

BOT Meeting
1/12/23 @ 7 PM
Club House
(THURSDAY)

Membership
Elections
1/21/23 (SAT)
1/22/23 (Sun)



State of the Club Message: Joe Bonacci, President

Dear Members,

2022 proved to be another year of challenges, changes and accomplishments for the club. As I mentioned originally in January of 2020 and throughout the last 3 years, it was always going to be about aircraft, avionics, maintenance, and finance.

-The 152's have either been sold or will be (818 when the TBO is completed) These aircraft had not paid for themselves for years and were a financial burden to the club.

-We have acquired another TAA aircraft with delivery expected after Christmas. Our highest flyer is WT, another TAA aircraft. The membership has made it clear what kind of airplanes it wants to fly.

- All of our aircraft are now equipped with GPS, with BG getting an Aspen installed
-A successful assessment program served to permit us to retain the Arrow. No matter how you look at it, this airplane is expensive to own. The club lost money on it for 7 years in a row. The assessment proved to be a viable solution at the time with consideration being given to continue it.

-The financial condition of the club has never been stronger as evidenced by balances in our operating, reserve, and TBO account's. TBO's on Q and BG were financed with loans from the membership 2 years ago. TBO's for KK and 818 are being paid for with cash in our TBO account. I would invite you to take a good look at the club's financial statements. We have a P&L on each aircraft down to the dollar with rates and dues now at a level that enables us to develop reserves for future expenses

- Rates have been broken down into dry and wet, thus enabling us to respond almost immediately to the rising or lowering fuel costs. The dry rate will also be subject to a quarterly review process to make sure flight time is priced accordingly.

-Maintenance issues, responsibilities and expenses continue to increase, and our maintenance committee continues to address them in an exemplary manner

-Club operations are always under review. Be it flight hours, number of pilots flying, cancellations, rules violations, etc. It is all being addressed continually.

-The entire club rules and regs were reviewed, edited, and rewritten making them timelier and more pertinent to the operation of the club

-Activities committee continues to put through programs for the membership thus adding to the total membership experience

-Flight circle and our webpage continue to go through enhancements and upgrades thanks to our IT person.

Our Maintenance, Finance, Membership, Activities, Ops Committees are doing a tremendous job. We are fortunate to have such a pro-active, motivated and committed BOT. I cannot thank them enough along with all of the members who have stepped up and volunteered on a number of issues too numerous to mention.

I joined the club 12 years ago because I knew it was a great club. Those that came before built this club from the ground up and given the resources available to them did a tremendous job. I will always be thankful to those individuals in the past who made the MAFC what it is.

When I took over the role as President I made it clear that my goal was to take a great club and make it better. The simple fact is that things change and if you do not adapt to that change, you are going to have a real problem. I have said it more times than I remember. We are not a flight school, we are not a business, we are a club. A club with over \$300,000 per year in revenue, hundreds of moving parts, six figure expenses and assets worth almost \$700,000.



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Frankly, I cannot think of a way to run something with these kinds of numbers in anything less than a businesslike, attention to detail, and structured way with a willingness to always look for improvements. Selling underperforming aircraft, buying new aircraft, (always said, how do you buy new without selling something old) enhancing our avionics, changing the dues and rate structure, enhancing our financial reporting to be proactive vs reactive, setting up reserve and TBO accounts to handle the inevitable expenses that will occur in the future, and a host of other things, was always the goal. I believe we have accomplished what needed to be done to move the club forward. It has been a privilege to be the President of this great club the last 3 years. It is now someone else's turn to move us forward again.

I wish you all the best and safe flying.

The Wright Answers
See page 6 for answer



Why did they go to Kitty Hawk to test their aircraft? A. The area was close to their shop B. Their uncle owned the beach area. C. It was known for it windy conditions. D. None of these.



Arrow Assessment Program Cancelled by Bill Butler

At the December 17, 2022 club meeting we announced there would **NOT** be an Arrow Assessment in 2023. There are several reasons for this decision and I'll try to outline them and the strategy going forward for the Arrow.

First, the Arrow is still at 47N finishing up its annual. Actually the annual is complete but we are waiting on the repair, return and installation of the Manifold Pressure gauge. As many of you know it has been faulty for some time and needed repair. The repair facility should have it back this week which will allow us to return the Arrow. However the issue with the stiff trim wheel still needs repair and this will be done in January.

