

BOT Meeting
5/5/22 @ 7 PM
Club House

Rub & Scrub
5/22/22 @ 9 AM
(Sun)



N738NY

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LOOK AT WHAT WE GOT!!!



The MAFC just took a giant step forward with the acquisition of N738NY. This is a Cessna 172N with low airframe time and 180HP Lycoming engine that was just overhauled and has very few hours on it. It was flown from Tennessee to a facility in Ohio to have several updates performed. When completed, the aircraft will feature a 530W and a two axis auto pilot, among other things. With these upgrades we will have another TAA aircraft. Unless there is a glitch, it should be here at N12 by mid to late June

While more information on the aircraft will be forthcoming, you can get a head start by downloading a copy of the POH. It can be found at: <http://www.wayman.edu/files/Cessna-172N-POH.pdf>



Hey, wanna buy a plane?



One of the moving parts that is of significant importance is that we are selling N67818 our Cessna 152. If you are interested in purchasing it or know anyone who might be, please let Joe Bonacci, Bill Butler or any of the Board of Trustees know.

Aspen E5 Avionics


The acquisition and installation of the the Aspen E5 Dual Electronic Flight Instrument in N268BG marked yet another major step forward in the creation of a modern fleet. With this addition, the single panel Aspen unit combines just about everything you need to know in a single spit-screen display. But this did not replace most of the “steam gauges”, they are still there. This provides redundancy in case of a system failure.




Because of the totally different visual imagery and information location, those wishing to fly BG are now required to obtain a check-out with a CFI. This means that even those who have been checked-out in BG and are current prior to the conversion, must take a new check-out. To help with members transition, a special program was presented by Darren Mattos at the April 16, Membership meeting.

The program included a 27 page set of slides each describing the function and location. This set, along with a check list, will be made available to the membership within a few days. Darren's presentation was a great introduction to this new avionics equipment.

POWERING UP



ASPEN E5D
ON
OFF



The Nav / Comm Master

WARNING!
You must first pull the lever outward to unlock it before attempting to move it.



The Nav / Comm Master

WARNING!
You must first pull the lever outward to unlock it before attempting to move it.

Spotlight on: Mark Herega

My interest in aviation came from my father, he was in the Air Force and we would often talk about flying in planes, he always wanted to become a pilot but never had the time or the financial resources to do it. On my fathers 60th birthday, 23 years ago, I took him down to Atlanta Georgia and we had an opportunity to do an aerial dogfight. We flew separate T34a Beechcraft and logged six hours of aerobatic training including simulated dogfighting. We talk often about that experience and have some really cool video tapes dogfight.



My Interest in aviation took a major leap forward when I took my first flight lesson at the age of 23. But due to life events such as marriage, having children, etc, the money wasn't always there to pay for rentals and instruction. This being the case, it took me a few years before I eventually got my private license.

Initially most of my flying was done out of Linden Airport. After earning my private I was able to join the Richmond Pilots Associates Flying Club. It was a great group of men and women but a much smaller club than MAFC. We maintained a fleet of 2 to 3 aircraft throughout my tenure there and it had a cap of only 40 members. Most of my training was in a 172 Cessna but I built up hours in Piper Cherokee Arrows and Archers plus have some time in a Husky seaplane.

I joined the club about five years ago but shortly after I that had a terrible accident that put me on the sideline for about two years, it wasn't until Covid when I had plenty of time time on my hands I dove in and finally finished my IFR rating that I started 30 years ago. To date I have 330 hours. I have single engine land and sea IFR and a commercial ratings

I was recently asked to help out as a mentor and although I haven't done it yet I'm ready willing and able to support the the MAFC in that role and capacity. In the future I hope to eventually become an instructor and of course get more involved as time goes on and my career will allow.

On a personal note, my father was in the Air Force stationed in Washington state as a radar technician. I was born in Spokane Washington and moved around as a young child as my father had new assignments. His last assignment ended up at Maguire and we settled into Toms River. Eventually we moved to Northern New Jersey where I spent most of my adult life in Colonia but always have had a summer home down here at the Jersey shore. When the opportunity presented itself, with my children growing up and leaving the nest, I decided to move into my summer home as my permanent residence which made it very convenient as it is less than 4 miles to Lakewood Airport.

In my former life I owned a few franchises and small businesses I was very fortunate as a single dad to raise my three children and have them with me post divorce. It was difficult to fly when the children were young but as they became young adults I had the time and the financial security to jump back in the left seat. Currently I am a senior vice president / financial advisor with PNC Bank going on 18 years now. I've also worked for Paine Webber and Fleet Boston during my tenure in the financial industry.

