

Congratulations!



First Solo
Kyle Ruffino
March 4, 2009
CFI Rob Christian



First Solo
Tom VanWingerden
March 5, 2009
CFI Nancy Christian



First Solo
Andrew Kurland
March 27, 2009
CFI Craig MacCallum



First Solo
Calvin Theobold
April 10, 2009
CFI Dan Dolan



First Solo
Thomas Del Otero
May 20, 2009
CFI Dan Dolan



First Solo
Henry Tu
June 8, 2009
CFI Dan Dolan



First Solo
Bob Guhr
June 9, 2009
CFI Nancy Christian



First Solo
Brandon Dunne
June 30, 2009
CFI Dan Dolan



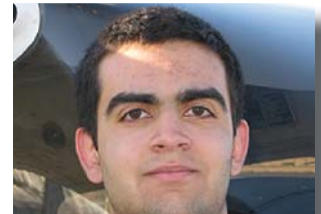
First Solo
Steve Madreperla
July 11, 2009
CFI Craig MacCallum



First Solo
Peter Cappio
July 19, 2009
CFI Dan Dolan



Private Pilot
Garrett Cavaliere
February 16, 2009
CFI John Kutsuzawa



Private Pilot
Mike Iacovetta
February 16, 2009
CFI Craig MacCallum



Private Pilot
Ron Aboody
May 21, 2009
CFI Craig MacCallum



Private Pilot
Stephen Rogacki
June 25, 2009
CFI Matthew Cady



Private Pilot
Tom Van Wingerden
July 7, 2009
CFI Nancy Christian



Instrument Rating
Alexis Rivard
June 15, 2009
CFI John Kutsuzawa



Mother Nature versus Human Behavior: A CFI's Perspective

by Robert Spearing, CFI, CFII, MEI

So, you've spent hours training to become a Private Pilot. In that time you endured numerous cancellations as a result of current or forecast weather conditions. You may have felt that even your trusted Flight Instructor was on Mother Nature's payroll, as he or she handed out the disappointments with what seemed to be a Cheshire cat's smile. The most difficult aspect of flight training actually has little to do with flying the airplane, and everything to do with the development of sound personal judgment. If you were lucky enough to have some of your flights cancelled early on in your training, you had the unique opportunity to be formally introduced to the most senior Flight Instructor of all--Mother Nature!

Whether you're a Private Pilot or an Airline Captain for a major carrier, you're not going anywhere without first consulting with Her. And on many occasions she will test your judgment, as well as your ability to accept disappointment. Whether or not we decide to go on a flight after the consultation is more a function of who we are rather than the information we received. Statistics prove it!

So, who are we? Well, we're human beings that share a common nature in the sense that all of us enjoy activities that make us feel good. Would it be safe to say that all of us might pay short shrift to any individual we perceive to be a hindrance to our good time? Of course! But, under the watchful eye of a Flight Instructor, students are seldom, if ever, allowed to follow through with bad decisions. But what happens after certification? Unfortunately the statistics answer that question for us, loud and clear.

We may recall the hazardous attitudes presented in our flight manuals, but do we really know what they mean, in the practical sense? Do we ever ponder how they may affect us as individuals? How often do we consider the subtlety with which these attitudes may rear their ugly heads when we least expect it? With a little personal observation throughout our daily lives outside the cockpit, we can quickly identify how these hazardous attitudes may affect us as Aviators. In doing so, we can develop a better understanding of ourselves as well as our own personal limitations, and become better pilots as a result of it.

