

SURFACE WINDS

The Official Publication of the *Mid Atlantic Pilots Association*

May 2008

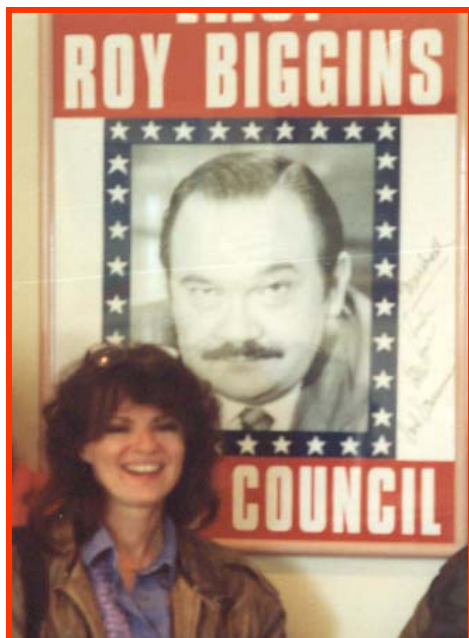


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MAPA, 29 Wright Way, PO Box B7, Fairfield, NJ 07004

Kathy Jaffe Safety Seminar a Success!



Hey Dad, can I borrow the keys...to the plane?

The story about getting a private pilot license at 17, before a drivers license.

Feature Story Page 8

Dinner Speaker:

Billy Richards - Aerial Coordinator

for Movies & Television

from Gardner, NY

*Kathy Jaffe at Hutch's Restaurant
- Nantucket Airport supporting
Roy Biggins' election campaign!*

(Undated but mid-1990s)

May Board Meeting

Tuesday

April 29

MAPA Fly-Out

Saturday

May 10

Next Dinner Meeting May 8th - 7:00 PM

And with Spring comes May showers. Yeah rain and low hanging clouds, great. So how is your IFR work coming? Are you keeping current? Would you feel comfortable if you flew into a cloud? I ask these questions because I am long overdue on my IFR currency. It took me many months to get my IFR ticket and here I sit knowing I have not flown an IFR flight plan in almost a year. Sort of hard to admit. So with that said, I promise by the next issue of the **MAPA Surface Winds** I will be up doing my IFR training. I promise. So how about you?

We had our annual *Kathy Jaffe Safety Seminar* at Union County College in Cranford just two weeks ago and we had a nice turnout. AOPA's Bruce Landsburg put on a nice presentation and I believe all our effort to recruit additional **MAPA** members paid off. For that I wish to thank all of our **MAPA** volunteers that came out and assisted us. Wayne and Ruth Smith put up all the signs around the campus and everyone followed them right to the theatre! Our mission was to promote Safety, which we did, but also to recruit new **MAPA** members. And with that said, we got 81 potential new **MAPA** members. If only two sign up I think we did well. Thank you volunteers!!

For those that do not know, on Monday, March 31, I had my right hip replaced with a shinny new titanium one. I thought I would be out of commission for 4 to 6 weeks, much like our own Douglas Fields who had both his knees done two years ago. Well a hip replacement is quite different than a knee, and I actually am up within four weeks, driving a car and back flying planes again too. Amazing. For those that do not utilize AOPA, their web-site and individuals were a wealth of knowledge to make sure I kept on flying. Everyone should use them.

Well I hope to see you at our next dinner on Thursday, May 8th and at the May 10th fly-out

Well I hope to see you at our next dinner on Thursday, May 8, and of course at our next fly-out the following Saturday, May 10 to New Bedford, MA.

Have a great Spring!!

Duncan Talbot
MAPA President

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Bob Ewing

MAPA meets the 2nd Thursday of each month at the Russia Hall, 4-6 Woodhull Ave., Little Falls. Social 6:00 pm ~ Dinner 7:00 pm ~ Meeting 8:00 pm

May Fly-Out to EWB

Saturday, May 10th



EWB is about 164 NM, ENE of MMU The basic information is as follows but verify before your flight:

ATIS 126.85 or 508-994-6277
Providence Approach 128.7
EWB Tower 118.1
EWB Ground 121.9
R/W 14/32 is 5,000 ft x 150 ft
R/W 5/23 is 4,997 ft x 150 ft

EWB is outside of both Providence and Boston Class B airspace.

