

BOT Meeting
6/9/22 @ 7 PM
Club House

Membership Meeting
6/18/22@ 9 AM
(SATURDAY)



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BOT Meeting Date Change

Effective June 1, 2022, the Board of Trustee meetings will be scheduled on the second Thursday of each month. The reason for shifting the date is that this will allow for the financial statements to be properly developed by the Treasurer. There are months in which the the first Thursday is when the BOT meeting date fell and it is simply impossible to gather all of the data and render the necessary reports in in such a short time period.



Sale of 818 by Bill Butler

As previously announced by our Club President, Joe Bonacci, the purchase of N738NY has been completed. The plane is currently at Warren County Avionics (I68) in Ohio undergoing panel rearrangement work and the addition of several new avionics components. This will make our new plane TAA (Technical Advanced Aircraft). A two axis autopilot, EDM 700 Engine Monitor, GNS 530W and a FlightStream 210 are being added. Due to the lead time required to obtain these components from the manufacturers and associated installation time, NY is not expected to be at N12 until mid to late June. Longer than we'd like, but when received will be an excellent addition to our fleet. As mentioned by Joe, the BOT has made it a priority to update and modernize the avionics of the entire fleet. There will be more to come in the future.

As you know, in November of last year we sold N66977 one of our C152's. Also planned was the sale of our other C152, N67818. These sales have been planned for some time and were needed to upgrade our fleet. Using the same aircraft broker that assisted in the sale of N66977 and the purchase of N738NY, a buyer for N67818 has been identified. As opposed to the buyer for 977 who was in the San Diego area, this buyer for 818 is local and lives in Howell Township. At this time a contract has been signed and down payment made for this purchase. The pre-purchase inspection is currently being done with the expected closing of the sale to be completed by the time you read this article. Interestingly the buyer had attempted to join the Club but as you know there is a significant waiting list for membership. With the assistance of his CFI he decided to look at purchasing an aircraft to get his license as he is in the very early stages of training. It's not known at this point where the buyer will keep 818 as several locations, including N12 and KBLM have been mentioned.

Getting to this point has taken a lot of planning and effort by the BOT, but very shortly the Club will have a well-equipped C172 that meets TAA standards. These efforts will continue as there are additional improvements envisioned for our planes. You will all be kept informed of future plans for our planes.

KTTN (Trenton Mercer Airport) Expanding

Big changes are on tap for Trenton Mercer Airpot as a result of a steady increase in passenger use. The FAA has given the green light to building a new terminal that will cover 125,000 sq ft with four gates, 10 ticket counters and other amenities. Work will begin in mid 2023 and are aiming for a 2025 completion date.



Spotlight on Kartik Santhanam

I have always been interested in flying. My father used to be in the Indian Air Force and I because of this I was always interested in aviation. After immigrating to the USA in 1992 I had the opportunity for the first time to start taking a few flying lessons in Tampa, FL. but shortly after that initial start I moved to NJ and I focused all of my attention on my job and family.

In 2019 my daughter discovered Civil Air Patrol and I joined after her. She was very interested in aviation and an inspiration for me. This rekindled my interest in aviation and I set myself the goal of obtaining my Private Pilot's license. I then received my certificate in May of 2021. (better late than never!!)

Most of my flight training was at Somerset Flight school flying Piper Cherokees (PA-28-160). To date, about 110 hours have been logged in total and I am hoping to add significantly to that figure in the next few months. Other aircraft that have been flown include the Piper Cherokee, Piper Warrior, Cessna 172S,R,P, Piper Cub J3

I had the privilege of joining the club in April 2022 and am looking forward to meeting other members and contributing to the club.

Spring MAFC RUB & SCRUB

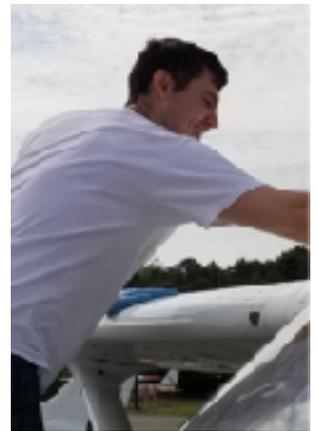
Sunday of May 22 marked a sharp departure from what had proceeded it in that the on again off again clouds and rain had stepped off stage. But all was not well when the curtain actually rose again on Sunday. The weather predictions were calling for steamy heat thus making it a perfect day to crank up the air conditioning and possibly get in a nice day at the backyard barbecue. So why was this an issue? It was because a number of dedicated MAFC members were donning work clothes and heading to N12 for the Spring Rub & Scrub.

As these hardy volunteers filed in, they gathered up the cleaning supplies and scattered themselves amongst the six aircraft. Some wended their way into the interior to vacuum and clean, others took to the body and wings while the truly brave spread out a large sheet of corrugated cardboard and then slid underbelly to tackle probably the dirtiest part of the aircraft. Two hours later, the deed had been successfully been completed and our fleet now glistened in the Sun.