As I previously stated when we were looking for commitments for the 2023 Arrow Assessment, the buy-in price would be between \$96-\$99/hr with a 10 hour contract. As of last week, we had 10 members commit. The advertised **dry rate** for the Arrow in Joe's 10/23 email showed the normal or non-assessment rate in 2023 would be \$110/hr. We showed an assessment cost range waiting on the results of the Arrow's annual. Although not 100% complete, the annual cost appears to be very reasonable again this year. That would have likely allowed us to set the Assessment rate at the lower end of the range.

At last week's (12/8) BOT meeting other strategies were discussed that may allow us to provide an even lower dry rate cost. Following through on those discussions, I met with Nick Billows (Treasurer) earlier this week in an effort to closely analyze the various fixed and variable costs that go into the dry rate calculations. Nick actually detailed those costs at today's club meeting. Looking strictly at the Arrow's costs, we lowered several of those costs as well as the estimated hours the Arrow would fly in 2023.

The end result was a dry rate cost starting on January 1, 2023 of \$85/hr. The current fuel cost is \$6.10/gal and the Arrow's estimated gph is 7.3. The \$85/hr dry rate and the hourly fuel charge of \$44.53 come to an equivalent wet rate of \$129.53/hr.....that is only \$4.53 more than the \$125/hr wet rate the Arrow Assessment members have been paying for the last 1.5 years and really over 2 years.

Given a dry rate of \$85/hr, the BOT voted not to have an Assessment for the Arrow. In reality this dry rate cost is much lower than originally advertised and provides a very low rate for all members to fly the Arrow.

Now here are the risks!!

1. The cost estimates lowered to calculate a dry rate of \$85/hr were all in the maintenance area. Over the last year, the Arrow has been very inexpensive with maintenance. However that can quickly change. The BOT has voted to review the dry rate for all aircraft quarterly. If the Arrow experiences maintenance costs that exceed the estimates for the \$85/hr, the dry rate will need to be adjusted. This is the risk we decided to take initially for 2023. Like with all our aircraft, they all have to pay their way. The dry rates are calculated so that if costs remain within the

estimates, they will stay the same. If maintenance costs increase over the estimates, the dry rate must account for those increases.

2. Part of the dry rate calculation is the estimated hours the plane will fly in the next year. For the Arrow we set it at 240 hours next year. That's doable since the Arrow flew around 246 hours from August 2021 through Sept 2022. But flight hours for the Arrow and all our aircraft must at least come close to the estimate to support the calculated dry rate

In closing the BOT felt it best not to have an assessment for the Arrow in 2023 given the dry rate of \$85/hr. There are certainly risks since the maintenance costs have been reduced to a low level to support that dry rate. But at that rate, all members who enjoy flying the Arrow or want to get checked out in the aircraft can benefit from a very reasonable cost per hour. We individually cannot influence the maintenance costs; they will be what they will be, but the Arrow has been good for over a year. What we can do is fly the plane so the flight hours for the year will approach or exceed the 240 hour estimate.

MAFC ELECTIONS - January 21st & 22nd

The annual election of the President, Vice-President and nine (9) Board of Trustees will take place over two days on Saturday January 21st and Sunday January 22nd at the Civil Air Patrol (CAP) building where our meetings are held. On Saturday January 21st there will be a regular membership meeting followed by elections and voting up to 12pm. On Sunday Jan 22nd, the voting will again be at the CAP building between 10am and 12pm after which the votes will be counted and results announced.

If you are interested in running for office, there is a Nominations Sheet in the trailer. You can also contact any of the three Election Committee members: Dave Pathe, Girish Mandhwani or Ken Ward if you wish to run or have any questions. More information about the election process and people nominated will be emailed to all members over the next few weeks including an official MAFC Ballot a few days prior to the election.

Keeping MAFC great requires Officers and BOT members who are passionate about aviation and can contribute their skills and time for our club. Our club is one of the best in the Northeast, so if you are interested in participating in running the club, please consider adding your name to the Nominations list!

