



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

General Membership  
3/19/22@ 9 AM  
(SAT)

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### Meet the MAFC 2022 Appointed Staff

\*= BOT MEMBERS

**President: Joe Bonacci\***-The President oversees meetings of the organization following Robert's Rules. The President oversees and monitors 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: Bill Butler\***-The Vice President assists the President in all related matters and can cast a vote when required.

**Co-Treasurer: Nick Billows\*** **Co-treasurer: Jon Stumpf \***- The Co-Treasurers are responsible for all of the Club's finances. They account for funds brought in, paying bills for expenses incurred, and preparing financial reports which are issued at the BOT and General Membership meetings. They make recommendations on how best to manage our financial resources and are responsible for filing the Club's taxes each year

**Assistant Treasurer: Mike Bernicker-** The Assistant Treasurer 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.

**Maintenance Officer: John Pereira\***- The Maintenance Officer and Assistant Maintenance Officers 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.

**Operations Officer: Tom Griffin\***- **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.

**Chief Flight Instructor: Patrick Milando-** 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.

**Web Site Officer and Flight Circle: David Trulli-** The Web Site Officer and Flight Circle manager, maintain and update the two on-line services.

**Recording Secretary: Chris Kuelzow\***- The secretary is responsible for taking minutes at the BOT and General Membership meetings that usually includes the attendance, various reports and matters that have been conducted during these sessions.

**The Safety Officer: Janis Blackburn\***-The Safety Officer is responsible for coordinating safety meetings, safety briefings and other safety related activities and programs.

**Historian: Charles Burke-** The historian gathers information and artifacts related to the history of MAFC and makes it available to the membership.

**Membership Officer : Chris Kuelzow**\*- 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.

**Facebook Administrator: Steve Fox**- The Facebook Administrator is responsible for maintaining the site and also monitors those accessing it.

**Activities Director: Charles Burke**\*- The Activities Director is responsible for planning inter and intra club activities such as trips, \$100 Burger runs, speakers and other social club events.

**Facilities Manager: Greg Gelnow**-The Facilities Manager is in charge of our physical site and associated fixed assets including the Club trailer and the immediate surrounding grounds and is expected to perform and/or arrange timely maintenance, repairs and alterations of same.

**Assistant Maintenance Officers: Bill Butler\* & Tom Griffin**\*- The Assistant Maintenance Officers work with the Maintenance Officer to help insure that squawks are addressed, that the aircraft are transported to repair facilities and offer assistance in addressing upgrades and other services which may be required.

**Newsletter Staff: Charles Burke\* & Dave Pathe**- 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.

**Aircraft Ground Crew- Dan Coles, Girish Mandhwani, Nick Billows\*, Tom Griffin,\* Darren Mattos**\*- These are the people who have the responsibility of checking on squawks and helping to insure that the aircraft are ready to roll.

*Other positions and responsibilities are listed in the latest issue of the MAFC Reference Handbook*



**Spotlight On: Greg Aschoff**

I have been an avid traveler since graduating college and have enjoyed seeing new places. I've also visited several aviation museums and done some flight simulation experiences enjoying both the science and practical aspects of it. It was decided to try it out with my family friend, Janis Blackburn (MAFC member) and enjoyed the experience immensely! As a member of MAFC it is hoped to continue this learning experience and earn my Private Pilot Certificate..

**New Aircraft—Maybe!**



At the February 20 General Membership meeting, President Joe Bonacci brought the membership up to date on the status of acquiring our next aircraft, possibly N738NY. Adding this new aircraft to our fleet requires many financial and commercial steps which are now being implemented. In many ways, this will be an idea aircraft in that it is a 1977 Cessna 172S with both low airframe time and an engine that was recently overhauled so it has almost no running time on it. The best part, the instrumentation allows for it to be flown using the standard 6 pack steam gauges but also glass panels.

While the paperwork is being assembled and processed, the search team has made recommendations that will involve alterations to the instrumentation allowing it to meet TAA requirements. This means that a new zero hour pilot can begin flying this plane and go all the way to a commercial ticket using it .

But the acquisition of our next aircraft is only one half of the equation since we also need to sell our Cessna 152, 67818. As as noted in a number of reports, the 152's are no longer a viable introductory aircraft and, in the recent years, generated a string of annual losses. One point that was repeatedly stress was that this aircraft will not be sold until the newer plane is acquired and on the ramp.

**MAFC Aircraft History:** by Frank Fine

Over the years, the Monmouth Area Flying Club has owned a number of aircraft. But where are they all now? This is a list compiled by Frank Fine but it should be noted that the club did have other aircraft at the start. However, they were owned by the Army and were subsequently retained after the MAFC became an independent organization.