But before these pages are filled with the photographs of those who worked this event, it is only fitting that they receive the praise deserved for a job well done. Thank you:

Bill Butler, Neil Linzmayer, Jon Jervert, Kartik Santhanam, Mark Sheprow, John Pereira, Joe Bonacci, David Furman, Dave Shields, Dean Gittleman, Keith Lyon, Andrew Reger, Greg Ascoff, Jacob Gottlieb, Yitchak Abadi, Jim Deady and Abe Gestetner.





Annual Migration by Tom Griffin

As we learn when we start flying, the FAA requires airplanes to be inspected periodically to be sure they're safe to fly. Parts are inspected for damage, excessive wear, and corrosion. Airplane records are reviewed to insure that special FAA directed inspections, including airworthiness directive (AD's), have been complied with.

Light General Aviation aircraft like ours must be inspected every 12 months – the Annual Inspection required by 14 CFR 91.409, titled Inspections. Aircraft that are used for hire or for instruction provided by a school also require an inspection every 100 hours. (Since we are a club, we provide the airplane for our instructors, so not subject to the 100 hour requirement.)

Although we have an aircraft mechanic available at N12 for oil changes and minor repairs, we have to take our airplanes to other maintenance vendors for our annual inspections. There's a wide choice of where an annual can be done and we're always evaluating maintenance shops based on our recent experience with them, the vendor's familiarity with the aircraft type, and, of course, cost.

At various times we have taken airplanes to South Jersey Regional Airport KVAJ, Central Jersey Regional Airport 47N, Robbinsville Airport N87, and Ocean County Airport KMJX for the inspections.

Annual inspection costs can vary hugely. Base price is usually \$1000-1500, but unexpected discoveries during the inspection can drive the cost up thousands of dollars. Recent problems like a bent firewall in our C-172 N61WT, and landing gear damage discovered on Piper Arrow N55804, are very expensive surprises.

Since we would prefer not to have an airplane out of service for an annual during the busy flying months, we've begun to adjust the inspection schedules for each airplane so the annuals will be done during the winter months, and only one airplane scheduled at a time. We can "migrate" the inspection months by having an airplane begin its inspection late in the due month so that it is actually finished and signed off in the next month. Or, of course, we can always have an inspection done earlier than the twelfth month to move that aircraft's annual schedule to an earlier month.

In fact, we've established a plan to eliminate annual inspections during the better weather months, May-October, and have no more than one aircraft schedule per month.

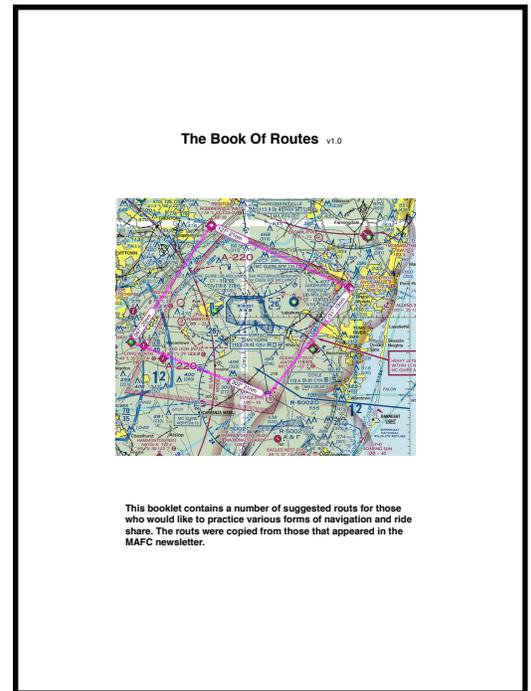
So, when you see an empty parking spot on our N12 ramp for a couple of weeks, check the Flight Circle schedule for a red maintenance block for the missing airplane and you'll probably notice that it's for the annual inspection, and the vendor location will be listed. And you can be sure that the aircraft is being thoroughly inspected in compliance with the FAR, repaired if necessary, and will be returned to us for another year of reliable flying.

ANNUAL INSPECTIONS SCHEDULE												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
CURRENT:		N738NY		N93KK	N258BG		N61WT			N4287Q	N55804	
2023		N738NY	N93KK	N258BG			N61WT			N4287Q	N55804	
		Move KK and BG each up one month; delay WT, 87Q, and 804 by one month each.										
2023	N55804	N738NY	N93KK	N258BG				N61WT				N4287Q
		-> Delay WT and 804 by one month.										
2024	N55804	N738NY	N93KK	N258BG					N61WT			N4287Q
		-> Delay WT by one month.										
2025 (DONE)	N55804	N738NY	N93KK	N258BG						N61WT		N4287Q
		-> Delay WT by one month.										
		Color Legend:		EARLIER	LATER							
	An annual inspection can be adjusted by either (1) scheduling it anytime earlier than due; or (2) starting the inspection late in the due month ("Delay") in order to have it completed and signed off in the next month, thereby making the next year's inspection due a month later.											
	PLAN: In 2023 schedule KK and BG each one month early, and schedule WT, 87Q, and 804 inspections late in their due months so that the next annuals will be advanced by one month each.											
	WT, 87Q, AND 804 due dates can be incremented a month at a time to eventually get them into the winter months. Shifting will be complete after 2025 inspections. Then no more annuals May-Oct.											

