

Congratulations!



First Solo

Adam Timcoe
 September 17, 2005
 CFI Jim Petrizzi

First Solo

Josef Goergen
 September 25, 2005
 CFI Jim Petrizzi

Welcome

New Student Pilots

Kevin Bartley
Staten Island, NY
 Narciso Figueroa
Staten Island, NY
 Jeff Modola
Green Brook, NJ
 John Van Houten
Kinnelon, NJ

Instrument Students

Doug Kennedy
Mountain Lakes, NJ
 Tom VanDell
New York City, NY
 David Turberfield
New York, NY
 Odilo Vazquez
North Arlington, NJ

Renters

Greg Lindstrom
Short Hills, NJ
 Chad Maikish
New City, NY
 Shaen Von Bernhardt
Wantage, NJ
 Dave VanVeen
Oak Ridge, NJ
 Bob Galagan
Lincoln Park, NJ

Winter Special - December 1st thru February 28th
Rent a G1000 Skyhawk for \$119/hr (plus fuel surcharge)*

* originally \$160/hr

New Aviation Workshops for Winter 2006

A new series of aviation workshops begin in January. Each of six workshops is moderated by one of Aero Safety Training, Ltd.'s staff instructors, occasionally joined by guest speakers.

Winter Flying

Mon, Jan 16

Aircraft, pilot and weather considerations will be discussed during this tutorial, as well as how to preflight, when to use preheat, how to handle frost, freezing levels, and survival gear.

Making the Most of the Internet

Tues, Jan 31

Web sites available to aviators continue to proliferate. Explore and enjoy the world of electronic information available to you. We'll visit weather tools, aviation forums, aviation organization websites such as the FAA, AOPA, and EAA.

Stall-Spin Awareness

Wed, Feb 15

Based on Rich Stowell's PARE approach to stall-spin recovery, this session will view Stowell's video followed by a discussion. Potential conditions that could lead to a stall-spin, and ways to avoid those conditions will be addressed.

VFR Cross Country Flying

Tues, Feb 28

Dust off your basic "look-out-the-window-and-check-your-watch" navigational skills, and review radio (VOR) navigation. We'll also explore some GPS tricks and help you get beyond Direct-to navigation.

Aircraft Systems

Mon, Mar 13

What's under the cowling? LPA mechanics will lead this session. Engine-indication anomalies, flight instrument failures, and airworthiness issues will be discussed.

What If... ?

Wed, Mar 29

This is a fun and educational session. Ask anything that you would like to know more about. Some areas that have generated queries in the past include: FARs, AIM, written tests, medicals, what to do if you encounter deteriorating weather while enroute, NTSB investigations, sectionals, how to pick emergency landing sites, mechanical or electrical failures, unusual flight regimes, how to deal with Class Bravo towers, what to do if the tower asks you to call them, etc.

Enjoy refreshments and camaraderie starting at 7:00 p.m. in the flight school classroom. Workshops begin at 7:30 p.m. After each workshop a drawing for a \$50 gift certificate will be held which can be used toward flight training, aircraft rental or pilot supplies.

If you are interested in attending any or all of the flight school's aviation workshops, please register at the front desk. A \$15 fee for each workshop is due at registration. Call 973.872.6213 for information.

Alexandria Airport Hosts *Leaders Take Flight™* Workshop

Pittstown, NJ – Twelve women interested in developing their leadership skills met at Alexandria Field airport to participate in the *Leaders Take Flight™* workshop on September 24th & 25th. The workshop “uses the flying experience and the empowerment that results from it to develop three key leadership traits: self-confidence, adaptability and collaboration,” said Linda Castner, co-owner and operator of Alexandria Field. Castner, along with Sue Stafford, a professor at Simmons College in Boston, are both pilots and developed the course curriculum.



Above: CFIs Rich Stowell, Julie Boatman, and Frank Heffernan, along with Linda Castner, Sue Stafford, and 12 participants.

Left: Linda Castner, co-owner of Alexandria Field, demonstrates pitch, roll, and bank using a wheelbarrow to Diane Raymond, Dean of the College of Arts and Sciences at Simmons College in Boston at the *Leaders Take Flight Workshop* for women. Nancy Palladino, Hunterdon County Freeholder, is on the right looking on.

Call Linda Castner at 908.735.0870 if you would like to request more information.

Did You Know...

