



BOT Meeting
6/8/23 @ 7 PM
Club House
(THURSDAY)

Membership
6/17/23 @ 9 AM
(SATURDAY)

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P.A.V.E ing the way to safer flying. by Joe Ranauro CFI

A safe flight begins way before we actually leave the ground. While it can be argued that flying is an inherently risky endeavor, it can be countered that many of the risks involved can be eliminated and/or mitigated. As a club we enjoy the fact that our aircraft are maintained to high standards by a dedicated group of club volunteers. We cannot however be lulled into assumptions that the aircraft is airworthy and /or legal to operate. The same applies to us as pilots. The club has built in currency and checkout procedures to make sure we keep our flying skills sharp. The ultimate test is how you feel as the pilot. Are you legally current AND proficient? The geographical area we operate in is some of the busiest airspace in the nation with ever changing rules, TFR's and NOTAMS. Are you checking the status of the airspace you are about to operate in?

The question now is what is an easy way to remember what we should be checking before a flight? The FAA has created a Personal Minimums Checklist also known as the PAVE Checklist to help us address any issues that may affect a flight.

https://www.faa.gov/training_testing/training/fits/guidance/media/personal%20minimums%20checklist.pdf

Admittedly most pilots won't take the time to run through a 2-page checklist before they get in a plane. At its very core the PAVE checklist can be done in your head before heading to the airport

Pilot

Are you legally current, i.e. 90 day takeoff and landings, medical current, BFR, Instrument 6HITS, Club currencies?

Are you Proficient? Are you comfortable flying the aircraft in the conditions that exist or should you brush up with a CFI?

Use the IMSAFE checklist to address and physiological issues: Illness Medication Stress Alcohol Fatigue Eating

Aircraft

Does the aircraft have any flags in Flight Circle for maintenance or expired time sensitive inspections?

Is it equipped for the type of flight you are undertaking (VFR, IFR, Over water, Night)

Have you calculated fuel needs, weight and balance and aircraft performance for the given conditions?

Environment

Have you checked the current and future winds, clouds and visibility at the departure airport, enroute phase and arrival airport. Are you equipped and able to handle said conditions?

Have you checked the NOTAMs for any TFRs, airspace changes, runway closures, fuel availability and/or procedural changes?

External Pressures

Are you under any pressure to meet a demanding timeline (reservations at destination, aircraft needs to be back at a certain time, someone waiting for you)?

Have you built in an alternate plan or timeframe in which to accomplish the intent of your flight? If conditions aren't right, are you willing to cancel and wait till it is safe to do so?

The main tenet of this checklist is the pilot answering all of the questions with brutal honesty. If you have to think about the answer to one of the questions, then the answer is most likely no. Cancel the flight, correct the discrepancies and live to fight another day. "An ounce of prevention is worth a pound of cure" The more we do before a flight will pay huge dividends toward undertaking a safe, legal and enjoyable flight.

PAVE Personal Minimums Checklist
P ilot:
Experience/Recency
Physical Condition
A ircraft:
Fuel Reserves
Experience in Type
Aircraft Performance
Aircraft Equipment
E nvironment:
Airport Conditions
Weather
Weather for VFR/IFR
E xternal Pressures:
Trip Planning
Diversion or Cancellation
Alternate Plans
Personal Equipment

I'M SAFE Checklist
I llness - Symptoms
M edication - Prescription or OTC
S tress - Job, Financial, Health, Family
A lcohol - 8 Hrs? 24 Hrs?
F atigue - Adequately rested
E ating - Adequately Nourished



The Wright Answers

See page 6 for answer

How old was Wilbur Wright when he died and what was the cause?

- A. He died at 45 from typhoid fever.
- B. He died at 52 from cancer.
- C. He died at 47 from a stroke.
- D. He died at 55 from a heart attack

Dynamic pricing and N738NY: Price Drop!

The conversion to a dynamic pricing system for both fuel and the dry rate of a club aircraft has one positive reward when the figures indicate a reduction is in order. For those of you who wish to take advantage of such a situation, the dry rate for N738NY just dropped to \$83 per hour placing it almost down with the legacy 172 aircraft.



If you are not already checked out in NY, why not combine this step with your next 6 month check ride and let this open the door to a truly beautiful aircraft!!

Access To Our Aircraft And More

The changes to our fleet and the level of basic operational knowledge for each has raised question from a number of student pilots who simply want to know what planes they can fly. Here are the latest regulations on this topic:

- **Access to club aircraft and their use will follow these general guidelines which include but not limited to:**
- Students pilots should not cross from high to low or low to high wing aircraft during the term of their primary training.
- New students are discouraged (not forbidden) to select N268BG for their training.
- Primary students may not use N738NY for training
- Primary students are permitted to operate at unpaved fields with an instructor.
- Pilot checkouts are available for unpaved operations (Charter Fields only, No Retract , No Wheel pant equipped)
- Non-primary students intending to pilot N61WT and N738NY must have 100 hours total time prior to their checkout.
- All students must adhere to all Applicable FAA, POH and Insurance directives/limitations.
- All members need to have on file all TSA required documentation (Passports, Driver License, Birth Certificate...) This directive is extremely critical especially for students to an adhere to.