I have to say I appreciate and am thankful for my acceptance into the club ... so many members have become good friends in a short period of time and I continually learn from all of you. I want to thank for all the members that volunteer their time and experience to teach all of us and keep us safe while promoting general aviation

Phone Patching with the click of the mic.

Did you know that you can, with the click of the microphone, connect directly to ATC or FSS? Actually, the main function of this system allows a pilot to obtain IFR clearance when sitting in the aircraft before departure. While on the ground or in flight at N12, set the frequency to 121.725 Mhz and click the mic 4 times to dial up ATC at McGuire, or click it 6 times to connect to FSS . If you look in the Airport / Facilities Directory you can find other facilities that offer this system.



Warnings on Flight Circle by Tom Griffin and Charles Burke

Back in the day, squawks, were posted on scrap paper and tacked to a cork board. In addition, the sign-out/in was done on a paper form. The simple system worked when we were a small organization but those methods are totally obsolete today. Replacing this primitive system is Flight Circle which a book could be written to describe not only what it does for us but also how it allows us to maintain a high degree of regulation integrity. This is clearly evident when we decide to reserve and then then sign out an aircraft. In an instant we can determine if a particular aircraft is available along with a number of feedback reminders such as if we have successfully computed the weight and balance calculations.

But there has been a disturbing increase in situations where a warning notice appears that there is a problem with currency that are being ignored. Cases have come to light where members have pushed past these messages and, in doing so, violate our rules and regulations. This happened recently and the member is being sanctioned because of it.

The bottom line is that when a warning appears on the screen you must deal with it in a professional manner and not simply forge ahead. However, there is a gray area that can be a small problem and this is caused by the way Flight Circle counts days on the calendar. Our six-month currency is calculated by FC as 180 days, not to the end of the sixth month. If you take a six-month flight review early in the month, FC will show it expired sometime before the end of the expiration month, since there are more than 180 days in six months. If you encounter this type of a situation and are indeed beyond your 6th month, do not reserve an aircraft. The bottom line here is don't get into a habit of ignoring warnings. No matter the situation, when a warning is seen, it is your responsibility to act responsibly.

ITS RUB AND SCRUB MONTH!

The 2022 spring Rub & Scrub is scheduled to take place on Sunday May 22 with a Saturday May 21 set aside as the rain date. The event will be focused on the hands on work so participation will be limited. If you wish to participate, please send an e-mail to: Charles Burke (chas.burke@outlook.com)



MAFC On The Move (History) by Stephen Dinklage

Just like our aircraft, the MAFC itself has moved around a bit since its inception. The migration was almost always prompted by necessity as opposed to choice. As our other club historical stories have noted, the club emanated from the Fort Monmouth Army Flying Club, a military entity, that was based at the Monmouth Executive Airport (KBLM). When the Department of the Army dissolved the military flying club in 1985, the following former members established MAFC: Herbert Schulke, William Scott, James Salton, Joseph Holt, Steven Davis, and John Maher. MAFC was established in the Fall of 1985 and proceeded to rent office and clubhouse space at the airport.

The clubhouse was located in a small building next to the Monmouth Executive Airport Business Office. Years later, the relationship with the airport owner, Mr. Brown, deteriorated somewhat and we were forced to move out of the clubhouse, but the airplanes were allowed to remain at the airport.



Monmouth Airport KBLM



Marlboro Airport 2N8 (CLOSED)

From KBLM we moved briefly to the basement of an office building on the corner of Route 34 and Belmar Boulevard. So there was a time when our "clubhouse" was actually located in an office building about a half-mile north of the airport.

Eventually, MAFC was allowed to return to the Monmouth Airport and to the same building as before, but with reduced space because the building now housed other tenants.

Again, years later, the club and the Jersey Aero Club, were forced to leave Monmouth Executive Airport, because Mr. Brown felt that they were in competition with the two flight schools that were located there. The next stop involved a split with half the planes going to the Marlboro Airport and the other half to Lakewood Airport. Because of this situation, the club had to resort to using portable storage units rather than a club house. These units are still in use today and are at N12. One currently sits right at the entrance stairs to the current clubhouse and is the blue metal box.

Due to the closing of Marlboro Airport, the club had to move the operations there to Lakewood Airport. In fact, the club had been considering leaving Marlboro Airport since it had many drawbacks, and one was the combination of a short runway plus high voltage electrical transmission wires not far from the end of the runway. It was also the site for the worst crash of a club owned aircraft. Time to move...

The club needed a roof over its head and Frank Fine donated a small trailer that actually was still in place at N12 just to the west of the CAP building until only recently. It had become badly dilapidated and was recently trashed. While this trailer was a good start, it was too small to serve the ever expanding club. The solution was to acquire a full size trailer and this unit was moved into a space behind the two CAP buildings. In fact, it is still there and is used for storage.