The Fly-out is not sponsored by MAPA. It is a gathering for any and all pilots who wish to join a group for lunch at an area airport location. The go/no go decision to join in is strictly up to individual pilots.

MAPA will be joining the community of New Bedford, MA and host/sponsor *Colonial Aviation* for one of the region's first aviation events of the season. EWB's *Aviation Fun Day* will feature static displays including a Blackhawk helicopter, seaplanes, aerobatic planes, etc. There will be fire department displays, a K-9 demonstration and a variety of food and drink vendors.

Colonial Aviation's president, Dot Cunningham has invited us to park on her ramp off taxiway Alpha free of landing and parking fees!!

Colonial Aviation is located along taxiway Alpha on the southwest side of runway 5 - 23 and the control tower. There should be sufficient space but if required, contact *Colonial Aviation* on 122.95 for guidance.

At the time of this writing, 100 LL fuel was \$5.45 per gallon. It is reported that **MAPA** members **may** get a \$0.15 per gallon discount. (Keep in mind this is not cast in concrete!!)

If anyone can offer a ride or if anyone is in need of a ride, please contact Cal Thomas at skywgn@optionline.net who will try to coordinate the parties.

Cal Thomas
Fly-Out Captain

Park at *Colonial Air Ramp* off Taxiway Alpha



**The Mid-Atlantic Pilots Association invites you to
COME TO OUR NEXT MEETING on MAY 8th!!**

Dinner meetings are open to all & we assure you of an informative and enjoyable time including:

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Members Fly with Your Pet Contest

In April we announced the *Fly with Your Pet* picture contest. The idea is to submit your pictures with your pet either in or next to an airplane. Submit your pictures to the SW Editor as often as you like.

The contest will run through the **MAPA** picnic with the winner announced in the September SW. An appropriate prize will be awarded to the winner and the winning picture will adorn the cover of the September *Surface Winds*.

For those who don't have a pet, borrow one. The contest is open to all but only **MAPA** members are eligible for the prize. So join now. Here are some pictures that may inspire you.



CHECKLIST

May 10th Fly-Out
New Bedford, MA

AOPA Open House
June 7th at FDK

Solberg Balloon Festival
July 25th to 27th



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*MAPA meets the 2nd Thursday of each month at the Russia Hall, 4-6
Woodhull Ave., Little Falls. Social 6:00 pm ~ Dinner 7:00 pm ~ Meeting 8:00 pm*

ATTENTION PILOTS & AVIATION ENTHUSIASTS

The May dinner speaker is **Billy Richards**, a “behind the scenes aerial coordinator” for movie and TV.

Billy Richards, a relatively local pilot from Gardner, NY is, among other things a motion picture aerial coordinator. A few of his many aerial coordination credits include the recently released **College Road Trip** with Martin Lawrence; **American Gangster** and **The Good Sheppard**.

Billy has also served as a helicopter and/or “stunt” pilot in dozens of movies and television shows including **XXX**, **Minority Report**, and a few episodes of **The Donald’s Apprentice**.