*MAFC Aircraft List*

- N3775R Piper PA28 180—Now owned by a company in Maryland
- N48231 Cessna 152 ———Sold then exported to Spain in 2014
- N24630 Beech C23 Sundowner —Crashed
- N4737L Cessna 152 ———No longer in service
- N93KK Cessna 172 ———A current aircraft
- N268BG Piper PA28 181 Archer ——A current aircraft
- N3981T Piper Arrow 180——Serious accident / crash
- N66977 Cessna 152 ———Recently sold and now in California
- N4287Q Cessna 172 ———A current aircraft
- N55804 Piper Arrow 200——A current aircraft
- N67818 Cessna 152——A current aircraft
- N61WT Cessna 172 ——A current aircraft



**Going Going GONE!**

At the conclusion of the February membership meeting, a buy, sell and swap Aviation related equipment sale was conducted. Thanks to the generosity of members who looked in the back of closets and in their attics, tables full of goodies were obtained. There were headsets, GPS units, E6B calculators, books, historical equipment , models, etc. all up for grabs.

In addition, after repeated requests to claim items from the Lost and Found box went unaddressed, the container was emptied and the contents offered for sale. One good thing that came out of this was the unclaimed glasses are being donated to the New Eyes for the Needy so that they can be used by those who can really use them.

**Literal Cross-country flight, Las Vegas to New Jersey** by Patrick Milano, CFII Chief Flight Instructor MAFC

Early this January, I was contacted by Photographer/Entrepreneur Morris Antebi, to Ferry his newly purchased Cessna 182Q from Las Vegas, KVGT back to KBLM, NJ. As a private pilot he thought it would be a great time not only to get to know his new plane but to build some instrument time towards his IFR ticket. So off we went flying commercial to Las Vegas one Saturday night and the next morning commenced this mammoth cross country.

Being the middle of January of course presents a myriad of weather challenges, not to mention flying over some of the highest mountain ranges in the country in a piston, single engine airplane, with no de-icing capability. My plan was to fly the southern route and stay above freezing for as long as possible. The Cessna 182Q has a service ceiling of 12,000 feet and we used all of that to get over mountain ranges on both sides of the country.

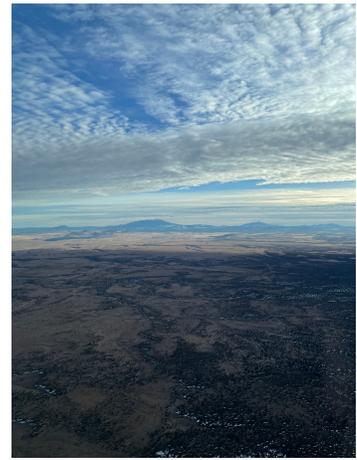




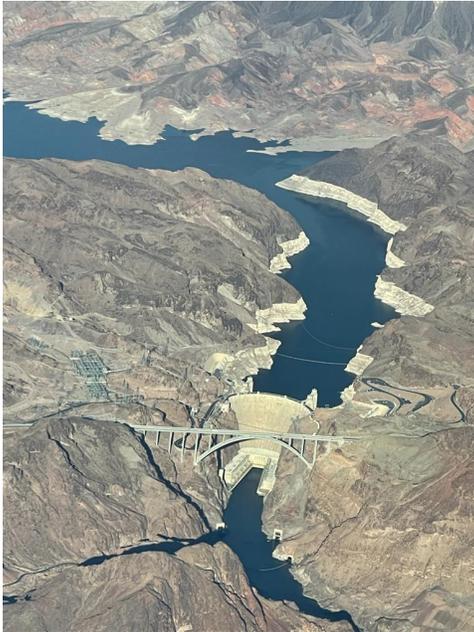
Getting out of Las Vegas required a departure SID to get over some serious topography.



Since we were in the neighborhood, we had to try and see some of the majestic Grand Canyon



Over Marble Canyon, AZ



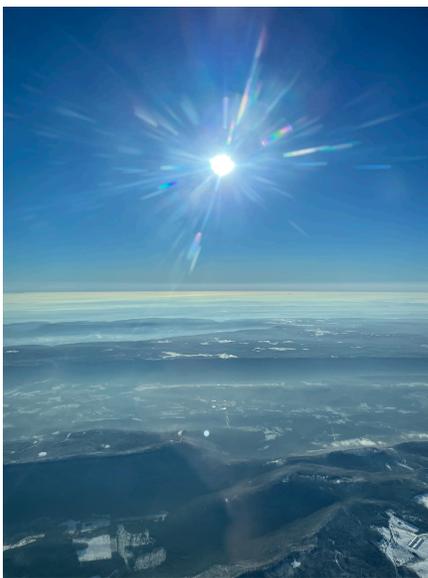
Hoover Dam



Then it was time to overnight in Dallas and land at KDAL, with a Class Bravo Arrival procedure.