Macho, impulsivity, resignation, anti-authority, and invulnerability certainly have their place in daily life and in aviation circles. All of us might be subject to each of them or a combination of them at any given time. We should know them, of course. But we should also know there is a plethora of different manifestations and degrees associated with each of these hazardous attitudes, and many times they overlap. They're not always so easy to detect, contrary to how they're presented in many flight manuals. For example, say I'm at home plotting a course for tomorrow's cross country flight through use of pilotage and dead reckoning, and I cannot find an adequate visual checkpoint for 30 miles through a mountainous area along my route. I disregard this because I'm feeling a little lazy tonight. Besides, I've always been great at dead reckoning, so rather than picking another route to my destination, I leave it alone to worry about it tomorrow. Have I resigned? Is laziness a manifestation of resignation? Am I exhibiting macho? Are both of these hazardous attitudes at work right now? Or, does macho only apply to someone who takes chances buzzing a residence? Is the fact that I'm taking other types of chances equally as foolish? And when I insist on making this flight tomorrow even though the weather conditions are below my personal minimums, am I suffering with invulnerability, anti-authority, or both? Does anti-authority only apply when you're resisting another's authority to publish rules that govern your operation? Or, is the fact that I'm completely disregarding my own rules that I set forth for myself just another manifestation of the same old hazardous attitude previously mentioned? So, here we are lost over the mountains, and the weather is slowly deteriorating. Finally, I decide to make at least one good decision: I turn around to fly home. When I get home, my wife greets me and asks, "How was the flight?" I reply, "Great, but the weather went down enroute, so I came home." Really?? What hazardous attitude do I continue to exhibit, even though I'm back on the ground? Is that one even mentioned in the manual?

What triggers these attitudes is unique to our individual personalities, and they can be seen even when we're far away from the airfield. If we succumb to them in daily life, we'll succumb to them in the air. Recognizing these human tendencies requires a little personal observation, but I assure you it's a worthy endeavor. You'll be amazed at what you might see if you're noting your reactions to different situations throughout a given day at work or play.

As a Private Pilot, you are now the "pilot in command." The safety of your flight rests solely on your judgment. Your personal safety, the safety of your passengers, the safety of the pilots and passengers of other aircraft, as well as the safety of the people on the ground is dependent upon your judgment. How can you be worthy of their trust? By exercising good judgment, of course. But good judgment is not inherent. It is learned, and it requires your participation, even after certification.



Aero Safety Training hosts Summer Aviation Adventure Camp



We know that the future of aviation is in the hands of our youth. To ensure that we do our best to preserve the future and nurture our youth we are creating a program called Aviation Adventurers. To kick off this initiative we will be hosting a summer “camp”. The dates will run from August 17-21 and cater to ages 3-18! Registration is required. The fee for this program is \$50. *Each participant can individually schedule an airplane ride for an additional \$100.*

The Aviation Adventurer Programs are a launch of a youth initiative being hosted by Aero Safety Training. We invite you to register your interest in future events and programs in addition to Aviation Adventure Camp.

Adventurers	Sky Catchers	Ages 3-5	August 17	<i>Monday</i>	<i>10am-12pm</i>
			August 19	<i>Wednesday</i>	<i>10am-12pm</i>
			August 21	<i>Friday</i>	<i>5-7pm</i>
Adventurers	Sky Hawks	Ages 6-8	August 17	<i>Monday</i>	<i>12-2pm</i>
			August 19	<i>Wednesday</i>	<i>12-2pm</i>
			August 21	<i>Friday</i>	<i>5-7pm</i>
Adventurers	Sky Lanes	Ages 9-13	August 18	<i>Tuesday</i>	<i>10am-12pm</i>
			August 20	<i>Thursday</i>	<i>10am-12pm</i>
			August 21	<i>Friday</i>	<i>5-7pm</i>
Explorers		Ages 14-18	August 18	<i>Tuesday</i>	<i>6pm-8pm</i>
			August 20	<i>Thursday</i>	<i>6pm-8pm</i>
			August 21	<i>Friday</i>	<i>5pm-7pm</i>

Adventurers: This program will allow young aviators to explore aerodynamics, parts of the airplane, communication, and learning about the airport environment through age appropriate activities. Each session will include a project and hands on aviation activity corresponding to the theme of the day. Adventurer to Instructor ratio will be no more than 4 to 1. A small snack will be provided. Space is limited for this program, so please register early.

Explorers: This program will allow young aviators to explore aerodynamics, parts of the airplane, communication, and learning about the airport environment, weather theory, aviation charts and flight planning along with learning how to preflight an airplane. Each session will include a hands on aviation activity corresponding to the theme of the day. A small snack will be provided. Space is limited for this program, so please register early.