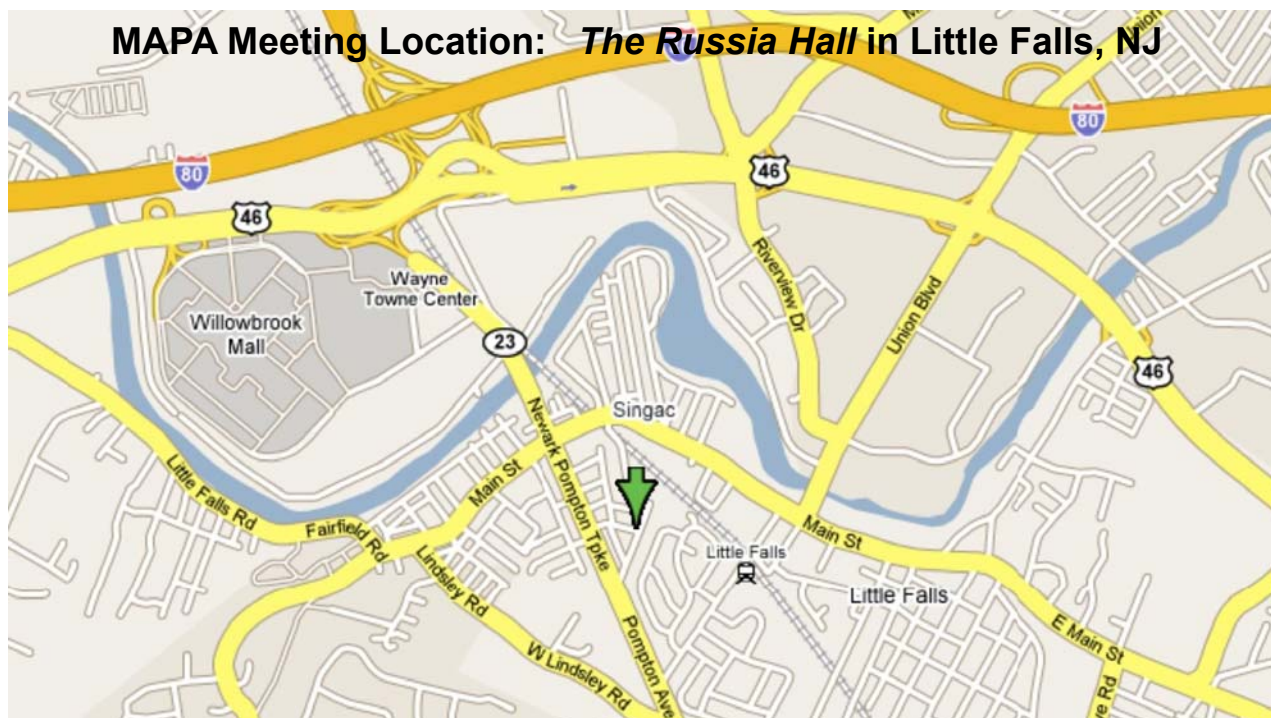
At the May dinner, **Billy** will give us the insider’s view on how airplanes and helicopter scenes are organized, and how filmmakers use helicopter-mounted cameras to create those seemingly impossible action shots.

A well rounded aviator, **Billy** holds an ATP (Airline Transport Pilot) certificate airplane and rotocraft (helicopters), single and multi-engine airplane, seaplane, glider and instrument ratings. Of course he is a tail-dragger pilot.

When not flying his *Bell* helicopter and making movies, he runs the *Blue Sky Ranch*, an internationally renown skydiving operation in Gardner, NY. In his spare time he is continuously working on updating his *Kobelt* airport in Walkill, NY.

Join us for the May dinner meeting, which should be an interesting and informative event for all.

Dave Simpson
Program Chair



Directions: South on Rt. 23 (from Rt. 80 or Rt. 46) turn **left** onto **Woodhull Ave.** (just past **3rd Ave**) About 1 block in it veers slightly to the right. From North on Rt. 23 turn **right** onto **Bradford Ave**

Letter from The Editor - MAPA Membership

The recent safety seminar was another success and an effort was made to enlist new members for **MAPA**. However, the question often arises as to why one would join.

MAPA is now in its 50th year as a social organization to promote aviation safety while enjoying camaraderie with other aviation enthusiasts. There are numerous other organizations that zero in on specific missions that are more than social in nature. **MAPA** generally avoids the political activities.

MAPA sponsors the annual *Kathy Jaffe* Safety Seminar that is free to all comers. At the monthly dinner meetings, **MAPA** has a guest speaker to discuss an aviation related topic. The dinner meetings are open to all, members and non-members.

The monthly newsletter, the *Surface Winds* provides members and non-members informative material that is not generally found in other sources. It is also an opportunity for advertisers to reach our readers.

