Club have formed a reciprocal preheater usage agreement. The agreement stipulates that if the respective club's unit becomes inoperative, they may use the other club's system. It must be stressed that the use of the other club's system is **limited to emergency situations only and not for casual convenience.**

But knowing that we have a backup system is only part of the story, according to our rules you must also be checked out to use the Red Dragon. For MAFC members, we do have a training video that can be found at [www.flymafc.com/videos.html](http://www.flymafc.com/videos.html). It is suggested that if you need to be checked out, first watch the video then contact a CFI who will then have you demonstrate your handling of the Red Dragon. Once proficiency is established, you will then be signed off for its use. Note that on the Red Dragon are operating instructions. Just like learning to drive a car, you may be able to read the instruction manual but that does not mean you know how to actually drive it.

***Do not attempt to use this system without being checked out, extremely high temperatures are produced in the tubing which, if not handled properly, can cause serious injury as well as damage the aircraft.***

**Autonomous Aircraft—On Our Scale** : by Charles Burke

The rapid shift towards autonomous vehicles is being spearheaded by the commercial marketplace where we now see trailer trucks becoming a regular figure in the transportation of goods nationally. This same technology is becoming commonplace in consumer automobiles but is also making strong inroads into all forms of transportation including commercial aircraft. But there is yet another market that is opening up and we, as small aircraft private pilots are in the bullseye.

While there are a number of firms working on creating small autonomous aircraft, one that is at the forefront is Merlin Labs. Here we are looking at the same type of aircraft that we have in the club! Merlin Labs is less than three years old and already has working prototype in the air. In these test runs, the aircraft can take off, maneuver and land. But what about talking to ATC? They even have that covered. Their system will communicate via voice and there is even a texting backup should that fail.

If you wish to learn more about this topic, here are a few web links that will help:

<https://techcrunch.com/2021/05/26/merlin-labs-emerges-from-stealth-to-bring-autonomy-to-55-king-air-fleet/>



**67818 The Closing Of A Chapter** by Charles Burke

Over the past few weeks, a number of announcements have been made regarding the sale of our remaining Cessna 152 along with the rationale behind this action. In a nutshell, a decision was made to sell the aircraft but then replace it using the funds that have been generated in the disposal of both 152s. Steps are being taken to insure a positive transition for students who are near the end of their training period to the 172 and a committee has been created tasked with finding a replacement.

But what will always remain for those who have had a chance to fly one or both 152s will be that the experience will never be forgotten. I will never forget the first time sitting in the left seat and thinking, this is really an oversized toy! Just getting in and out tested your flexibility plus making sure that the W & B calculations indicated that you were inside the safe limits was a major concern. I recall joking that I was glad to have had a light breakfast because an extra slice of toast might have resulted in busting the envelope. But once in the air, the plane reacted so much faster than either a 172 or one of the Pipers and it also was more reactive to the external movement of the air. But it did not take long to get the feel of flying it which provided a most rewarding experience.

This is being shared with the hope that if you have never flown a 152 that you give serious consideration for contacting a CFI and schedule a flight before the opportunity is no longer available. You will never regret taking this step, it just might be a once in a lifetime opportunity.

**Great Airport Photographs From the 1960** Submitted by Art Templeton

For those of you who remember the 1960s, these photographs will bring back many memories of a world that, in many ways, no longer exists. All were taken in the New York City area and provide a glimpse at the aircraft that were in service at that time.

[http://www.dhc-2.com/Stateside\\_66.html](http://www.dhc-2.com/Stateside_66.html)

**Spotlight on: Geovanny Ochoa**

As a child, I marveled at the sight of aircraft streaking through the sky and dreamt that one day I might become a pilot. Leaping ahead many years, in 2007 I began taking steps to fulfill this dream. I was involved in flying since 2007 with the singular goal of obtaining my Private Pilot Certificate.

At that point in time, lessons were started at Solberg airport and that is where I did most of my training. After that, I moved to the Somerset Airport where I earned my private license. Most of the work was done flying Cessna and Piper Archers with a total of about 300 hours flying time now being logged.

I'm migrated here from Ecuador about 28 years ago. A favorite pastime is to travel and so far have been to about 40 countries spanning Europe as well as Asia, I currently live by myself after my mother retired and relocated back to Ecuador. My father passed away but I have four brothers and a sister.

As a new member of the MAFC, I look forward to doing a great deal of flying and also making new friends in the MAFC.

**Go Around by Diane Earhart, Guest author**

Piloting an aircraft is a challenging endeavor and the desired conclusion of each flight is a safe landing. As pilots, we know there isn't a simple formula to produce such an outcome. Yet if we have been trained well, we plan ahead as best we can, we maintain a flexible mindset, and we are prepared to do the right thing when the situation demands it. In my decades-long career as a pilot, a flight instructor, and an air traffic controller, I have found there are many times when a go around is the right thing to do. Sometimes our pride can get in the way of doing the right thing — it isn't easy to admit when our performance isn't up to par. Sometimes a situation arises that is completely out of our control and we are the one who has to take the corrective action to achieve a safe outcome.

