

## NOVEMBER 2022

## MONMOUTH AREA FLYING CLUB



BOT Meeting  
11/10/22 @ 7 PM  
Club House  
(THURSDAY)

Membership Meeting  
11/20/22 @ 9 AM  
(Sunday)

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Top Fliers**MAFC's SIM: Ready for Take-Off (and Landing)! By Dave Pathe & Charles Burke**

After several months of work, the MAFC SIM is now setup in our clubhouse / trailer and ready for all members to use!

As we know, using a SIM can keep our aviation skills sharp and can better prepare us for flights to airports we have not been to. Instrument pilots and trainees can also benefit from flying approaches in various IFR conditions and practice navigating IFR flight plans. Pilots can also become proficient in using G1000, G430, G530, and Aspen E1000 avionics. And if you use Foreflight or other mapping applications, they can be used with the SIM as you would on your actual flight. Very cool!

The journey to a functioning aviation SIM took coordinated work starting with the SIM Committee whose personal experiences, suggestions and equipment configuration were quickly finalized. At the same time, a request for member donations was made and collected to cover the estimated costs for SIM hardware and software.

One major decision was should we build our own high-performance gaming PC or buy a system from various PC vendors. Building our own could save money but the problem was, who do you call when something goes wrong? In the end, it was found that the price of a high-end gaming PC would not only be less costly (and it was "on sale") plus it would meet and exceed the performance requirements of the software. A bonus was the system would have a warranty.

As the SIM equipment list became finalized it was time to do some shopping. Here, Dave Pathe took the bull by the horns and started to look for sales. Several members contacted us offering donations of hardware including a yoke with controls plus rudder pedals. Both appeared to have come right out of the box and were perfect matches. This saved a lot of money and in the end, the SIM not only reached our stated objectives but also came in right on budget.



The SIM equipment was initially staged at Dave's home using his SIM's smart TV monitor. After a few issues were resolved (the 4-yr old smart TV needed software updates to work with Win11 and new NVIDIA graphics card) X-Plane 11 software and upgrades were loaded, tested, and declared ready for installation. The SIM was then brought to the trailer and setup using the club's existing large screen TV that had been donated some years ago. The SIM worked, but the picture quality

left a bit to be desired. Again, Dave hit the discount stores and found a 50" high-definition smart TV that had a beautiful picture quality and met our budget.

X-Plane comes with aircraft like our fleet (C172 with G1000 or Steam Gauges) but needed a few additions such as the Archer and Arrow with similar avionics (Note: The Arrow can be flown with an Aspen E1000 or Steam Gauges but the Archer only has G1000 or Steam Gauges). What this means to you is that when you fire up the SIM, you should find aircraft or avionics we already have on the flight line. In addition, there are some Boeings, Beech, Cirrus and other aircraft available if you want to "upgrade" your flight experience!

With Dave in the left (and only) seat, our new X Plane SIM took its first checkout flight. After launching X-Plane, an aircraft was selected, starting point at N12 runway 24 and weather conditions set. Basically, whatever you will find in reality is here from wind directions to images of the airport that show the field and buildings surrounding the runway. After setting radio frequencies, destination on the G430, and following the same steps as in a real aircraft, he departed heading for KMJX.

In addition to now having the SIM operational, a series of handy reference and usage documents were created with some being laminated. It cannot be over stressed that these are to be considered version 1.0 and will be refined as needed in the upcoming months. We ask users to share any issues, problems, and concerns so that they can be addressed.

Shortly after the installation was completed, a limited number of people were given a brief training course and cleared to use the SIM. Dave Trulli is now providing a means to reserve SIM time on Flight Circle by adding a new aircraft (TSA, an abbreviation for Temporary Sim Account). Basically, you will log into Flight Circle and reserve the time you wish to use the system. When you arrive at the trailer, log in and depart. At the conclusion of your reservation, again log in and close the simulation flight. We have proposed a \$10 per hour usage fee which will fund costs for software subscriptions, upgrades / additions to the SIM and any unexpected costs.

There are several sources for help in getting started, some on the SIM system and others on the internet:

Manual <https://www.x-plane.com/manuals/desktop/>

Quick start <https://www.x-plane.com/kb/quick-start-guide-for-new-users/>

<https://x-plane.com/manuals/mobile/>

A Few How-to videos:

<https://www.youtube.com/watch?v=puJlgh5Evo>

<https://www.youtube.com/watch?v=E7QWYdBhT08t>.