Membership is relatively inexpensive, between \$30 and \$40 per year depending on single or family type. The membership includes the **MAPA** sponsored August picnic and October brunch at no cost. The newsletter may be delivered in the mail or electronically. The membership application on Page 16 and provides more details.

Membership does not require meeting attendance but the buffet dinner with the speaker results in an enjoyable with around 40 other aviation enthusiasts. And the Saturday following the monthly meeting is the fly-out.

So why not give it a try and come to the Russia Hall in Little Falls, NJ for a monthly dinner meeting? Just like Motel 6, the light is always on and you are always welcome to join us.

Dick Schuster
Surface Winds Editor



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Hey Dad, can I borrow the keys..to the plane?

While most teenagers can't wait until the birthday after which they can earn the right to drive, a special few earn the right to 'slip the surly bonds of earth' and fly off as newly licensed pilots. Yet it is rare that one does it on their birthday, even before they pass their drivers test. But for one teenage girl in New Jersey, **Alexandra Hariri** from Bernardsville, the skies proved not to be the limit.

Alex, a junior at the Kent Place School in Summit, New Jersey, became the youngest female pilot in America when she earned her Private Pilot certificate this month. Flying her 2006 Cessna 172 outfitted with the *Garmin G1000* 'glass cockpit', **Alex** reached that special milestone then quickly hurried off to take her driving test, all before lunch!

"It was a really hectic day and I was kind of nervous, but by the afternoon I felt like it all happened so fast," said **Alex** a few days later while rushing off to school.

For **Alex Hariri**, flying was one of those challenges she set for herself after she took her first lesson at only 13 years of age. "I was always kind of afraid of flying when I was little and didn't like, not feeling any control over the situation," she said, "and when I asked my dad if I could take lessons he said absolutely, yes!"

Exposed to flying as a toddler by her father *Dr. Bob Hariri*, a commercial multi-engine rated pilot who has been flying since he was in high school, **Alex** realized that aviation was in her blood and she probably couldn't fight it. **Alex** explained, "I saw how much my dad loved flying and how so much of his life and friends centered around it that I always wanted to do it. But to be honest, I used to be nervous in airplanes. I felt that I could overcome my fears by learning how to fly and in the process got to develop a lot of skills that I know I will use in and out of the cockpit."

Alex is preparing to apply to college and is thinking of a career in engineering, medicine or research. Yet through her flying she has gained a new appreciation for aerospace and even got the chance to experience the weightlessness of outer space aboard a *Zero G* flight last fall while studying for her Private Pilot written exam. As an intern to the *Rocket Racing League* last summer, **Alex** earned a seat on the parabolic airplane and trained like an astronaut for two hours. "It was an amazing experience and it made me appreciate just how tough human space flight must be," she said, "and I hope to learn more about how the body reacts to the different conditions that exist out there."



New Member

from the Editor

Dr. Bob Hariri is a new **MAPA** member and has graciously submitted the article about Alex. I have know Bob through the **CAP** and his daughter through him.

Bob has quite an interesting background and hopefully we can get him to speak at a future dinner. In addition to owning a stable of airplanes, Bob is a founder of the *Rocket Racing League*. We'll feature a story on it in an upcoming issue of the *Surface Winds*.

During a recent trip with **Alex** to San Diego, they had the opportunity to spend two days with Mikhail Gorbachev. One of Bob's Challengers was used by Gorbachev during recent travels. This is quite a lot for a 17 year old but she capped that off meeting with Val Kilmer.

I'm sure that this is just the beginning for **Alex** in whatever endeavor she pursues. However, I am certain that the license to fly will open doors and be the pivotal point of many enjoyable adventures to come.

Happy Mother's Day!!



Mikhail & Alex

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I Hate Writing This - But I Must by Stanley Sanders, CFII

One reason (I hate writing this) is that I don't want to appear self aggrandizing. The other is that I have to admit that all flight instructors are not the same.

I was giving a review (lesson) to an already instrument rated, low time pilot who felt he needed additional time in his *technically advanced aircraft* (TAA), a *Diamond Star DA-40* with a G1000 panel.