I believe there are four basic reasons a pilot should abort an approach for landing and go around:

You just don't like the way the approach is going. You aren't stabilized. Maybe you're on final and you're fighting the airspeed; you're fighting the altitude; or you're fighting with your spouse. Stop fighting, go around and try again.



The tower instructs you to go around. The tower may see an obstacle you don't see like an alligator on the runway (true story!) or the UPS truck crossing downfield. The controller may not have enough separation between you and the aircraft ahead of you or adequate spacing with an aircraft on a crossing runway.

You see something on the runway. Another airplane, a car, a pedestrian, wildlife. Anything. Go around.

On an instrument approach, a missed approach is essentially a go around. If you don't acquire sight of the runway environment by the published minimums for the approach, you need to go missed (go around).

Once you have made the go around decision, the priorities of aviate, navigate, and communicate can help provide the framework for a successful go around.

**Aviate:** your reaction should be prompt, smooth, and instinctual as you put the power in, climb, and clean up the airplane.

**Navigate:** you may need to rejoin the traffic pattern (visual), fly the published missed approach procedure (instrument), or follow instructions from air traffic control. You may need to determine if another approach to the same runway or airport is prudent or if it is time to set a course for an alternate.

**Communicate:** notify the tower (or make an advisory call for the traffic pattern, as appropriate) as soon as you can. If the controller is yelling at you, asking what you're doing and to state your intentions, do not let them distract you from the priorities of flying the airplane first. If you can manage a quick transmission of "Standby," that can help to alleviate the pressure of the situation.

**5G and Interference Issues** by Charles Burke WA2SLK

With the rollout of 5G (fifth generation) cellular service literally taking place as this is being written, its impact upon small GA aircraft so far appears to be small. This is because the aviation equipment that may be impacted is not routinely found on small planes. But what is of concern is the the FCC has approved this new service and, while there is much being said about it on the news, the details are somewhat lacking.

There are a number of excellent articles that can be found on the internet dealing with this topic and one is located on AOPA.

[www.aopa.org/news-and-media/all-news/2021/november/04/planned-5g-rollout-risks-aviation-safety](http://www.aopa.org/news-and-media/all-news/2021/november/04/planned-5g-rollout-risks-aviation-safety).

But compounding the issue of trying to grasp the essence of the situation is still a bit illusive because this same service is successfully being used in the UK and Europe. So why is there no problem with their system but the one we are going to be using is causing so much concern? The devil is in the details and in this case it is where the 5G systems will be operated on the radio spectrum. Actually, it will be scattered over a number of places but there appears to be one that potentially can cause problems.

The radio spectrum covers electromagnetic waves in a frequency ranging from below 3 Hz (3 cycles per second) up to and beyond 3 THz (3 terahertz or 30,000,000,000,000 cycles per second). And here is where we find the devil... In the USA, the 5G will operate on frequencies that are very close to those used in aviation especially for radio altimeters. In the UK and Europe, these two services are spaced further apart. Because the services are very close, the chances of frequency encroachment is higher. Radio altimeters operate in the 4.2 gigahertz to 4.4 gigahertz band, and the US has set aside one portion of the spectrum just below 4.2 gigahertz for 5G. In the UK the band top end is at 4 GHz and in Europe it terminates at 3.8 GHz. The close proximity of the radio altimeter system frequencies and that of the 5 GHz of 5G allocation is where the guy with the long pointy tail and horns is situated..

A chart of the radio spectrum and the US allocations can be found at:

<https://www.ntia.doc.gov/files/ntia/publications/2003-allocchrt.pdf>



Book of Routes by Charles Burke

For those of us who fly just for fun a weighty conundrum eventually arises in two spheres starting with the elusive \$100 Hamburger runs: Where do you go after you have hit just about every airport that has an eatery within a few hundred miles? A second problem arises when you decided to just practice various types of navigational training runs and reach a point where you can fly them blindfolded. Well the answer that can address both is the Book of Routes.

Conceived a number of years ago, the book contains a bunch of carefully developed plans that can turn a simple short hop to say 47N (Central Jersey Airport) which is normally a 20 minute ride into a two hour venture with multiple navigational challenges. But what makes these routes so valuable is that they also can spark your imagination into developing either variations on them or possibly your own ideas.