Next to the system you will find a folder rack that contains a quick start information sheet as well as a yoke sheet with an explanation for all of the controls on it. A very handy reference guide is also there along with a copy of the actual X-Plane 11 Manual. Copies of all these materials can be found on both our Flight Circle account and on the club's web site.

Two tips for those who are unfamiliar with X Plane, you might want to just start off with flying in the general area around N12 and KMJX. This will allow you to concentrate of learning how to setup your flight and then operate the controls. Once you are comfortable with the basics (which should not take very long!), the sky is the limit. The other tip is that you can save your current flight conditions for future recall and continuation. This means that the next time you are on the SIM, you can load your flight from the point you saved on your prior session (please use a unique filename starting with your name).

Ok, now it is time for you to fly, sharpen your skills, and have fun on this great aviation training tool! Feel free to contact us if you have any questions or need additional info!



How did the Wright brothers control the lateral movement of their first aircraft?

- A. With ailerons B. By warping the wing surface. C. Using the rudder D. None of these.

**Fall Rub & Scrub**

The morning of Saturday October 15 revealed itself to be a clear blue sky with the temperature running in the high 30's but rising. At N12, initially a trickle of members began to gather just behind the trailer assisting by running extension cords, setting up ladder, arranging cleaning supplies and surveying the flight-line. Within twenty minutes the number of those signing literally filled the roster page and the task of cleaning our fleet was well underway, This was undoubtedly one of the highest turnout for the Rub & Scrub in many years.

The primary task at hand may have been to clean planes but an equally important thing was taking place with the exchange of greeting between old friends and the the making of new ones. Over the next few hours the group worked tirelessly to rub and scrub the aircraft but watching the comradery increase was just as important. Helping matters move along was the almost endless supply of delicious donuts and hot coffee. But the WX also had now evolved into one of the most perfect of days with a slight breeze, plenty of sunshine and an all encompassing amount of sunshine that raised he temperate into the 70s. By 11 AM, the work on the field switched to cleaning up and spending a bit more time chatting with fellow members. All in all, it was the best Rub and Scrub we have staged in many, many years.

The officers of the Monmouth Area Flying Club would like to thank the following members for contributing to this great event.

Alex Justo	Janis Blackburn
Keith Lyon	Mike Bernicker
Peter Mathews	Charles Burke
Brian McNicholas	Bill Butler
Patrick Milandro	Dan Coles
Albina Min	Mike DiBella
Jimmy Scotti	Steve Dinklage
Mark Sheprow	Tom Flieger
Jon Stumpf	Tom Griffin
Dave Trulli	Mark Herega
Bob Watkins	Jon Jervert







### The Future Is Here



Included in the recent Detroit Auto Show was a glimpse of what is to come in the area of personal transportation. In the display were numerous small personal aircraft that are now available for those who have extremely deep pockets. To learn more about the show and what is on the horizon, go to

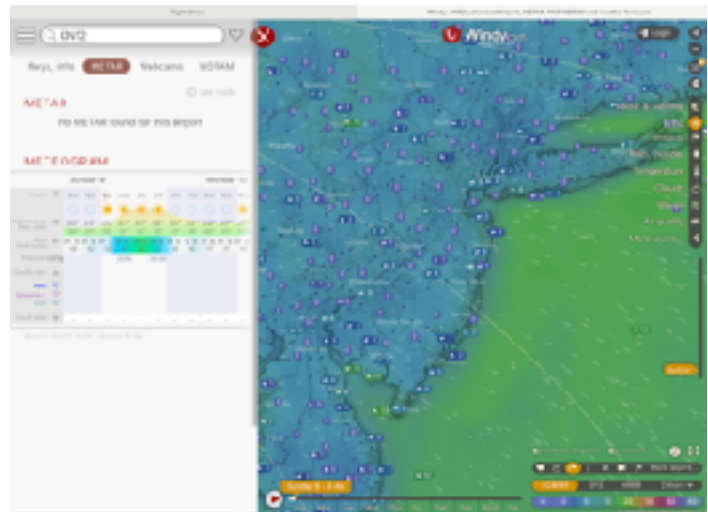
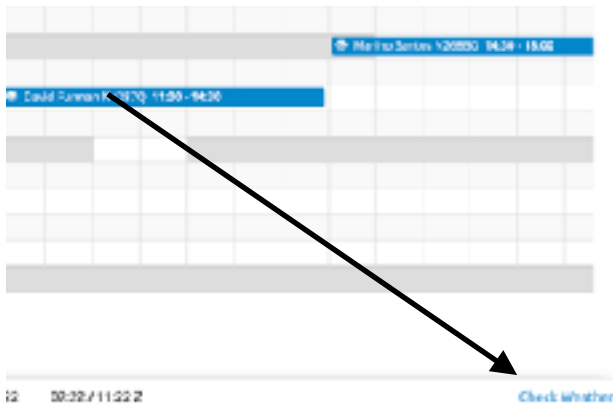
<https://www.forbes.com/sites/edgarsten/2022/09/16/detroit-auto-show-adds-displays-that-take-mobility-into-the-skies/?sh=368cb586446a>