The review started off well enough. I arrived on time but the pilot had arrived earlier, informing he had done the preflight. I felt comfortable with that since his log book showed over 200 hours in that plane of his 300+ total. There are several unique features on the DA-40 that are not found on other aircraft which should be checked on the preflight. Whether they were or not I will never know.

We filed an IFR plan and proceeded to the plane. The pilot started it and called for clearance, which was dutifully delivered by delivery. The pilot then put the destination into the GPS as "the direct to" destination without first defining the clearance route. I suggested that he put the whole route in since that would be what we would fly. At once it was clear he didn't know how to do that! After demonstrating the process, we then set up the proper frequencies for departure and proceeded on our way.

After rotating and beginning the climb, the second surprise came. The power settings for the DA-40 are non-conventional. It has a constant speed prop. In the climb, the AFM (POH) says to set the power with full manifold pressure (throttle forward) and reduce RPM to 2400 from 2700. This is not quite what the C-182 driver typically does in the beginning of the climb. Advising that this was not the correct climb procedure, he indicated that is how it was taught to him. I indicated that we would discuss the procedure on the ground and I pushed the throttle to the limit and reduced RPM to 2400.

The pilot was having difficulty holding altitude after level-off and reduction to cruise power settings. He complained that he was unnerved by my reducing power in the climb, a remark I recognized as a cop out and I ignored it. He immediately forgot the exchange, settling down and doing a fair job of controlling the airplane.

We did an approach and returned to base. His knowledge of the G1000 buttons was limited and I explained their functions and how they are used to enable a more efficient flight. Once on the ground, I asked him to bring the AFM into the school. There I showed him the pertinent section to confirm why I had changed the climb power settings. I also pointed out other areas that he should have acquainted himself with. We also reviewed the G1000

and looked at the workings and benefits of this very well designed piece of equipment.

Well what was the point of this discussion?

First of all, the instructor who had introduced him to the *Diamond* had very little knowledge of how to fly the airplane. I doubt that he had ever opened the AFM, perhaps only to determine the V-Speeds for the essentials. However, that wasn't even required since the V-Speeds are shown on the G1000! Taking an instructor out of a C-172 and presenting him with a TAA is not beneficial to a student or the instructor.

Where did the system drop the ball? With the introduction of the TAA, it is no longer prudent to graduate and instructor with a single engine certificate and have him think he can instruct in any single engine aircraft. Thankfully, even if the FAA doesn't care, the insurers do.

Could you imagine an instructor taking a student up in a *Pilatus* or *Caravan* without getting additional training in these high performance aircraft? You know what they call a doctor who finishes last in his class? Doctor.

Yes Mr. FAA, perhaps it is time to type rate instructors in the TAA of today. And students, don't just accept any instructor that comes your way but intelligently interview the before hiring them.

.....

Editor's Note: We will normally include articles as they are written unless there is some reason not to. We have made slight wording changes to Stanley's article without content change and we again thank him for his contribution.

As an organization, I think it is good to see these first hand accounts, especially for the student pilot. There is a tremendous depth and knowledge amongst MAPA members and it should be used to help the student along at every level.

Stanley makes a good point that this pilot may not have received the TAA knowledge and it may have caught up somewhere along the line. But the instructor has to know their limitations and acquire the proper knowledge prior to giving instruction. The FARs are pretty clear on this but sometimes it slips through the cracks.

No destination is so important nor so urgent that we cannot take the time to plan our trip and fly it safely

Avionics Thief Jailed!!

This story is the second in recent weeks that come from the *AOPA ePilot* that should be of interest. Several years ago, MAPA member Tom Harbin has avionics stolen from his airplane. This guy may be part of that group. The story is as it was reported by the *AOPA*.

General aviation pilots frequently band together to protect the tight-knit community from false media reports and terrorist threats. Unfortunately, some of those within the trusted GA circle take advantage of their fellow pilots, casting the industry in a negative light. Such is the case with private pilot and aviation parts broker Mario Enrique Mercier, who was sentenced to eight years in jail on March 21 after being found guilty on Oct. 15, 2007 of charges including the sale or receipt of stolen property and interstate transportation of stolen property. A U.S. attorney's office report indicates that from 2004 to 2006, "Mercier burglarized or was involved in the burglarizing of aircraft at more than 20 private airports in at least eight states."