Spotlight On Mike Leung

My passion for aviation started at quite a young age. Born in Hong Kong in the early 80's, my mother was employed by Cathay Pacific, one of the largest commercial airlines in Asia. Based out of the famous Kai Tak airport and being a Chief Purser, she had the ability to take me along on many of her routes across Asia, Europe, and the US. Having many opportunities to "fly" jumpseat and witness spectacular takeoffs and landings, the candle was lit.

Fast forward to 2002, I took my first "discovery flight" with a good friend at Princeton and it was over. School, work, and well, finances, forced me to stop and restart training a few times until I finally got my PPL in December of 2008. Most of my flying has been done in the Warrior/Archer/Skyhawk family of aircraft that we all know and love so much.

Joining MAFC in June of 2019, I've had the opportunity to meet new aviators, fly some meticulously maintained aircraft, and best of all further my learning. I plan on starting my IFR and commercial training in the near future and build the necessary time to potentially land a job as my "second career" after finishing my 25 years as a police officer (8 years to go!!).



The 177th New Jersey Air National Guard.



On Tuesday December 20, a caravan of about five vehicles made its way down the Parkway eventually ending at a back entrance to the Atlantic City Airport. This entrance is not open to the public because it was guarded by several service personnel who checked our ID but then allowed us to pass.

The reason for this trip was thanks to Tom Griffin (Colonel Retired, New Jersey Air National Guard) and Bob Watkins. The plan afforded the MAFC BOT an opportunity to experience a peek behind the curtain as a possible first step in increasing an awareness of the purpose and the role the 177th Air New Jersey Air National Guard plays in safeguarding both our State as well as Nation.

After parking and gathering in front of a office type building that housed administrative office we were greeted by the 177th commander, Colonel "Tazz" Routt who then invited the group into the building. We were then escorted to a conference room and Colonel Routt introduced us to several staff members. At that point, Tom Griffin stated that he

had conducted research on the Colonel and proceeded to recited a very long list of his military accomplishments. It was very obvious that we were in the presence of a Top Gun class pilot. Colonel Routt then staged an extensive orientation covering the history of the Air National Guard and that of the 177th.

After the program was concluded, we were escorted to a waiting bus that then transported us to the hold line on runway 13/31. As we departed the bus, each member of our group was handed a set of earplugs and instructed to use them. As we rolled and inserted the plugs, a line of F16 slowly rolled behind us on taxiway B settling at the far end in a heads up formation. The reason for moving to this location was we were about to witness these aircraft depart, under full afterburner power, then circle back over the Atlantic for a simulated intrusion by an aggressor.

With the temperature just above freezing and a strong wind blowing, the group sought shelter behind the bus and engaged in conversation with several of the military personal who had escorted us. Even while waiting, we were in a front row seat watching commercial aircraft landing right at our doorstep. But once the last of the commercial planes exited the runway, we could see two of the F 16 move to the end of the runway and then in succession, thunder down runway 31 and lift off. The roar of the engines with full afterburners kicked in was not only loud, you could almost feel the pressure wave that they produced.

We stayed at this location until all of the F16s had departed then boarded the bus for a chance to get up close with one of these planes that was located in a nearby hanger. Within a few minutes we disembarked the bus and were greeted by a F-16 pilot who welcomed us to the site. While he spoke, staff were positioning ladders on each side of the F15. But before getting up close and personal with the interior, the pilot walked us around the aircraft while providing detailed information of the craft and answered numerous questions from our group.

Once the walk around was completed, he climbed into the cockpit and were invited to climb up to get a closer look at this amazing piece of military hardware. The first thing that you realize is that those who complain about the shrinking space on commercial flight seats have no clue as to what a tight fit really can mean.

As we took turns standing in this super close location, the pilot went into great detail explaining what were ere looking at and how this system had been integrated into a well designed ergonomic enclosure. He also pointed out that the layout, while looking complex, was intuitively designed thus making it relatively easy to manipulate the controls. But he also shared the fact that as the pilot, you have to sometimes command as many as three separate radios.

After departing this building we walked to a small structure that housed two high end 360° view SIMs. These units mimicked the F15 cockpit but were also being monitored externally to allow for training supervision. Because the two SIMs were linked, it was possible for the pilots to even engage in dogfights that included simulated targeting using missiles and other armament. After a brief introduction, we were then invited to board and take the controls.

