



BOT Meeting
5/9/24 @ 7 PM
Club House
(THURSDAY)

Membership Meeting
@ 9 AM
5/18/24 **(Saturday)**

Inside this issue:

Page 1
Nike Tour #2
Women in Aviation

Page 2
Wright Answers
Night lights
Aviation science :-)

Page 3
Members on the go!

Page 4
McGuire special
program

Page 5
Banner tow planes

Page 6
Military Aircraft
Top Flyers
Cartoon

Nike Tour #2 by Neil Linzmayer

Last December we organized a tour of the NIKE control site located out on Sandy Hook. The experience was way beyond expectations and a number of members asked if a second tour would be organized. This led to the group who manages the site to suggest we wait until March 2024 when they would post the next set of open house dates. Acting upon their directions a new date has been set for Sunday May 19, If you would like to sign up or have questions, please contact me at nlinzmay@gmail.com



Women in Aviation by Denise Skinner

Raymonde de Laroche

114 years ago, Raymonde de Laroche, a former Parisian stage actress, became the first licensed female pilot in the world. The Aero Club de France, FAI Founding Member, issued Laroche's license. Aero clubs started to grant licenses in 1910, with very few women receiving them. Little of her early life and background suggested that she would achieve pioneering aviation exploits. Born in Paris in 1882, she trained as an artist, especially in the theatre, in addition to painting and sculpting. She was also an automobile racer. The course of her life changed after crossing paths with Charles Voisin, of the airplane factory Voisin Frères and learning how to fly. Raymonde de Laroche lived a short but adventurous life as a daredevil extraordinaire, widely believed to be the first woman to ever pilot an aircraft. Even more remarkably, she was only the 36th person of any gender to receive a pilot's license. Today, a statue of Raymonde de Laroche stands at Paris Airport Le-Bourget airport in France, a permanent legacy to the life of someone taken so young. But it was a life of triumph, of barriers broken down for women, of life on the front line of World War I itself, and of happiness and joy. It was a life she lived with a smile on her face and ferocity of spirit in her heart. She was a daredevil who lived her life by her own rules.

The Wright Answers

See page 6 for answer

Which glider pioneer inspired the brothers to study aeronautics?

- A. Otto Lillienthal
- B. Samuel Langley
- C. George Cayley
- D. Octave Chanute



Night Lights

Thanks to the the skills and talents of Mark Herega, the need for night vision goggles while walking about the area in front of our club house is no longer needed. The old broken fixtures were removed and replaced with high intensity LED lamps that are motion triggered. But not only is the walkway illuminated but one lamp is now focused now on the gate. With regards to the gate latch, Mark has wrapped the forks with a padding so as to reduce the chances of being injured THANK YOU MARK.



When aviation science can make you laugh a bit.

There are many things that can go wrong in a small GA aircraft and one that is rarely talked about is flatuance. It may seem like this is a lead in to a joke but it isn't.

The problem can be found in a combination of three things such as:

1. What has been eaten.
2. Tension
3. Boyle's Law

There are some foods that are notorious for producing intestinal gas. Here are the main culprits:

- Beans and lentils.
- Vegetables such as cabbage, broccoli, cauliflower, bok choy and Brussels sprouts.
- Bran.
- Dairy products containing lactose.
- Fructose, which is found in some fruits and used as a sweetener in soft drinks and other products.

OK so you now know what can set the stage but what can trigger explosive release of gas while in a small GA aircraft? The answer is found in Boyles Law. Boyles Law states that the volume of gas increases as the pressure decreases. In more practical terms, even a small amount of intestinal gas that may be present will expand as the aircraft increases altitude. Since the intestines work only one direction, this can lead to an embarrassing situation. By the way, did you know that there is a one way check valve in the upper intestine called the ileocecal? This is located just after the stomach and answers the question why toots only emanate from your bottom :-)

So armed with this scientific information, you might want to suggest that passengers avoid gassy food because Boyles Law may come into play in an odorous way!

Members on the go

Girish Mandhwani

Gather around, folks, and let me take you on a journey to the roof of the world, to the majestic Himalayas, where I ventured to March 21, 2024 to Everest Base Camp. Picture this: crisp mountain air filling our lungs, snow-capped peaks piercing the sky, and the camaraderie of fellow adventurers fueling our spirits.

Our journey began in the bustling streets of Kathmandu, where we immersed ourselves in the rich tapestry of Nepalese culture before embarking on our trek. As we set off, each step brought us closer to the fabled Everest Base Camp, a place where dreams and determination converge.

The trail unfolded before us like a storybook, with each turn revealing breathtaking vistas and challenging terrain. We traversed suspension bridges swaying high above roaring rivers, and we ascended steep inclines where every step felt like a victory.

But it wasn't just the physical challenges that made this journey memorable; it was the people we met along the way. From fellow trekkers sharing tales of past adventures to the warm hospitality of the Sherpa communities nestled in the mountains, every encounter left an indelible mark on our hearts.