Upcoming Fly-Out



Apr. 12	TGI Tangier Island, VA	A place where time stopped
May 10	EWB New Bedford, MA	GA Fun Day
June 14	OXC Oxford/Waterbury, CT	The new "121" Restaurant

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A Big Thanks to the Volunteers!!

Report from *Kathy Jaffe Safety Seminar*

The **Mid Atlantic Pilots Association**, (MAPA) held their annual Kathy Jaffe Safety Seminar at Union County College on April 24, 2008. President Duncan Talbot spoke about Kathy, a member, past president and an aviation enthusiast. He also thanked the Program Chairman Dave Simpson and his team for the work they did to set up the program, signage and the recruitment activity.

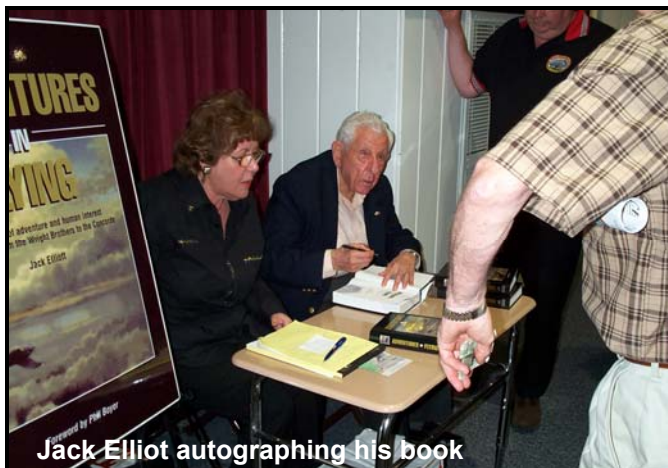
He introduced Bruce Landsberg, Executive director of the AOPA Safety Foundation who gave an excellent talk on the Top Five Mistakes Pilots Make. About 125 people were in attendance for the event and Dave Simpson and Wayne Smith took the opportunity to introduce the non-members in the audience to MAPA.

Approximately 80 people filled out interest cards to receive copies of the *Surface Winds* and/or request more information about **MAPA**. A drawing was conducted and two \$20 gift certificates from *Sporty's* were given to potential members who filled out and interest card. Also, Annamary McCannthe a **MAPA** member volunteer for the event received a *David Clark* head set because her initials were on one of the winning interest cards. Jack Elliott who wrote *Wings over New Jersey* for the *Star Ledger* was on hand with copies of his book available for sale. AOPA also contributed CDs from the APOA Safety foundation and a drawing was conducted to award them.

Kathy Jaffe in the mid-1990s



Dave, Duncan & Bruce



Jack Elliott autographing his book

Prize Winner



Thanks for all The MAPA Volunteers!!