The final session held on Friday, August 21 from 5-7pm is a graduation celebration for the Adventurers, Explorers and their families. Everyone should be prepared that along with the graduation festivities there will be family vs. family paper airplane events going on. Start folding now...each family will be allowed only one airplane design to be entered!

The youth are our future and Aero Safety Training is dedicated to preserving the future of aviation by training the pilots of today and nurturing the pilots of tomorrow.

To register call: 973-872-6213.

Aero Safety Training offers Pinch-hitter course scheduled August 15

The Pinch-Hitter Course is designed to provide any non-pilot with the basic knowledge and understanding to participate and enjoy every aspect of flight with confidence. The program will touch on the areas of basic aerodynamics, knowing the parts of the plane, understanding the instruments, reading a chart, basic flight planning, and emergency procedures.

The program will begin sharply at 9am and conclude at 5pm. There will be snacks provided but a bag lunch is suggested so that we conclude on time at 5pm. The Pinch-hitter’s pilots are asked to join us at 5:30pm for a fun event and then celebrate the graduation with a cookout at 6pm.

This is the ground training session of the Pinch-hitter Program. The cost for the ground session is \$ 299.

The flight portion is optional and is scheduled individually. Contact the flight school to register.



Aero Safety Training launches new Aviation Explorer Post #7



We are excited to announce the launching of Aviation Explorer Post #7. Aviation Exploring is a nationally recognized youth development program that allows participants to experience the diverse career opportunities in aviation — everything from piloting, maintenance, air traffic control, insurance, sales, engineering, communications, and business management. While investigating these options, participants also work through the private pilot ground school curriculum and have the opportunity to meet professionals and visit many fascinating destinations.

Exploring is part of Learning for Life's career education program for young men and women who are 14 (and have completed the eighth grade) through 20 years old. To learn more about Aviation Explorers visit www.aviationexploring.org.

Learning for Life offers various programs designed to support schools and community-based organizations in their efforts to prepare youth to successfully handle the complexities of contemporary society and to enhance their self-confidence, motivation, and self-esteem.

Aviation Explorer Post #7 was chartered on July 9, 2009 in the seminar room at Aero Safety Training. A very dedicated and enthusiastic board met with Learning for Life Explorers representative, Al Thomas to officially charter this very exciting program. Comprising the Board of Directors is Kathy Brino, Nancy Christian, Pete DeRosa, Michael Dominianni, David Isom, and Linda Scully.

We hope that young people will take advantage of this opportunity to participate in this action-oriented program. Any young person age 14 (graduated from 8th grade) to 20 who would like to participate should call the flight school at 973-872-6213.

We are moving!

We expect to be fully settled in this summer in our newly renovated state of the art facility located at the corner of Beaverbrook and Jacksonville Roads on the north end of Lincoln Park Airport.



Pilots and visitors will be able to enjoy shopping for all their piloting and gift needs in our new large, open and airy pilot shop. Workshops and Seminars will be offered in the state of the art meeting room decked out with a smartboard. The CATS Testing room will make the testing experience more comfortable in the quiet and setback environment adjacent to the flight school rooms. Additionally there will be a pilot briefing and flight planning area set away from the pilot shop and busy flight school activity areas. No more running to Hangar 2 to use the facilities...we'll have our own!

Most exciting will be our new Redbird full motion flight simulator that will be delivered in early fall. This amazing flight training tool will assist students by increasing training options on those less than perfect flying days, cut down the rental expenses for students learning new skills, assist pilots in maintaining their instrument currency and help our professional pilot candidates practice for their airline interviews.

Our exact moving date will be forthcoming but be sure to keep an eye out for the specific date and also look for our Grand Reopening Celebration!

Linda Scully named Teterboro Flight Instructor of the Year 2009!

The Teterboro Flight Standards District Office of the FAA has recognized something anyone affiliated with Aero Safety Training already knows...Linda Scully is not just a Master CFI, she is not just the Chief Flight Instructor of the flight school, she is not just the owner and manager of one of the country's finest flight school and Cessna Pilot Center...Linda is the best of the best...