I am from Bergen County, NJ where I live with my two children. I first got interested in flying as a child after a seaplane ride up the Hudson River. This kindled a strong desire to become a pilot but had to wait until a bit later in life to act upon this plan.

I finally started my flight training a little over a year ago at Princeton Airport in a Cessna 172 but was looking for a club near my Chiropractic practice in Holmdel, NJ. I found MAFC and submitted my application. So far, about 43 hours have been logged towards my PPL.

Spotlight on: Denise Skinner

As a lifelong resident of Toms River, I grew up on the water- swimming, boating, paddle-boarding. Lifeguarding for many years on the ocean, I would wish to be in the planes that flew by- wondering the destination. My father was, and still is, obsessed with planes, so many of my childhood memories were visits to airshows and putting together model planes with him. I never noticed females in the field when I was younger so being a pilot never crossed my mind until I was older. Moving into my career as a full time high school counselor and coach of two sports, I never had the time to dedicate to learning to fly until the pandemic provided me the opportunity to do so. My discovery flight took place in December 2020 and I was hooked. I was able to get my medical and while I don't have many hours, I am excited for the opportunities



At the suggestion of a friend, I applied to MAFC in May of 2022 and was inducted as a probationary member in May of 2023. My goal is to obtain my PPL and see where the skies take me. I have flown in Cessnas and Archers. From a young age I have always had the travel bug and travel any chance I get but what better way to travel than to be able to fly yourself!

David Hollinger Donation

Last year, David Hollinger of Ocean Twp, attended a Membership meeting seeking recommendations from those who know him. The recommendations were needed to complete the required number so that he could then submit his documentation to the FAA that would qualify him Wright Brothers Master Pilot Award Program.FAA Wright award. As an expression of gratitude to those who helped him in this quest, he just donated \$100 to the MAFC.

The FAA Wright Brothers Master Pilot Award dates back to 1962 when the Federal Aviation Administration recognized the efforts of pilots who have followed and continue to follow the precaution and awareness of safe flight operations. Most of all, the FAA recognizes pilots who have contributed and maintained safe flight operations for 50 or more consecutive years of piloting aircraft. To recognize these pilots, the FAA created a program to spotlight those those who have 50 or more consecutive years of safe flight operations: the Wright Brothers Master Pilot Award Program.FAA Wright Brothers Master Pilot Award.



To be eligible for the Wright Brothers MPA, candidates must:

- Hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) pilot certificate. Have 50 or more years of civil and military piloting experience or 50 or more years combined experience in both piloting and aircraft operations. Up to 20 years of the required 50 years may be U.S. military experience. The effective start date for the 50 years is the date of the nominee's first solo flight or military equivalent. The 50 years may be computed consecutively or non-consecutively. Be a U.S. citizen. Have NOT had any airman certificate revoked.

Note: Revocation of any airman certificate will disqualify a nominee for this award.

If you read the Maintenance Reports going back over any span of time it is clearly evident that aircraft require a host of servicing ranging from an oil change to the replacement of an engine. In the mix are directives from the FAA dealing with systems both mechanical and electronic. These can be so important an aircraft can be grounded if not done when required. Then there are aesthetic issues such as the replacement of rugs or the installation of new upholstery. Another factor that comes into play is finding a service facility that can address these problems. The list of facilities the club has used runs from right here at N12 to airports all over the state as well as into Pennsylvania. This distribution of locations brings into the equation the need to ferry the aircraft to and from the service center. Another part of the picture is that of maintaining a supply of consumables such as oil and tires, to name just a few.

As you can see, the need to not only maintain the aircraft but also keep costs down is a major ongoing concern but we are not alone. JAC (Jersey Aero Club), who is also based at N12, approached Bill Butler, our Maintenance Officer with an idea that may reduce costs as well as save time. The MAFC Board of Trustees is now exploring JAC's proposal. The proposal is having the two clubs share the rent on a T Hanger at N12 that will be set aside for on-site general maintenance work. JAC has already secured the T Hanger.

When it comes to the mechanic, the plan is to locate and secure a working relationship with an individual who would be called in on a needs-only basis. That has essentially been done. A mechanic at Syrek-Mee Aviation at Old Bridge airport, 3N6, has been contacted. In fact, he already has been to N12 to perform maintenance for both clubs. The mechanic would travel to N12 when both clubs have sufficient work to make his trip to N12 financially sound. His travel time would be split between each club and the work done on each club's aircraft billed separately to both JAC and MAFC. There are many facets to this plan that go beyond the obvious but at this point the overall idea seems to make sense.

So far, the proposal is working, though there has been only one visit so far. Both clubs consider the next couple of months an evaluation period to determine if we want to continue the arrangement. More to come as we utilize this joint arrangement.

Col. Griffin:

Back in 1982, this photo was taken showing several F4 aircraft flying in formation during a wreath ceremony at McGuire AFB. Turns out, the pilot in the lead plane is our own Tom Griffin!