C & W Aero Services *Engine Seminar*

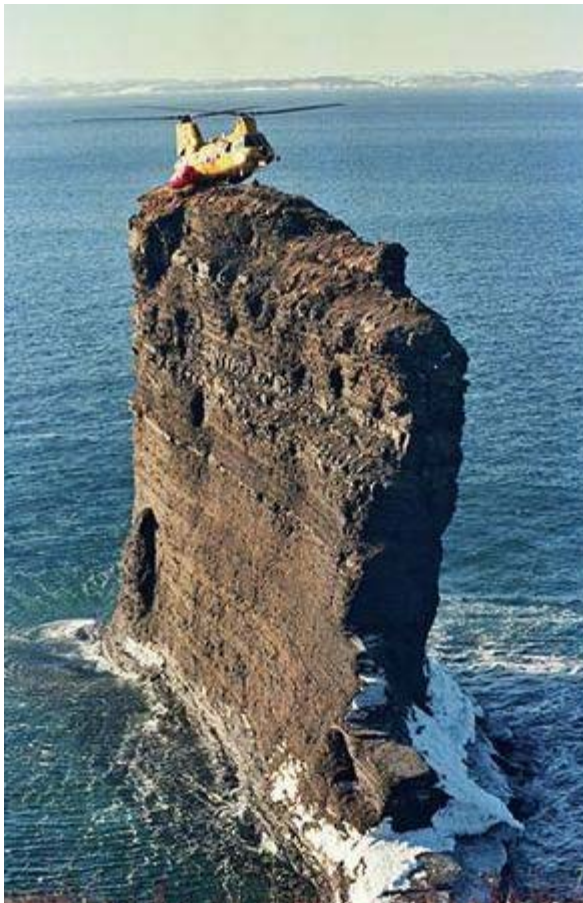
On **Tuesday, May 20th**, MAPA advertiser C&W Aero Services will sponsor an engine care seminar at their Caldwell, NJ facility. The program is scheduled for 6:30 PM following a free gourmet dinner at 5:30 PM. Those in the know understand the meaning of “gourmet” when it is put forth by those C&W gents!!

The program will qualify as a Safety Seminar for the Wings Program and as Industry Training for the Aviation Maintenance Technician Awards.

The seminar is entitled ***The Care and Feeding of Your Aircraft's Engine***. It is being billed as a Double Header with both *Lycoming Engines* and *Teledyne Continental Motors* factory representatives available to field questions on maintenance issues and operating procedures of your aircraft's engine.

The seminar is open to pilots and mechanics. Door prizes will be available. The program is sponsored by both C&W Aero Services and the *Teterboro FSDO*. (FSDO contacts are 201-556-6600 ext. 206 or www.aea200.EA.FAA.GOV/EA25.)

C&W is located at Essex County Airport (CDW), 19 Wright Way, Fairfield, NJ. You may call them at 973-227-5750 for directions. This is a seminar not to be missed!!



Here's one of those photos that make us wonder why?

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Mystery Plane



Here is another interesting “plane” I’ve come across in my travels. This was a donation to the “Museum of Flying” at the Santa Monica airport. The museum was dissolved some years ago and all of their aircraft were dispersed to new homes.

This craft is no doubt a helicopter. It was a prop in an Arnold Schwarzenegger film. There were actually two different ones depicted in the movie although they never flew.

The futuristic movie had this craft go into a flight mode where the rotors locked into place for high speed. At low speeds it operated as a regular helicopter. As recently as a month ago the movie was on TV. What is it?



Some more shots from Sun N Fun

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Mid-Atlantic Pilots Association Membership Application

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Address _____ Business or Home

City _____ State _____ Zip _____

Phone: Home _____ Business _____ Cell _____

Licenses, Ratings, Certificates: _____

Aircraft Owner _____ Renter _____ Home Airport _____

How did you learn about MAPA? _____

Membership Types (Membership includes annual picnic & annual brunch)

Single: *Surface Winds* by mail \$40/year *Surface Winds* by e-mail \$30/year
 Family: *Surface Winds* by mail \$50/year *Surface Winds* by e-mail \$40/year

Send payment to: Douglas Fields, Treasurer
80 Morristown Road
PMB 343
Bernardsville, NJ 07924

or bring to dinner meeting.

Membership is based on the calendar year from January through December. Memberships paid in the 4th quarter (Oct. Nov, Dec) are good through the following year.

Ideas for Thought

Here are some potential features for the *Surface Winds*:

- ◆ Member Profiles
- ◆ Member's flying adventures
- ◆ Interesting destinations
- ◆ Member's airplanes
- ◆ Newly minted pilots
- ◆ Member's new ratings
- ◆ An instructors issue
- ◆ A flight school issue
- ◆ An airport issue

Of course we can also have monthly departments such as a Squak Box where members can air their gripes! Of course members opinions and any aviation related topic are welcome.

No we can say we gave everyone fair warning to participate, eh?

New Jersey News

Another AOPA ePilot story.