Congratulations Linda Scully on being named Flight Instructor of the Year 2009!



Fun Fly 2009

Lincoln Park Pilot Association's First Fun Fly Event took place on Saturday, July 11, 2009. The weather was great and the skills of eight pilot teams were tested. The event consisted of four events; the preflight contest, a knowledge test, a spot landing contest and an engine out spot landing contest. The event offered an opportunity to hone both flying and safety skills.

Aero Safety Training had a great representation at the event with participation by three teams. The event was open to both certified pilots and student pilots. Kyle Ruffino with his CFI, Rob Christian were the student pilot representatives. Chad Jones and Christian Peterson also competed individually.



The overall winners were: 1st — Albert Pucciarelli, 2nd— Alex Gichan, Jon Socolof and 3rd— Dennis Moyes, Greg MacPherson, and Ozzie Alfonso. Although Aero Safety did not place in the top three, competition was close and we did score the runner up positions! Watch out next year guys!

The day was such a success on the fun scale that the Lincoln Park Pilot Association is buzzing about a winter event...make sure you get out to the airport and keep your skills sharp! Information about the next event will be emailed out when it becomes available.



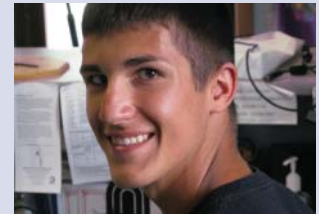
Welcome

Hi! My name is Steven Nowakowski. I am 15 years old and I live in Nutley, N.J.. Ever since I can remember I have dreamed of learning to fly.

Not long ago, I visited Aero Safety Training for the first time to inquire on their Private Pilot Program. I told them that I was interested in possibly interning with them.

Monday, July 13, was my first day of the internship. I was very excited, but a little nervous, too. I have already learned so much, such as handling the telephone, working the computer, scheduling, dispatching, how to keep the airplanes clean, how to check the fuel levels in the planes, where the dumpster is (ha ha) and much more. I will be helping out with the upcoming Aviation Adventurer Camp.

I am loving every minute being here, and I can't wait to start my flight training soon. I look forward to getting to know you all!



Intern
Steven Nowakowski
Nutley, NJ

Welcome

New Students

Mendy Braun	<i>Brooklyn, NY</i>
Olivia Brino	<i>Kinnelon, NJ</i>
Phil Brody	<i>Wayne, NJ</i>
Doug Buch	<i>Pompton Lakes, NJ</i>
Peter Cappio	<i>Ramsey, NJ</i>
Leo Fundora	<i>Guttenberg, NJ</i>
Omar Han Corzo	<i>Pompton Lakes, NJ</i>
Kirill Komarov	<i>Montville, NJ</i>
Jackie Lipson	<i>Lafayette, NJ</i>
Patrick Moore	<i>Oakland, NJ</i>
Miguel Oviedo	<i>North Bergen, NJ</i>
Robin Rinaldi	<i>Boonton, NJ</i>

Advanced Ratings

Avi Lavon	<i>Englewood, NJ</i>
Fran Neville	<i>Gouldsboro, PA</i>
Christian Peterson	<i>Butler, NJ</i>
Scott Rowley	<i>Wayne, NJ</i>
Tom VanWingerden	<i>Pompton Plains, NJ</i>

New Renters

Anthony Corbo	<i>Pompton Plains, NJ</i>
Andrew Fiocchi	
Ken Lapidis	<i>Morristown, NJ</i>
David Navara	<i>Wanaque, NJ</i>
Dan Nickens	<i>Howy in the Hills, FL</i>
Adam Raines	<i>Ridgewood, NJ</i>
Jeff Urbanke	<i>Murray Hill, NJ</i>
Kevin Zugibe	<i>Pearl River, NY</i>

New Club Members

Mendy Braun	<i>Brooklyn, NY</i>
Phil Brody	<i>Wayne, NJ</i>
Peter Cappio	<i>Ramsey, NJ</i>



Feature Flying Destination: Ocean City, NJ

by Rob Christian, CFI, CFII

Flying to Ocean City (26N) is a must for any pilot who wants to get a full spectrum of experiences from that little green card we carry in our wallet called our “ticket”. First of all, to get there you must navigate some very interesting airspace. Class B Philadelphia is just the start. There is a major Alert area enroute, and please make darn sure you see the two Restricted areas, layered one on top of each other, right smack dab in the middle of that Alert airspace.