Thanks to a donation by John Pereira, a new trailer clubhouse was acquired and this is the structure we are now working in. Its larger size and great location made it an ideal situation. But like everything else, it does not hurt to look around and a few years ago an invitation was received from the current owner of Monmouth Airport to return to that field. But what he had to offer fell way short of what we already had so the decision was to stay at N12.

But there may be one more move in the not to distant future. Lakewood is actively working on the construction of a brick and mortar terminal building along with a number of serious improvements to the entire airport. Preliminary talks with the architect seemed to indicate that the MAFC would have space in the proposed new building. So don't put those suite cases away just yet.

A Good Read: Alaska's First Bush Pilots 1923-30

The only way to get from place to place in Alaska was once by dog sled until a brave troupe of bush pilots began linking the region by plane. This switch in transportation occurred in 1923 and in the years that immediately followed, they literally wrote the book on aviation in our northwestern state. This book chronicles the lives and triumphs of these exceptional aviators



Keep the screens fingerprint free!!!!



Each aircraft now has a blue/turquoise (for glass cockpit flyers, that's "cyan") microfiber cloth in a zip bag in the copilot's side pocket (glove box for the 152). Please use this cloth to wipe fingerprints and anything else from the avionics devices' screens, and from now on avoid touching those screens so cleanup is unnecessary. There is a bag of spares (magenta and yellow) in the closet to the right of the computer table.

LOCK THE PRIMER!!!

Going down the aircraft's check list, every one of our planes has a listing that asks if you have locked the primer. The importance of insuring that this has been done cannot be over stressed because it can lead to several problems. Recently, reports have been received of the plungers not being fully secured and vibrations from the engine causing them to migrate outward. When this happens a small amount of fuel is allowed to flow into the carburetor thinning the mixture. It has also shown up when on shutdown the pilots found that cutting off the fuel did not result in the motor stopping. Please make sure that you have secured the plunger once the tab is in the slot by turning the primer knob ¼ to ½ turn clockwise. Avoid turning the knob a random number of times so that you no longer know where the pin is in relation to the slot.)

Another Year to Celebrate

Each year we celebrate our own special day, our birthday. Starting in April, members who have experienced this person milestone received a personalized Happy Birthday e-card.





Announcements

The MAFC newsletter will now be accepting a limited number of paid advertising slots. If you wish to advertise in the newsletter, please contact Charles Burke details.



FREE STUFF! from Dave Pathe
 -MiniFridge: 15 yrs old, works good, perfect for beer or wine!
 -Dining Room Table: 20 yrs old, 5'-7' long with 2 leaves & pads. Good shape!
 -Pool Table: Regulation 8', cues, most balls, nice ping-pong cover. Heavy!
 Contact me at dpathe@aol.com or text 732-299-6712 for more info & photos

Congratulations to Mark Herega! On April 4, he passed his commercial check ride. Patrick Milando instructor.

Mark your calendars, the Atlantic City air show is returning this year and will be staged on August 24



What Did He Say: Submitted by Nick Billows

'You've never been lost until you've been lost at Mach 3.'
 - Paul F. Crickmore (SR71 test pilot)-

2008 HD CVO Anniversary Springer Softail Screaming Eagle

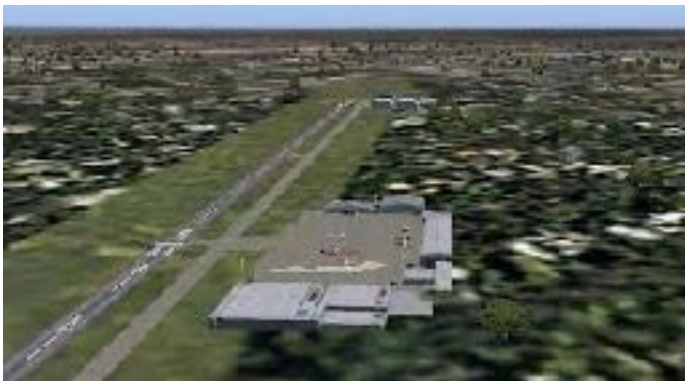
11000 miles

Chris 732.618.6568

Awesome Paint Jobs: Art Templeton



Takeoffs are optional but landings are mandatory



Camden County 19N

Top Fliers in February

| PILOT | HOURS FLOWN | ACFT |
|---------------|-------------|---------|
| Bill Galar | 14.2 | WT |
| Mark Herega | 12.0 | WT |
| Chris Kuelzow | 11.4 | WT |
| John Stumpf | 8.8 | WT |
| David Furman | 7.7 | 87Q, KK |