Student Pilots

To enter Class D (Delta) you must have a communications radio on board your aircraft. In addition, prior to entry, you need to establish two-way communications with the operating control tower. Establishing two-way communications means that the control tower must say your aircraft N-number. A response such as “... calling aircraft, please stand by...” does *not* authorize you to enter that airspace. To enter Class B (Bravo) you must have a communications radio on board your aircraft, you must have a Mode-C transponder, and prior to entry you need to establish two-way communications with the prevailing ATC authority (for example, New York Approach). Establishing two-way communications means that ATC must say the magic phrase “... N107MA cleared into Class Bravo ...” Additionally, you may not fly solo into a Class Bravo airspace unless you have a current logbook endorsement from your instructor. Even though Caldwell Airport (KCDW) is Class D and below Class B, you still need a Mode-C transponder on board your aircraft because KCDW exists within a 30 mile Mode-C Veil.

Private Pilots

The AIM recommends that you enter an uncontrolled airport’s traffic pattern on a 45 degree angle to the downwind leg at pattern altitude. What the AIM does not explicitly say is where you should intercept the downwind leg. Conventional wisdom is that you should intercept the downwind leg midfield. By flying the 45 to downwind at pattern altitude, you will be able to spot

traffic more easily against the horizon rather than looking for targets against the ground terrain. Choosing a proper entry to the 45 to intercept the downwind leg midfield will allow you to spot traffic on the crosswind leg (departure) as well as the base leg (arrival). At Lincoln Park (N07), flying 45 degrees to the downwind and aiming for the numbers will put you at the correct intercept point without much fuss. Remember that the aim point is highly dependent on the length of the runway. For example, using this technique at Stewart Airport (KSWF) will put you too close to the numbers when turning downwind.

Instrument Pilots

When flying a *radar vectored approach* using the KLN94 color GPS, a question that frequently pops up is: what is the difference between loading the approach and selecting direct-to the FAF, versus loading the approach, choosing Vectors-to-Final, and activating vectors-to-final? When manually selecting Direct-to the FAF, the GPS will paint a course line from your current position to the FAF, and when ATC vectors you around the terminal area, your CDI will indicate the deviation from that initial course. If you choose vectors-to-final, the GPS will paint a course line representing the final approach course extending from the FAF out into the approach gate area. The CDI will show your deviation from that course line and provide you with guidance and situational awareness to more easily capture the final approach course.

CARBON MONOXIDE: AN INSIDIOUS HAZARD

On January 17, 1997, Dodie Riach and her son David died as a result of carbon monoxide poisoning while flying in his airplane near Alton, New Hampshire. Dodie was an active member of the North Jersey Chapter of the Ninety-Nines. An annual scholarship was created in Dodie's memory providing financial awards to individuals seeking to advance their aviation related activities.

Because carbon monoxide poisoning is rare, the dangers associated with this inflight hazard are easily overlooked, or even forgotten. As we approach the colder winter months when cabin heat is regularly used, it is a good idea to review the physiology of carbon monoxide poisoning, the mechanical causes, and the symptoms that precipitate its onset.

Carbon monoxide (CO) is considered a silent killer because this potent toxin is invisible, odorless, and tasteless and can be present under a number of conditions. It presents a very real danger to general aviation and pilots of all aircraft utilizing internal combustion engines. Because the inhalation of CO is insidious, various symptoms may occur that do not immediately alarm the pilot to the fact that his, or her, reasoning and abilities may be severely impaired.

When carbon monoxide is taken into the lungs, it combines with hemoglobin, the oxygen carrying agent in blood. The affinity of the hemoglobin for CO is so much greater than for oxygen that oxygen starvation results. Oxygen starvation of the brain reduces a person's ability to reason and make decisions. Exposure to even very small amounts of CO over a period of several hours will reduce a pilot's ability to operate an airplane safely. Long exposure to low CO concentrations is as hazardous as short exposure to relatively high concentrations. The effects of carbon monoxide poisoning can last 24 to 48 hours, as the carbon monoxide clings to the hemoglobin molecules.

Susceptibility to carbon monoxide poisoning increases with altitude. As altitude increases, air pressure decreases and the body has difficulty getting enough oxygen. Add carbon monoxide, which further deprives the body of oxygen, and the situation can become critical. Inhalation of tobacco smoke also introduces CO into the body in significant quantities.