A book could easily be written just describing what it was like flying an F16. Suffice it to say, it is a bit different then a Cessna 172. The shear power, speed and agility of these aircraft allowed for maneuvers that included inversions and changes in altitude that were sometimes hard to imagine even as you watched the data flash on the heads-up display.

All went well until the last two members of our group, who will go unnamed, settled in and decided to engage in a dogfight. Flying at speeds in the hundreds of knots, what may look simple considering the advanced tracking systems, this was a real eyeopener. The “enemy” could turn, invert and fly back at you so that the relative air speed ran up in the 600 to 800 knot range! What also added to the metrics was the stick. Being accustomed to rather large hand movements on the yoke, the stick only moved a small amount and that is all that was required. The system is packed full of pilot support logic that prevents exceeding the aircrafts physical limits yet obtain incredible maneuverability.

But as with all good things, the time had been reached for thanking our hosts and heading back home. But hopefully, this story will have more chapters for MAFC. Inquires were made regarding having speakers attend our meeting to further share the story of the 177th New Jersey Air National Guard and the work that they do to protect us and our nation.





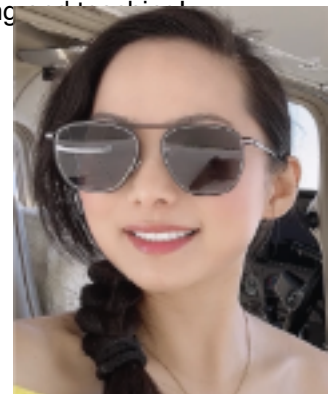
Spotlight On Emily Johnson

I moved to New Jersey In 2008 from China and worked at a small company my husband’s grandfather owned that is located at KBLM airport. During the summer months, I always enjoyed watching skydivers jump out of the small airplanes and then float back to Earth. It looked like a lot of fun but jumping out of planes is not something I aspired to do. However, I discovered that there was also a flight school at KBLM, and decided to explore the idea of obtaining my FAA pilot’s certificate.

In 2017 I finally took an introductory flight at Princeton NJ and I fell in love with flying immediately. Initial flight training took place in an old Cessna 152, that did not even have a GPS and only had one radio. This was indeed basic training and to fly cross country required using only a paper sectional chart. But after obtaining my PPL at 39N, I heard about MAFC and immediately joined the club in 2019. Not long after joining, I obtained my instrument rating in N268BG, plus a commercial, CFI, and CFII all in N61WT. Throughout 2020 and 2021 I was the top flyer for the club. I also have my CMEL, tailwheel, and currently working at Flight Safety International in the Falcon 900 easy as a SIC. Currently I am working on earning a helicopter license and have done a lot of aerobatic training as well. As you can tell I just love flying.

As an active MAFC Certified flight instructor, I sincerely enjoy helping members working on all levels from beginner to advanced levels. I love to work with other people who share a passion for flying and want to succeed in reaching their goals. I would especially like to help our new members succeed in earning their pilots license and have a fairly flexible schedule

On a person note, I live not far from Lakewood Airport with my husband and two children. They are the joy of my life and I am so thankful for all of the opportunities that living here have afforded us.





Overheard Overhead-Dedicated to the "fine art" of Pilot and ATC communications.
by Dave Pathe

I recently heard this exchange between ATC and a Southwest flight over Wyoming:
SWA: "Kansas City Center, any shortcuts today would be appreciated, Southwest 123."
ATC: "Southwest 123, unless you want a personal escort by the US Air Force, I will be unable."

Submitted by Stephen P, Alpine WY

ANNOUNCEMENTS



On 12/1/22 Patrick Milando received his MEI rating at Old Bridge. So anyone interested in Multi-Engine training can contact Patrick.

WISDOM FROM MILITARY TRAINING MANUAL
submitted by Nick Billows

'Whoever said the pen is mightier than the sword, obviously never encountered automatic weapons.'

- General MacArthur -

Takeoffs are optional but landings are mandatory



Trenton Robbinsville N87

The Wright Answers: The correct answer is C. It was known for it windy conditions.

Top Fliers for November

Brandon Bjelka	21.6	N61WT, N55804
Emily Johnson	17.7	N61WT
Darren Mattos	9.9	N268BG, N55804
Brian Ferraro	6.6	N268BG
Dean Gittlemen	6.3	N4287Q, N93KK

Awesome Paint Jobs: Art Templeton