Then the next day and a half got us closer to the East Coast, TN



Chattanooga, TN, no sign of the Choo choo



Then the Blue Ridge Mountains.

The most challenging part of the trip was diverting to Scottsboro Alabama because of weather, having to fly through clouds and unexpected ice during a totally unfamiliar approach.

Along the way we met some truly gracious, and friendly people. It recharged the spirit of humanity, even after 20 hours of flying.

**The Howling Dog, Navigating with a Powder** by Charles Burke

For the past few week, I have enjoyed a course titled, Impossible: Physics beyond the Edge presented by Dr. Benjamin Schumacher. It was found that he is an excellent teacher capable of rendering complex subjects down into easily understood concepts. Today marked the 24th and final lesson and in it a topic sprang forth one that pilots might be interested in, navigation by suffering dogs!

Dr. Schumacher touched upon what today would be easily dismissed as an impossibility but back in the 18th Century, it was accepted as a fact, navigation using a suffering dog. But you need to keep in mind that at that time devising a simple way to determine longitude was impossible once you were out at sea. Latitude was a different story, the sextant had been developed so with a bit of skill, you at least would have one piece of the location puzzle but you needed two to fix a position. While history tells us that the longitude question was eventually solved by a clock maker named John Harrison when he designed a very accurate pocket sized watch.

But alas, prior to Harrison’s watchmaking skills being applied to the problem there were other methods that were proposed and one that those of you who have a dog might want to look at involves the Powder of Sympathy! So, if you have a pooch, and wish to test the limits of you aviation navigational skills we can begin immediately. The way Powder of Sympathy works is that you begin by injuring your dog with a knife so that it bleeds. Once you have done this, you give the blood stained knife to a trusted friend and sail (or fly off.) The friend would later dip the knife into the Powder of Sympathy at a predetermined time. This would cause the dog, who could now be thousands of miles away to yelp. Armed with the correct time, the distance traveled and you latitude, you would know your location!



**A Good Read**

While we poke around at about 2 MPH, missiles have been developed by the United States as well as Russia and China, capable of traveling at several times faster than the speed of sound. Called the perfect weapon because of its numerous attributes, a closer examination seems to make it more a fairytale than reality. The reason for this is rooted in basic physics that we all encountered as student pilots. This article titled, Overhyped, just appeared in the August 2021 issue of Scientific American and explains why the publicity behind these weapons seems to be based upon thin air.

**Aviation HF-ACARS** by Charles Burke

The HF in the title stands for high frequency, a part of the radio frequency spectrum that are familiar to us such as 122.8 Mhz (N12 Unicom) and 113.4 Mhz (Robbinsville VOR) but what is ACARS? ASCARS stands for Aircraft Communications Addressing and Reporting Systems and is used for long distance air to air and air to ground communications such as on transatlantic flights. By the way, see the chart to get an idea as to where to tune your short wave radio. If you do have the ability to tune into this transmission mode, you may be confused in that you will only hear a buzz from time to time. This is because what is being transmitted is in a digital format and you need a special decoder to decipher the information.

To decode the information you need special software and there are a number of sources for it. Just go to You Tube and type in: PC-HFDL. You will find a ton of information on this subject. Note: All frequencies in Mhz

129.125	131.425	136.725 Delta
129.350	131.550	136.750
129.525	131.725	136.775 Air Canada, Air Transat,
130.025	131.850	American, Delta, Jet Blue and United
130.450	136.575	136.800
130.825	136.650	136.850
131.125	136.675 Delta & Jet Blue	136.975
	136.700	

**Landing Podcasters** by Dave Pathe

Watching aircraft land seems to have evolved into something of a national past-time in England with folks who produce regular podcast shows with entertaining commentary on landing during stormy weather. While this particular video is worth watching, there are a host of others that can be found on You Tube by typing in, "crosswind landings" But the particular landing we are looking at has the added feature of a voiceover description! [www.youtube.com/watch?v=o7UQsh7QOgM](http://www.youtube.com/watch?v=o7UQsh7QOgM)  
 (Caution! This video is about 8 hours long full of go-arounds and difficult landings but is very addictive!)



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

'If the wings are traveling faster than the fuselage it has to be a helicopter -- and therefore, unsafe.'  
 - Fixed Wing Pilot-



**Announcements**



Congratulations to Sylwester Sliwiak. He completed his first solo today in N93KK. Emily Johnson instructor

**Takeoffs are optional but landings are mandatory**



Millville KMIV

**Top Fliers in January**

PILOT	HOURS FLOWN	ACFT
David Shields	8.2	Arrow, 87Q, KK
David Furman	6.0	87Q, KK
Chuck McKelvey	5.5	WT
Emily Johnson	6.8	WT, KK, 818
Kyle Guilbeaux	3.9	Arrow

**Awesome Paint Jobs: Art Templeton**