The second best thing about this trip (you will learn about the first later on) is this is a wonderful opportunity to dust off your Flight Following skills. Don't be shy just because there is a big old Air Force base (McGuire anyone?) on the way, whose C-5's could make you do 25 rolls in the time it takes you to say “hiejla yoola” if you got caught in their wake. The folks down there are actually very friendly. Really...don't try to do this trip without Flight Following. From Philly to McGuire to Atlantic City Approach, the people who you will be talking to will show that they really are there to help you, and usually have the time to give you the TLC that sometimes just does not come with your chosen slice of the Big Apple. It is a real confidence builder in what I believe to be the best and cheapest insurance around for the VFR cross country pilot.

OK.....so now you are coming up on Atlantic City, and if you are in the gambling mood (odds are much more in your favor than 99.9% of the folks you will be flying over) tell Atlantic City Approach that you are in fact doing some sightseeing, and ask if they can give you a low fly by over their charmed city. Last time I did this I could smell Donald Trump's Grecian Formula through the air vents. They cleared me to 2,000'...right over the city....while the lights were just coming on. A bet gone well for a change!

Now that you are past Atlantic City, it won't take long to come up on the airport at Ocean City. It is a quaint little spot, with quaint little crosswinds....so get ready to test those skills. After you land, the Ocean City boardwalk is literally a walk away....so if you have worked up an appetite navigating your way down, there will be plenty of opportunities to satisfy your hunger.

Oh...I forgot....I promised you the first best thing about this trip. Take a cab to Smitty's Clam Bar in Somer's Point. Their motto is “No One Can Lick Our Clams”....hey, don't shoot the messenger...have fun, and Safe Flying!

You will need New York and Washington Sectionals for this trip...both available in our Pilot Shop.



August 15, 2009

Pinch-hitter course
ASTL classroom
973-872-6213

August 17-21, 2009

Aviation Adventure Camp
ASTL classroom
973-872-6213

October 24, 2009

Pennies-a-Pound
Lincoln Park Airport
973-872-6213



Services

Aircraft Rentals	Specialized Training
Flight Training	<i>Technically Advanced</i>
CATS Testing Center	<i>Aircraft</i>
Discovery Flights	<i>Pinch-hitter's Course</i>
Aviation Workshop Classes	<i>Instrument Proficiency</i>
Biennial Flight Review	Pilot Shop
Wings Program	<i>Charts</i>
Aero Club Membership	<i>Publications</i>
Newsletter	<i>Pilot Supplies</i>
	<i>Holiday Gift Items</i>
	<i>Gift Certificates</i>

Administrative Staff / Instructors

Linda M. Scully	<i>ATP, Master CFI, President</i>
Ann Blazier	<i>CFI, CFII</i>
Nancy Christian	<i>CFI</i>
Rob Christian	<i>CFI, CFII</i>
Jessica Daisy	<i>ATP, CFI, CFII, MEI</i>
Daniel Dolan	<i>CFI, CFII, MEI</i>
Michael Dominianni	<i>CFI</i>
Allen Dunn	<i>CFI, CFII</i>
John Kutsuzawa	<i>CFI, CFII</i>
Craig MacCallum	<i>CFI, CFII</i>
David G. MacMillan	<i>CFI, CFII, IA</i>
Robert Spearing	<i>CFI, CFII</i>
Tina Svec	<i>Office Manager</i>
Sean McNamara	<i>Dispatcher</i>
Steven Nowakowski	<i>Intern</i>

Contact Information

Aero Safety Training, Ltd.

425 Beaverbrook Road
Lincoln Park, NJ 07035

Phone (973) 872-6213
Fax (973) 706-8490
E-mail info@lpawings.com
Web www.LPAwings.com



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.