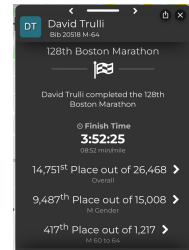
As we neared our destination, anticipation mingled with exhaustion, but nothing could dampen our spirits. And then, there it was—Everest Base Camp—a sprawling canvas of tents against the backdrop of the world's highest peak. The sense of accomplishment was overwhelming as we stood in awe of the sheer magnitude of nature's grandeur.

But our adventure didn't end there. We rose before dawn to make the pilgrimage to Kala Patthar (5555 meters above sea level i.e. 18,225 Feet), a vantage point offering unparalleled views of Everest at sunrise. As the first light kissed the summit, painting it in hues of gold and pink, we stood in silent reverence, humbled by the raw power and beauty of the natural world. With this amazing trip now history, we returned home on April 3, 2024



Dave Trulli

David Trulli completed the 128th Boston Marathon with a finish time of 3:52:25 averaging 08:52 min/mile. GO DAVE



McGuire Airspace program

The McGuire AFB Special Safety Program, offered by FFAST, centered around one of the busiest pieces of airspace in the country. We sit at the juncture of two Victor airways that carry a significant amount of military and commercial aircraft, co-mingling with general aviation aircraft from several airports along the Jersey Shore. We are also located between Newark, Philadelphia and McGuire. In fact, if you head a bit to the North West after leaving N12, you will initially be talking to McGuire's ATC, then New York Center. Heading West, that's McGuire then Philadelphia Approach. Both in quick succession.

So Billy Favis was able to grab the last open slot for this year's program with a nice bonus of allowing attendees to fly-in!

And to be sure he does not get lost and finds KWRI, he took along Mark (Colonel Sheprow, ex-9-year McGuire resident, while fly-hauling bombs, tents, food, household furniture, tomatoes, mail, parachuted jeeps and helicopters and fire trucks, submarine periscopes in every continent, except Antarctica and Australia).

Sadly, the anticipated fly-in was turned into a drive-in, as while everyone was cooperative, weather was not.

Nevertheless, the very well organized whole-day affair (8am-3:30pm) was truly a joy and as important, a safety booster, for any flier.

It seems that everyone in the base, including the wing commander, reported to work on that Saturday (April 20) to ensure their 60 or so avid guests were warmly welcomed, well-fed/hydrated (breakfast and lunch), well-educated and well-pleased throughout the day.

There were talks from the controllers on how best to fly and communicate in the airspace, tours of the strategic cargo aircraft C-17 GlobeMaster III, its newest aircraft, and the KC-46 aerial refueler - it certainly helped to recognize and avoid them from 2 miles away rather than 2 feet away. They hung out with Rapcon (Radar Approach Control), actually chatting face to face with "McGuire Approach" - it was quite enlightening to see what we look like (small blips on a screen) amidst all the other traffic.

They helped with emergency preparedness on the base by test-firing water guns from those big red engines. A climb up to the tower also rewarded them with an appreciation of the enormity of the base and the dedication of the people responsible to keep it collision-free.

Billy and Mark, as well as Alex Justo, another fellow club member, were in good company too among fellow fliers from the tri-state area, old and new friends alike, with no shortage of aviation topics to cover throughout the day.

Over-all, it was truly a pleasant and educational experience. No kind of weather can dampen that.

Keep an eye out and sign-up immediately for the next tour, in 2 years (none next year in lieu of the airshow), as the slots get filled up pretty quickly.



