

MONMOUTH AREA FLYING CLUB



BOT Meeting
9/8/22 @ 7 PM
Club House
(THURSDAY)

Membership Meeting
9/17/22 @ 9 AM
(SATURDAY)

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First Glider Lesson by Charles Burke

On July 23, my wife and I set the GPS for 1N7 and drove to Blairstown Airport so that I could cash in a birthday gift certificate for a glider lesson. The drive up was a gift in itself with a ribbon of asphalt that took us through some of the most beautiful scenery in the state. Luckily, there was very little traffic and we soon found ourselves threading through a mini-tunnel and navigating curves that defied gravity. Even when the GPS announced that we had arrived, the airport was nowhere to be seen. But after rounding a large bush, it suddenly appeared. One thing that is a requirement, should you decide to drive to 1N7, use a GPS!

As you enter the airport, the Airport Cafe is to your left and a small structure, that is the headquarters for Jersey Ridge Soaring, is to your right. Since the appointment was for 1 PM and we had about an hour to burn, we decided to enjoy lunch. The Airport Cafe is small in stature but is big on the moderately priced menu. We easily settled into a booth, picked out what we wanted then were informed that it would be at least 45 minutes to get the order to the table! Turns out, on weekends, which this was, the kitchen is working overtime not only to fill takeout orders but also feed the dozens of folks who were seated at the picnic table outside. So we quickly switched to a danish and coffee. FYI, on weekdays, you can slide in and out with a minimum of a wait.

As 1 PM approached I walked over to the Jersey Ridge Soaring building and could see row upon row of gliders parked in the field behind it. Their wide wings outstretched all lying tilted propped up on one wing. After signing in I was introduced to the flight instructor, Alex Woodward. Alex lives in the area but is now a cadet at the US Air Force Academy in Colorado. He was home on a four week break and being a glider CFI, helped with managing pilots in training.

Alex then shifted into teaching mode and spent a great deal of time covering the theory and procedures that we would be following. Without any prior training, I had anticipated a simple set of adjustments to this form of flight and was doing fine until he began to describe air brakes... Nope, these are not flaps but a wing feature designed to quickly slow you down.

After covering the basics, we walked over to the glider, N65976, a two seater 1974 Schweizer SGS 2-33A that allows the CFI to sit behind you and has dual controls in both

positions. He walked me around the aircraft pointing out it's design characteristics ending back at the cockpit. He then described the controls and gauges that were present and I was immediately struck by the small number of instruments. But then, you do not have an engine so that takes a number of gauges out of play.



1974 SCHWEIZER SGS 2-33A
Glider, Alex Woodward, CFI

But then the single biggest challenge faced so far arose, getting into the cockpit! It did indeed require a bit of agility to swing your leg over and into the narrow seating area and another feat of flexibility to get the other leg in.

Alex again reviewed the controls, hopped in and I closed the canopy. Within a minute a golf cart appeared and the engine in the tow plane started up. A crew member ran over picking up the end of the tow rope and attached it to the front of our glider. As soon as he and his cart were clear of the area, the roar of the towplane arose and we started to move. With this motion in progress, the wings were leveled off but the ride was a real tooth rattler. At this point, you are riding on only a single wheel being accelerated over a lumpy grass field. But

then suddenly, the ride becomes overwhelmingly smooth. We were now in the air.

Alex was at the stick and steered the glider as we were being towed to an altitude of about 4,500 feet. As we neared the appointed altitude, Alex turned over control and helped me to position the glider so that we were directly behind the tow plane and slightly lower than it. Next he warned me to be prepared for the release of the tow rope which would be accompanied by a loud bang and the glider shuddering. Then BANG, we were free.

As the rope and bright yellow tow plane turned away, Alex initially took over and did a few basic maneuvers. FYI—no intercom here, there is no roaring engine only the whistling of the air passing over the aircraft's skin. So it was extremely easy to hear the CFI as he talked me through a few of the small details then it was my turn. The first thing that was realized is that the response to control changes was very quick and only required a minimum of motion. Overriding all of this was the task of maintaining 60 to 65 MPH on the air speed indicator. Yep, unless you are in a thermal, the only way to maintain lift is by descending. With this task in hand, Alex requested several maneuvers such as following a road, 180° and a 360° circle. Then he said, just fly! At this point in time, the joy of flying a glider really kicked in as the plane was guided around the area.