Lender Headsets

In response to a recent call out to the members for a few headsets that can be "borrowed" when a special need arises, several sets were received from Israel Thaler and Harry Fawcett! The set looks great and have all been tested so they are ready to go.

The headsets will initially be found in the closet to the right of the computer. Note that these lender headsets will be marked indicating that they belong to the club.
THANK YOU ISRAEL & HARRY :-)



RUB & SCRUB!

The month of May generated a host of calendar conflicts that resulted in the cancellation of the Spring Rub and Scrub. At the top of the list was the open house at McGuire that spanned both May 20 and 21. If we tried to move it back a week we ran into Mother's day and if we moved it forward we ran into Memorial Day!



The next best thing was to simply move the event a month later so it is now set for Saturday June 17. For those new to the club, this event starts at 9 AM and usually runs about two hours. More details will be forthcoming shortly. The Rubb & Scrub is also an excellent way for those in the Probationary Period to gain a full required activity credit.

Ride Share

The Ride Share plan was created only a few years ago as a way to bring members together by sharing a plane. The attributes are straight forward, it is a lot more fun to fly with others plus it can be a money saver. If you wish to participate there are no obligations you simply post your name and flying requirements. The list is then shared with the entire club because one of the options is for students and non-flyers to simply go along for the ride.

When it comes to sharing cost, which is a big money saver, one general suggestion is to simply split the bill in half or the Hobbs time. The Hobbs Time is very useful when two pilots take different routes going and coming back.

There is also a group chat on Telegram to link up <https://t.me/+eQFsuFvko3k4NTU>

Name	N425TG & N2DKK	N738FY	N81WT	Piper Archer	Piper Arrow	YPR	IFR	Rideonly
Cyle Dullbeak				3		3	X	
Steve Wenzel	X	X	X	3		3	X	
Nick Blum	X					3		
Joe Stenese					X	3	X	
David McKelvey	X	X	X	3	X	3	X	
David Furnas								X
Mark Henzel	X	X	X	3	X	3	X	
John DeMillo			X	3	X	3	X	
Mari Shepro	X					3		
Vito Carvalho	X					3		
Andrew Zelenovsky	X	X	X	3	X	3		
Alex Justo		X	X	3	X	3	X	
David Shields	X	X	X	3		3	X	
Sylvester Sitwak	X		X	3		3	X	
Kaushal Sen	X					3	X	

EAA OSHKOSH

The EAA air-venture gathering is the world's greatest aviation celebration, and for the nearly 7000 aviation enthusiasts who attend the event, AirVenture is Oshkosh. More than 10,000 aircraft arrive at Wittman Regional Airport (the busiest airport in the world during the week of AirVenture) and other airports in east-central Wisconsin along with thousands of show planes such as homebuilt aircraft, vintage airplanes, warbirds, ultralights, seaplanes, and aerobatic aircraft fill the grounds each year.

Each year there are MAFC members who either drive or fly out to this gathering. Because the tickets sell out quickly, you may want to explore the idea of forming car / plane pools ASAP. If you intend to go, and wish to know who else may be setting their sights on attending, please let Charles Burke chas.burke@outlook.com. He will be coordinating groups.

The aviation celebration features daily airshows including two-night air shows, aerobatics, pyrotechnics, hundreds of forums, workshops and demonstrations, KidVenture Zone, helicopter and airplane rides, military jets and so much more.

What are the odds?

Can you use a bit of help in the "I need some luck mojo" area then you might want to hang in close with our Membership Officer Chris Kuelzow? At the April meeting he won the 50/50. Assuming we had 30 participants that works out to 30 to 1 in odds. But at the May Membership meeting he again won the 50/50 and now it gets interesting. The odds of winning it twice back to back stand at a whopping 900 to 1. But if he hits it at the June meeting those odds jump to 27,000 to 1!

By the way, he donated all of the winnings back to the club :-). Maybe he should also be playing Powerball!!

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

On a nice fall afternoon, I was returning to my home airport after a Missouri Pilots Association meeting. Another member was about 10 minutes ahead of me and we were both on flight following with Kansas City Center. I heard center give my friend a traffic advisory as we were nearing Kansas City.

Center: "Warrior 1234, be advised numerous targets maneuvering 12 o'clock, 15 miles."

Warrior: "Roger. Could those be migratory waterfowl?"

Center: "No ma'am, not unless their equipped with transponders."

Submitted by Chris G, Kansas City, KS

Takeoffs are optional but landings are mandatory



Blairstown 1N7



ANNOUNCEMENTS

John DeMillo past his IFR check ride on May 22, 2023.
Patrick Milando instructor

The Wright Answers:

The correct answer is A. He died at 45 from typhoid fever.



"Altitude sickness? That's a bummer, Al."

Top Hours Flown in April

Pilot	Hours Flown	Aircraft
John DeMillo	9.4	N61WT
Dean Gittleman	7.7	N 4287Q
Bill Geir	5.9	N61WT
Bill Butler	5.7	N738NY, N55804
Kartikeyan Santhanam	5.7	N738NY

Awesome Paint Jobs: Art Templeton