It is important to recognize the early symptoms of CO poisoning: feelings of sluggishness, being too warm, and tightness across the forehead. The early symptoms may be followed by more intense feelings such as headache, throbbing or pressure in the temples, and ringing in the ears. These in turn may be followed by severe headache, general weakness, dizziness, and gradual dimming of vision. Large accumulations of CO in the body result in loss of muscular power, vomiting, convulsions, and coma. Finally, there is a gradual weakening of the pulse, a slowing of the respiratory rate, and death.

Carbon monoxide is the product of incomplete combustion of carbonaceous material. It is found in varying amounts in the smoke and fumes from burning aircraft engine fuels and lubricants.

Most aircraft that we are flying today generate their cabin heat from a specially designed heater muff that wraps around our muffler or exhaust. So, if your muffler or related components become defective in one way or another it is very possible that the carbon monoxide can reach the cockpit through the cabin heater. The danger is greatest during the winter months and any time the temperature is such that use of the cabin heating system becomes necessary and windows and vents are closed. But there is danger at other times, too, for carbon monoxide may enter the cabin through openings in the firewall and around fairings in the area of the exhaust system.

To prevent an airplane from becoming a deathtrap, a thorough examination of the exhaust manifold and heater assembly should be conducted at regular intervals and whenever CO contamination of the cockpit or cabin is suspected because cracks and holes may occur in a relatively short time. Some aircraft manufacturers recommend that exhaust and heater systems be inspected as often as every 25 hours of flight time. Carbon monoxide in the cabin or cockpit has been traced to worn or defective exhaust stack slip joints, exhaust system cracks or holes, openings in the engine firewall, "blowby" at the engine breather, defective gaskets in the exhaust manifold, defective mufflers, and inadequate sealing or fairing around strut fittings on the fuselage. These components become very brittle due to the extreme and rapid heating and cooling of the engine. Couple this with the normal vibration of the engine and these parts are easily cracked when fatigued. Overhaul or replacement of these items is normally the same as the engine overhaul time specified by the aircraft manufacturer.

Caution against this insidious hazard can also be taken by using a carbon monoxide detector in your airplane. The Impulse XT is a disposable, easy to use, personal gas detector, designed for 2 years of continuous atmospheric monitoring of potentially hazardous levels of oxygen deficiency or toxic gas.



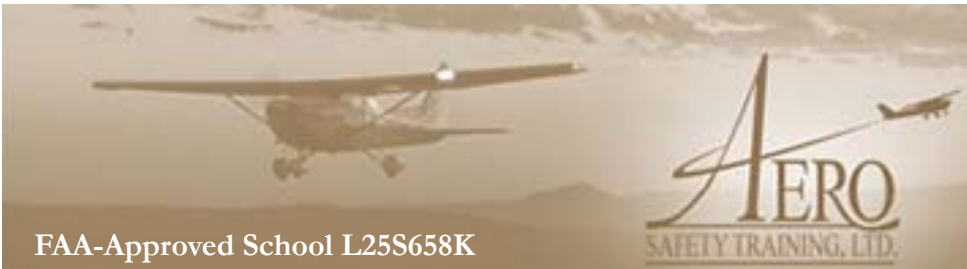
Features

- Out-of-the-box solution
- One button operation
- 24 month continuous operation
- Visual, audible and vibrating alarms alerts user of danger
- Stable and accurate carbon monoxide gas readings
- Remaining lifetime display enables planned replacement
- Complies with toughest industrial standards for RFI immunity and EMC compatibility
- Weather and impact resistant
- Battery life status

This personal portable device is now available in our pilot shop.

Calendar of Events

December 8, 2005	MAPA Holiday Party	94th Bomb Group, Fairfield, NJ	www.midatlanticpilots.com
December 14, 2005	FAA Safety Seminar	Moonachie, NJ	www.faasafety.gov
April 4 – 10, 2006	Sun-n-Fun	Lakeland, FL	www.sun-n-fun.org
July 24 - 30, 2006	EAA AirVenture	Oshkosh, WI	www.airventure.org



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The Aero Safety Training newsletter is published as a service to our customers. We welcome contributions of ideas and stories of interest to our readers. Thank you.

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FAA Flight Standards District Office

Park 80 West, Plaza One
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Phone: 201.556.6600
aea.faa.gov/aea200/ea25

FAA Airman Certificate

Certification Branch, AFS-760
FAA, P.O. Box 25082
Oklahoma City, OK 73125
Phone: 405.954.3205
registry.faa.gov/airmen.htm

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