But as the altitude began to wind down, Alex again took over and initiated the process of preparing to land. He pointed out specific ground features that he uses to line up with at different altitudes. We basically crossed the end of the runway and were now turning to land. The glider quickly descended and right before touching down, he engaged the air breaks. This was timed perfectly returning us to that single wheel on the ground and, for a short time, one heck of a bouncy ride again. All the while, he was steering the aircraft back to our starting position then suddenly turned causing the plane to stop moving and allowing it to gently rest one wing on the ground.

After disembarking, we headed back to the Jersey Ridge Soaring building and a chance to debrief. At this point in time I felt like a 5 year old who just had his first double trouble, chocolate and blueberry banana split and it was hard to think of anything else. But when he asked for my logbook and made his entry, I knew that this moment would last a lifetime .



Up Up and AWAY!

Both the scope and speed that the SIM project has experienced borders on record breaking. Spurred on by the donation of \$2,900.00 in direct funding, plus the BOT added a \$600.00 as-needed support extension just in case the project ran into unanticipated issues, the wheels of progress turned rapidly. To date, this pad funding has not been needed and will probably be returned.

Here is an outline of what has taken place to date:

1. A specific high-end gaming computer system was selected because it is a total integrated package ready to be plugged in. A service contract for the system was included. The unit has been purchased and is currently being set up with software and hardware.
2. We have identified a specific location to install the system and it is being prepared for the installation.
3. Steps are taking place to secure the unit physically and surveillance system will be employed so that it can be monitored remotely.
4. Access to reserve the system will be through Flight Circle.
5. The tentative rate is \$10 per hour
6. We will initially employ a 42 " monitor that was donated but replace it with a new unit if it does not perform as expected.
7. We will initially load in X-Plane software that will cover our existing aircraft but other programs will be added later.
8. A means to control access to the system is being researched so as to prevent unauthorized casual use.
9. Those who donated funds will be credited fully for the amount of the support given.
10. Rather than attempt to acquire and install a total system with numerous add ons, we will begin with a basic setup and carefully pick what should be added and do it over a set timeline.
11. Contact was made with the CFI group to develop exercises training such as simulated flights that include "issues".



FBO FOB



To better handle situations where a member is at the airport at night and needs to use the restroom in the FBO, a door fob is now available for you to gain access to the building. The fob is in a holder on the inside of the center cabinet over the desk.

To open the FBO door just place the fob over the red light on the door and this should unlock it. Sometimes you need to wave or turn it but the lock will open. PLEASE PUT THE FOB BACK IN THE HOLDER BEFORE YOU LEAVE N12.

Office Reorganizing

A recent survey of the trailer revealed that it was time to do a bit of housecleaning and the first area to be worked on was the scheduling desk. Papers that were posted were taken down and are being evaluated to determine what should be reposted, The computers/ monitors were pulled out and after being attacked by aggressive dust bunnies, everything was wiped down and put back in a more user friendly manner. Other changes are planned such as reorganizing the bulletin boards organizing the table located to the right under the window. Stay tuned!



Pants Coming Off 268BG



While our Piper Archer N268BG is a slick looking aircraft, there has been one disadvantage that comes along with good looks: the wheel pants make it just about impossible to examine the tires, check tire pressure and add air when needed. This was clearly the case recently when one tire was obviously under inflated and after multiple attempts to get a pressure reading, as well as add air, only a marginally safe inflation was achieved. Keep in mind that there were two experienced members of MAFC along with an official from N12 all trying to address the situation.

When it came to resolving the situation, the BOT decided that it would be prudent to pick safety over looks so it was decided to remove the pants for a 6 month period to see if this would make a positive difference. That said, in the near future, the pants will be taken off.

A Library Was Born.

The club received a call that a priest in Toms River had passed away and they were in the process of cleaning out his residence. In his library found many aviation related books many in like-new condition. Apparently he was very active pilot and his collections spanned just about every aspect of aviation. Those responsible for disposing of the books somehow got our name and wanted to give them to the MAFC.

The actual count of books runs about 50. A quick survey of the trailer revealed that free space for shelving simply did not exist. Also the quest was to share these books so Kevin, the FBO manager, was contacted and the idea of setting up a library in the the FBO building took shape.



We are now in the process of gathering and moving the books to the new library that will be in the FBO. A super THANK YOU goes out to member Lee Gameiro who volunteered to convert his truck into a temporary book transportation van and haul them up to N12. This means that not only will the MAFC membership have access to them but also the other pilots who frequent the building. These may be of particular benefit to the members of the Pinelands Squadron of the Civil Air Patrol.