PRIVATE NJ AIRPORTS COULD GET MORE PROTECTION

A bill being introduced in the New Jersey Senate would provide an extra layer of protection for privately owned airports. Sen. Jeff Van Drew is sponsoring S.B.1581, a companion bill to a measure currently in the Assembly, which would prohibit local governments from acquiring by condemnation any airport that has had its development rights purchased by the state. "The recent closing of Twin Pine Airport in Pennington is another reminder that the state needs to provide protection to privately owned airports," said Joey Colleran, AOPA manager of state legislative affairs. "While this bill wouldn't have saved the airport, it has the potential to save dozens of other privately owned airports." Educating lawmakers about the bill will be one of AOPA's top priorities during the New Jersey Aviation Awareness Week at the state capitol from May 19 through 23.

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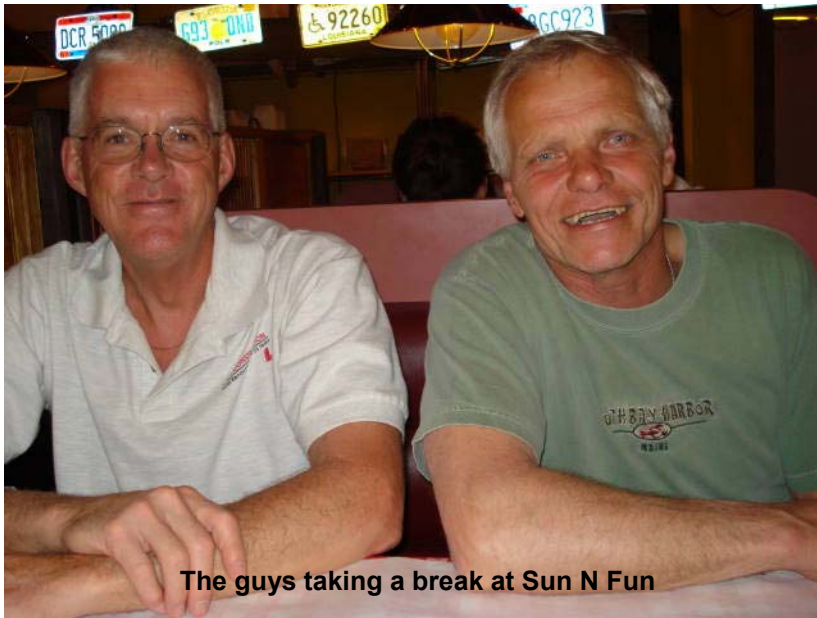
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MAPA at Sun N Fun



The guys taking a break at Sun N Fun

Sun N Fun was held the 2nd week in April at Lakeland, FL. Many **MAPA** members have made the trek over the years and have always seem to have enjoyed themselves.

I took the opportunity to stop in on the Thursday when things had returned to normal after an early week deluge.

Of course the two gents in the adjacent picture seem to always show up when there are airplanes and food! They flew to an outlying airport in Bill Waldron's Comanche 400 and drove over.

I flew into LAL the day before and it was quite a chore to navigate the air lanes with the rest of the bees going to the flower for the honey. The departure was just as interesting. The taxi was more than 45 minutes and the take off was three abreast.

I've scattered some pictures throughout this issues that brings a little flavor of the event to those who couldn't make it.

The FAA had a temporary tower set up but you couldn't pick it up unless you were within about 200 feet of it. The volunteers were exceptionally well organized and efficient and moved the aircraft effortlessly.

From the Editor



The long road to the departure end of RW 9 at LAL

Printing	122 Ridge Road
Copying	Lyndhurst, NJ 07071-1244
Digital Network	(201) 896-2727
Document Management	Fax: (201) 896-0121
	www.SirSpeedyNJ.com

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SURFACE WINDS

The Official Publication of the *Mid Atlantic Pilots Association*

May 2008

NEXT REGULAR MEETING - MAY 8, 2008

At the *Russia Hall* in Little Falls, NJ

(directions on Page 6)

FLYOUT - May 10, 2008 To EWB - New Bedford, MA

E-Mail pictures, stories & articles to Editor