The next time that you open Flight Circle, look in the bottom right corner and you will see a button with the words CHECK WEATHER, click on it. This link takes you to windy.com, a site that is packed full of easy to understand graphics all keyed to the weather. What makes it so good are indeed the graphics because just about everything you need to know, plus more, can be found here.

To the right of the main chart is a vertical menu that enables you to select specific WX conditions. At the bottom right are buttons that allow for layering. On the bottom left is a slide that allows you to move ahead in time making it easier to see trends over time. The left side of the screen is filled with information on the target airport that you have selected.

By the way, you can skip going through Flight Circle and head directly to the web site by entering in [www.windy.com](http://www.windy.com)



### Aviation Bio Fuels

In an article titled, can biofuels really fly by Robert F Service, Scientific America June 24, 2022, the quest to reduce carbon polluting emissions generated by jet aircraft is examined. The article begins by pointing out that a flight from New York to London generates more carbon dioxide than is produced in the entire country of Nicaragua over an entire year. Looking at it in another way, about 3.5% of the annual CO2 produced comes from jets.

This situation has stimulated research in the quest for alternate sources for Jet A fuel principally from biomass such as garbage and it is beginning to bear fruit. But initial attempts led to little if any progress. The conversion of corn into jet and auto fuels produced more problems than those solved. What seemed to work in the lab fell apart as attempts were made to scale up the operation.

But with stimulus support from the government being increased the number of startup firms in this field have increased dramatically. One of the more promising attempts transforms everyday trash into high quality jet fuel. It is now estimated that by 2030 the market for bio jet fuel will have increased by 70%.

While battery powered aircraft will become a reality within the near future, they can never compete with Jet A fuel used in larger planes. The reason for this is that fuels other than liquid do not hold the same amount of usable fuel energy. So you will not be seeing charging stations at major airports anytime in the near future. Expanding upon the idea of using jet fuel derived from biomass may conceivably cut emissions by up 90%



Refueling an Airbus with biofuel



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

Returning from Montgomery Field in CA to Boulder City, NV I overheard this exchange just north of Palm Springs:

LA Center- "Shooter One One, you have an RJ at 12 o'clock, 5 miles and 1000 feet below, opposite direction."

Shooter One One- "Looking for traffic."

LA Center- "RJ123 you have a single F-18 at 12 o'clock, 5 miles and 1000 feet above, opposite direction."

RJ123- "Roger. Switching to guns!"

No response from Center but I imagined they were having a good laugh.

-Darrel D, Boulder City NV



**ANNOUNCEMENTS**



Congratulations to Motty Perl who successfully completed his First Solo.  
Darren Mattos Instructor

*The Wright Answers: They controlled the lateral movement of their first aircraft by **B. By warping the wing surface.***

**Top Fliers for September**

PILOT	HOURS FLOWN	ACFT
Marino Santos	36.3	N268BG, N61WT
Bill Geler	15.5	N61WT
Bill Butler	9.6	N55804, N61WT, N93KK
Emily Johnson	7.8	N61WT, N4287Q
Dean Gittlemen	6.5	N4287Q, N93KK

**Takeoffs are optional but landings are mandatory**



**Solberg Hunterdon N51**

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

'If the enemy is in range, so are you.'

**Awesome Paint Jobs: Art Templeton**