For those who wish to jump in ASAP, you can find the latest version of the Book of Routes at [https://cdn-secure.flightcircle.com/flight-circle-dashboard-files/o\\_1fpplktgqbt11m8l17b8q61o3pm.pdf?Expires=1642694399&Signature=hTn2g5VCV~omNF0aS8qFC5ZnljazIEea9m78Ay00PRErWvbpnOUHUIdQduvMzqMHluB-igalEtKOHQKtaE8YvNhNjEa7GIEaKIDroBNIBpAyTB6rKwBNfi4ecvEUCGMtlaBte2YND2UIRjOr2ijFPPrzXAlmrvkM7D~w~Dbb6p99kLG56HCwX254j2zqOFgyMRKD6L~DuzaQBqYUpqKhe27it0aWXeUB~OuL0H~qrQb~9vaFlb~tUwcB4xCMciEXmGQcnODD7atoRllz3Hef6uXHZEdK37SuKb8b0WuLstOEDOMB6zwdBQgwKngfBbyvNAuAnfsEY0FsjbDYVDJxng\\_&Key-Pair-Id=APKAJEU3QMI3O2WDCCIQ](https://cdn-secure.flightcircle.com/flight-circle-dashboard-files/o_1fpplktgqbt11m8l17b8q61o3pm.pdf?Expires=1642694399&Signature=hTn2g5VCV~omNF0aS8qFC5ZnljazIEea9m78Ay00PRErWvbpnOUHUIdQduvMzqMHluB-igalEtKOHQKtaE8YvNhNjEa7GIEaKIDroBNIBpAyTB6rKwBNfi4ecvEUCGMtlaBte2YND2UIRjOr2ijFPPrzXAlmrvkM7D~w~Dbb6p99kLG56HCwX254j2zqOFgyMRKD6L~DuzaQBqYUpqKhe27it0aWXeUB~OuL0H~qrQb~9vaFlb~tUwcB4xCMciEXmGQcnODD7atoRllz3Hef6uXHZEdK37SuKb8b0WuLstOEDOMB6zwdBQgwKngfBbyvNAuAnfsEY0FsjbDYVDJxng_&Key-Pair-Id=APKAJEU3QMI3O2WDCCIQ) or there are printed copies in a folder on the wall right behind the printer in the trailer.

To get a better idea of just what the parameters are for each route, here are the notes that cover all of them:

- A. Almost all will start at N12 and end at N12
- B. Most have a target midway point.
- C. Most have the same number of legs going and returning
- D. All provide an opportunity to use multiple navigational techniques.
- E. All allow you to ride share with another pilot so that one is flying outbound and the other the inbound leg.
- F. These can be edited to better meet your particular interests and abilities.
- G. All require that you obey all of the rules and regulations set forth by the FAA and other regulatory agencies.
- H. All are different in that some are around-the-corner while others will take you over an hour or more to navigate one way.
- I. All can be flown in reverse order.
- J. Most involve airports, navigational systems, etc. that are found on paper sectional charts as well as the electronic versions of them.
- K. The attributes listed with each course are simply a few suggestions and should not be considered the only characteristics to be looked at.
- L. Always check TFR listings before heading out! Between sporting events, and other activities, the restrictive TFRs will be a fact of life for years to come.
- M. Many of the courses include waypoints that take you over a VOR or an airport. You do not have to actually fly over them, they can simply be seen and recognized. If you do fly over these points, be extremely careful and always watch for other traffic. You are the PIC and are solely responsible for the flight.
- N. All course directions are shown simply as general guides, you must verify the numbers and figure in headings involving wind direction.
- O. If a route's attributes state that there is a restaurant or attraction at the airport, *make sure you call first to verify that it is still in business and, if so, that it will be open when you arrive.*



**Lost & Found Box**

The Lost & Found container, located in the club house, is in dire need of being cleaned out. Taking the bull by the horns, during the first week in February, the box will be emptied with all glasses being donated to a charity and the remainder offered for sale at the club's planned flea market on Feb. 20. If you lost something during the past year, you are urged to stop in and take a look to see if it ended up in this box. We are still trying to figure out who left their pants behind!



**What Did He Say:** Submitted by Nick Billows

The only time you have too much fuel is when you're on fire.  
-Unknown Author-

**Staff Assignments**

The March issue of the newsletter will contain copious information on staff assignments and updates to the general reference materials for members. This information will also be ensconced in the distribution of updated reference sheets that will be sent to you via e-mail as well as being posted on the club's bulletin board.

**Split the bill**

Plan on splitting the trip with another pilot-Split The Bill feature now on Flight Circle **You can now split reservations during checkin for sharing the cost between two users/pilots.**

On the first step of Checkin, add in the meter times then tap Split.



**Announcements**

**Awesome Paint Jobs:** Art Templeton



**Top Fliers in December**

PILOT	HOURS FLOWN	ACFT
David Shields	9.0	Archer, Arrow
Chris Kuelizow	9.8	WT
Andrey Zelenovsky	8.8	KK, Archer
Nuno Carvalho	6.8	87Q, KK
Albina Minnegazieva	7.3	818

**Takeoffs are optional but landings are mandatory**



Lincoln Park N07