Book of Routes

Ready to fly but not sure where to go? The Book of Routes may be the answer to your dilemma. Several copies can be found in a wall mounted box located right behind the printer on the front desk. Almost all will start at N12 and end at N12 but there are other attributes that are significant such as:

- a. Most have a target midway point
- b. Most have the same number of legs going and returning
- c. All provide an opportunity to use multiple navigational technique
- d. All allow you to ride share with another pilot so that one is flying outbound and the other the inbound leg.
- e. These can be edited to better meet your particular interests and abilities.
- f. All require that you obey all of the rules and regulations set forth by the FAA and other regulatory agencies.
- g. All are different in that some are around-the-corner while others will take you over an hour or more to navigate one way.
- h. All can be flown in reverse order.
- i. Most involve airports, navigational systems, etc. that are found on paper sectional charts as well as the electronic versions of them.
- j. The attributes listed with each course are simply a few suggestions and should not be considered the only characteristics to be looked at.
- k. 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. There are more attributes and the best part is that you can cut/past, delete/ add to suite your needs.



UFO (United Flying Octogenarians)

Membership in aviation organizations, for the most part, are open to pilots and many welcome students. But there is one that is highly selective and not easily joined unless one very specific conditions is met, the UFO. Late in April, I found a postcard in my mailbox inviting me to join the (UFO) United Flying Octogenarians and, having turned 80 on April 10, it was decided to look into the organization. From what could be found on their web site www.ufopilots.org, the group took off back in November of 1982 in Las Vegas NV. Am guessing that they were “gambling” on it growing since the average age of humans has slowly, but steadily, increased over the past century.



The stated purpose was, and still is, to “meet regularly in order to share stories (exaggerations?) of their piloting expertise and enjoy each other's company.” Interestingly, it started off with dues set at \$20 and over the past forty years they have remained the same. Like most organizations, they set up officers and regulations to create a framework within which to operate. They also have a mission statement and that is, “The PURPOSE is to promote longevity and safety in aviation; to represent the interests of senior pilots worldwide; to inspire youth to fly; and to promote fellowship among senior pilots” That last purpose is far and away our most important objective: promoting fellowship. We attempt to accomplish that goal through our regular meetings which are completely open to members and UFO wannabe's as well.” It does indeed look like the gamble paid off, it has now grown to about 1600+ members. They have representatives in most states and one is here in New Jersey.

Armed with the qualification and a check for \$20, an application form was completed and mailed in. Am sincerely looking forward to becoming a part of the group and hope that you also will be lucky enough to reach then exceed there acceptance qualification.

Ice Cream and Soda and Water Are Back

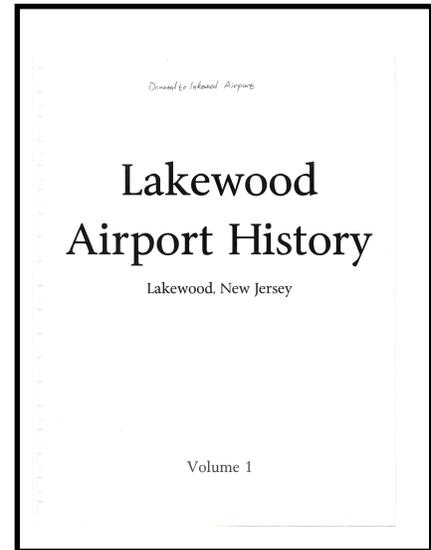
Thirsty or have a craving for ice cream, you will find that the clubs refrigerator is once again restocked with what you are looking for. Thanks to mike Bernicker for his tireless stocking and restocking of these vital aviation supplies!



Thumbs up to Charles Burke who, after passing his 80th birthday milestone, was accepted into the United Flying Octogenarians club.



Announcements



Awesome Paint Jobs: Art Templeton



History Hiding In Plain Sight

If you are interested in the history of Lakewood Airport you can find a great deal of information in the FBO. In, and amongst, the magazines along the front window you will find a copy of Lakewood Airport History. The compendium is composed of newspaper articles that were found and then assembled into chronological order.

Takeoffs are optional but landings are mandatory



Atlantic City Airport (KACY)

Top Fliers in April

Bill Geier	12.4	WT
Chris Kuelzow	10.1	Archer, WT
Motty Perl	8.7	87Q, KK
Arun Ayyagari	8.4	Arrow
Bill Butler	7.7	Arrow, Archer, 87Q, KK