Harry Fawcett, Mark Sheprow Billy Favis

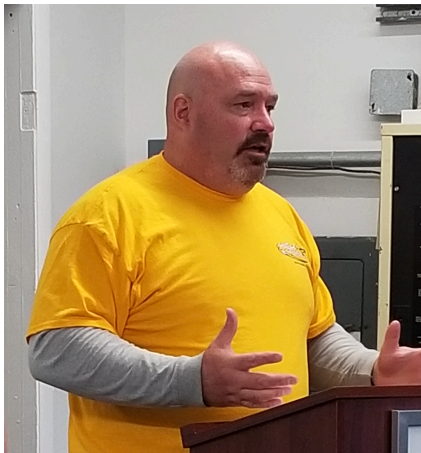


Banner tow planes, skydivers and GA aircraft

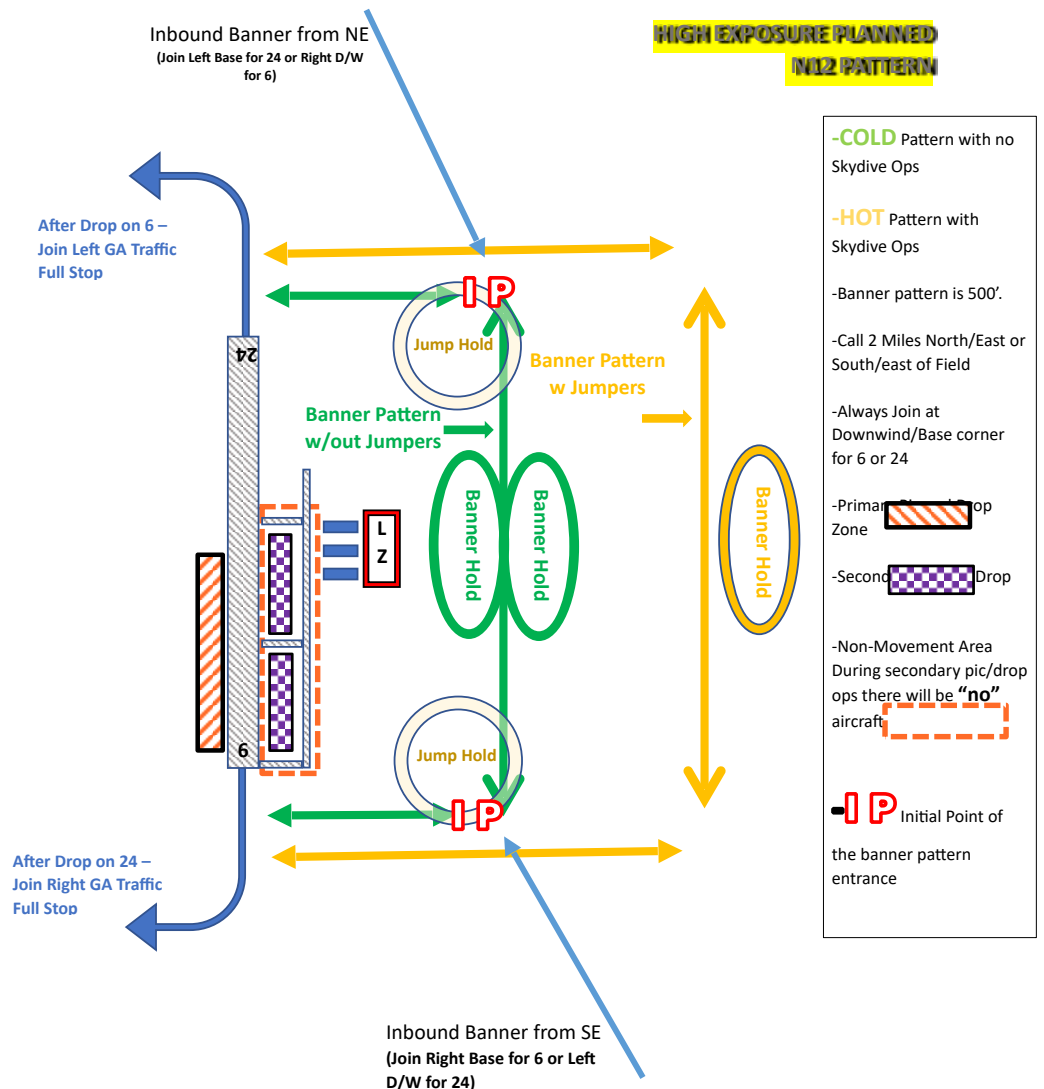
The fact that skydiving is coming to N12 this summer is only one activity taking place. In addition there will be three active banner towing businesses in full operation. To help gain an understanding of what is taking place, a request was made to High Exposure Air Ads to provide information and address our concerns. In response, John Wells, the N12 Operations spoke at the April membership meeting. One fact that he shared at the start was that High Exposure's primary base is at Woodbine KOB

It soon became evident that the information Mr Wells was presenting went far beyond what we expected. This triggered numerous questions from those in attendance and extended the duration of the meeting. Also be aware that they have serious concerns about the skydiving.

After the meeting, Mr. Wells was asked if he could possibly break this topic down and then generate a series of article for the newsletter. He thought this was a good idea and will begin creating materials for the June issue. But to start the process, here is a general layout of the airport and the normal approach used by the tow planes. Keep in mind that these aircraft are flying at very slow speeds and use 500 ft as their pattern altitude.



John Wells
Operations Manager
airads.com



Military Aircraft

C-32



ANNOUNCEMENTS

The **Boeing C-32** is the United States Air Force designation for variants of the Boeing 757 in military service. Two variants exist, filling different parts of the military passenger transport role. The **C-32A** serves the Special Air Mission, providing executive transport and broad communications capabilities to senior political officials, while the **C-32B Gatekeeper** provides clandestine airlift to special operations and global emergency response efforts, a role known as "covered air"

The primary users of the C-32A are the vice president of the United States (using the call sign "Air Force Two" when aboard), the first lady, and the secretary of state. On occasion, other members of the president's Cabinet and members of Congress have flown aboard the C-32A for various missions. The aircraft also occasionally serves as Air Force One in place of the larger VC-25A when the president is traveling to domestic destinations that cannot accommodate the larger Boeing 747-derived presidential plane or if the latter is simply unavailable.

The Wright Answers:

A. Otto Lilienthal

The Aviation Yard Sale

The Aviation Yard Sale was rescheduled and will now be held during the Rub and Scrub on Saturday May 18.



Top Flyers in March

PILOT	HOURS FLOWN	AIRCRAFT
Songlin Liu	15.7	N61WT
Bill Geier	9.1	N61WT
Daniel Testa	7.1	N4287Q, N93KK
Shlomo Mendlowitz	6.4	N738NY, N61WT
Kyle Guilbeaux	5.3	N268BG

Ziggy by Tom Wilson