How Aviation Radios Work

At the conclusion of the Sunday August 21 membership meeting, a short program was presented that was designed to provide a general overview of what the electromagnetic force consisted of and how it is used to communicate over vast distances at the speed of light! Demonstrations were conducted using highly scientific materials such as a wire wrapped around a nail and a magnet pulled out of an old speaker. This did the trick and allowed for an understanding of how AM, FM, pulse and continuous wave work. A Powerpoint slide set was used as a guide and copies of it are available to those who would like to explore this concept.



A Good Read

#1 New York Times bestselling author Ken Follett takes to the skies in this classic novel of international suspense. Set in the early days of World War II, *Night over Water* captures the daring and desperation of ordinary people caught in extraordinary circumstances —in prose as compelling as history itself.

Radio
by
Charles Burke
Electricity and Electronics Teacher

V 1.0



Special Event: Amateur Radio and Aviation

On Sunday August 28 a comprehensive amateur radio and aviation fair was staged in the area located in front of our clubhouse. The Ocean Monmouth Amateur Radio Club along with the Monmouth Area Flying Club were joined by the EAA (Experimental Aircraft Association), CAP (Civil Air Patrol), and the AMA (Academy of Model Aeronautics). Information was distributed in addition to hands on activities that the whole family could enjoy. Thanks to a hardworking crew of MAFC volunteers that included Nick Billow, Greg Ascoff, Steve Dinklags, Charles Burke, Dean Gittleman, Alex Justo, Neil Linzmeyer, Brian McNicholas, Marino Santos, Mark Sheprow, Dave Shields, Budd Thomas, Dave Trulli, Steve Winberg, and Andrey Zelenovsky the event was a total success. A special note of appreciation goes out to Kevin McKenzie, N12 Manager, for all of his help in making sure that the behind the scenes necessities were addressed.

One of the very unique features of the event was the fact that the amateur radio group was on-air during the entire time. Using their equipment, they were chatting with other "hams" from a wide range of areas. A sampling of their contact list was not available at this point in time but will be shared in the October newsletter.



Civil Air Patrol



Experimental Aircraft Association



Monmouth Area Flying Club



Academy of Model Aeronautics



Ocean Monmouth Amateur Radio Club



Learning Morse Code

There is a new phone and number for the phone in the clubhouse

732-451-4585

Congratulations to Dean Gittleman on his first solos today on his 70th birthday! Patrick Milando instructor



It is with great pleasure to announce that David Furman successfully completed his First Solo. Darren Mattos instructor



Located on the desk were three pairs of reading glasses but now we are down to one. Please return them so that others can use these aids. Also missing are the portable chocks. This is the second set to vanish from the office. Please see if they can be located and returned.



**WISDOM FROM MILITARY TRAINING MANUAL
submitted by Nick Billows**

'Yea, Though I Fly Through the Valley of the Shadow of Death, I Shall Fear No Evil. For I am at 50,000 Feet and Climbing.

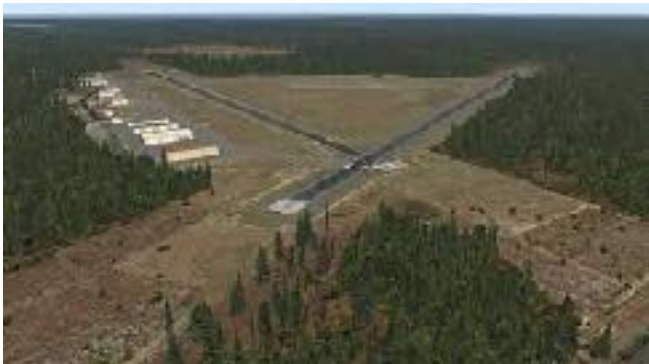
ANNOUNCEMENTS

David Shields became MAFC's newest instrument rated pilot. Congratulations Dave on passing your instrument check ride! Outstanding job!! Darren Mattos Instructor



Top Fliers for July

<i>PILOT</i>	<i>HOURS FLOWN</i>	<i>ACFT</i>
David Shields	14.4	N268BG
Motty Perl	9.1	N4287Q
Mark Herega	8.9	N55804, N61WT
Bill Geier	8.6	N61WT
Jason Miller	8.5	N4287Q, N93KK



Takeoffs are optional but landings are mandatory

Woodbine KOB



Awesome Paint Jobs: Art Templeton

