

SURFACE WINDS

The Official Publication of The Mid-Atlantic Pilots Association

February 2011



MAPA - 29 Wright Way, PO Box B7
Fairfield, New Jersey 07004

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Our Next MAPA Board Meeting
Tuesday Feb. 15, 2011

Our Next MAPA Program
Thursday 10 Feb. 2011

MAPA - Flyout - N87
Saturday 12 Feb. 2011

MAPA meets this month at:
THE RUSSIAN HALL
4-6 Woodhull Ave,
Little Falls, NJ (973) 256-9634



Featuring: Andover Flight Academy's

Damian DelGaizo

Tail Dragger 101, Bush Flying, advanced Tail wheel Flying,
Mastering the Stearman, and lots more!

<http://midatlanticpilots.org>

Meet your fellow MAPA Member - Annamary McCann



I've always wanted to fly ever since I can remember but never thought I would get to be a pilot. So I am grateful to now have a Cessna Skyhawk to take on flying vacations and just enjoy local flying.

I joined Civil Air Patrol in 1951 and had my first airplane ride in an L16 and flew as an Observer in local SARCAP's. I ate up every morsel of information, mostly provided informally, by guest speakers at our weekly meetings and on SARCAP's held at Allegheny County Airport. I won the opportunity to represent The Pennsylvania Wing at the National Girl's Encampment at Lackland Air Force Base. While attending the encampment, everyone was ordered to take the national test and I was awarded the certificate when I arrived back at my Squadron. The senior leaders were Paul V. Meehan who flew the Coastal Patrol, Raymond H Briggs who flew as a navigator over Germany and Walter B. Crooks who flew in the Army Air Corps. I was fortunate to have such excellent experienced leaders.

In New York I became the Senior Executive Officer of a Manhattan Squadron and later started a new squadron at New York University which I commanded until I left to work on my Master's Degree in 1971. While leading the squadron, I began working on my pilot's license at Zahn's Airport in Long Island. I Soloed, flying the Cub and transitioned to the Piper Cherokee 140. My private pilot's certificate was awarded on 2 May 1969. I joined a flying club at Kupper Airport, now known as Central Jersey, and flew Cessna 150's.

Due to family responsibilities, I had over a 20 year lull in my flying, but worked on several aviation projects as a software engineer at Advanced Technology Systems, The Naval Air Development Center and Boeing Military Airplane Company.

I returned to flying in August 2001, and looking for a flying home, settled on Braden Airport in May 2004 where I worked on my "bi-decade" review and ended up buying my Skyhawk N4841D which I've flown to numerous destinations on vacation trips, including Charleston, SC, Denver, Co, Waynesboro, Va, Manassas, Va and Connelville, Pa. It's been a privilege to have my dream come true.

Annamary McCann

**No destination is so important - and no trip is so urgent
that we cannot take the time to plan our trip and fly safely**

From The Pilot in Command

Hello Fellow MAPA Members,

Welcome to winter, or “The Snows of Kilimanjaro”.

Well we have moved back to the Russian Hall, if for only a few months. The Russian Hall is a great place to have our monthly meetings, but they appear to not want to support functions like ours. Back in mid-2010 they increased the dinner rate from \$21.00 to \$25.00 per person, and if we hold to our tradition of the speaker and their guest eat FREE, then we lose money each month. And not to top that, last week they notified us that our “minimum“ will be increased from 25 to 40 people”. Let’s be honest we can get maybe 30 each month, if we have a great speaker, but 40 is difficult. We are good through June here, but where next....?

With all that said, do you, yes you, our valued MAPA member know of another place we can all meet and have dinner and speaker for around the \$25.00/ person charge? We have talked to several venues that don’t serve dinner, and we thought of bringing in a caterer, but that is a chore too. Got any ideas?

It has been a constant theme with my monthly letters, but we need volunteers. MAPA is being run by three individuals right now and we need your help, if, for only a few minutes a month. Consider volunteering for Fly-out Captain, Secretary, Program Chairman, or maybe even Vice President.

A great example is, right now a week before our dinner meeting we do not have a speaker. We are scrambling right now.

Please consider working with us.

Thanks, and fly straight,

Duncan Talbot MAPA President

The MAPA Website has been overhauled. Check a look!
www.midatlanticpilots.org

Editors Address

Anyone wishing to submit an article for publication in Surface Winds should mail their work to:

Editor: Robert Borghi,
Mid-Atlantic Pilots Association,
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PO Box B7, Fairfield, NJ 07004
or e-mail:

Borghi.Transporti@Verizon.net

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4-6 Woodhull Ave. Little Falls, NJ - Social 6:00pm - Dinner 7:00pm - Meeting 8:00pm

MAPA Fly-Out - Trenton/Robbinsville - (N87) Saturday Feb. 12, 2011

Attention MAPA Pilots,

We are going to N87 Trenton-Robbinsville Airport this month. It is a short jump of only 36 miles from Morristown Airport. You can down-load more information at <http://www.airnav.com/airport/N87> along with approach plates and an airport diagram. The airport has a nice healthy 4,275 foot runway that will accommodate anything from a Piper Cub to a Cessna Citation.

The local FBO is "Air Mods" at Hanger #2 (609-259-6877) We have spoken to them and if you cannot make the hike down the runway, they will drive us the 300 yards down the runway and drop us off. They do offer self-serve fuel on the airport.

We are going to meet at the Miry Run Golf Course at noon. It is right at the end of the runway. The Miry Run Golf Course's phone number is 609-259-1010 and their web site is <http://www.miryruncc.com>

Happy flying,

Interim Fly-out Captain, *Duncan Talbot*

PS – Remember, all of our fly-out are VMC only. If the weather is not VMC we will fly to the same location the following Saturday. If it is again not VMC, the fly-out is scrubbed.

The Fly-out is not sponsored by MAPA. It is strictly a suggested location for pilots to join each other for lunch. All decisions to participate are voluntary. All flight planning, go/no-go decisions, and aircraft operations are solely the responsibility of the pilot in command of each individual aircraft.

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McElroy, Deutsch, Mulvaney & Carpenter, LLP is a full-service law firm. The practice includes the representation of general aviation aircraft dealers, owners and pilots.

Albert J. Pucciarelli, who heads the firm's aviation practice, is a Panel Attorney for the AOPA Legal Services Plan, an instrument-rated commercial pilot and an aircraft owner. He has represented many pilots purchasing and selling aircraft, individually, through a company, or in partnership with others, and can call upon the firm's resources as necessary to assist clients in other areas. The firm is proud of its tradition of providing quality professional services efficiently and effectively.

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RIDGEWOOD, NJ 07450
(201) 445-6722
FAX (201) 445-5376
E-MAIL: apucciarelli@mdmc-law.com

N87 Trenton-Robbinsville
Robbinsville, NJ
1 mi E of city N40 12.8367° W74 36.1067° Mag Var: 13W


Nav aids:	Type:	ID:	Freq:	Radial:	Dist:
	VORTAC	RBV	113.8	288	5 nm
	VORTAC	GXU	110.6	010	12 nm
	VOR/DME	ARD	108.2	109	14 nm

Traffic Patterns:
Fixed Wing: 1100 MSL

Runways:
11/29: 4275x75; asphalt, no surface treatment, in fair condition; Trees, 181 ft Left of center, 73 ft high, 259 ft from end, ; Trees, 176 ft Left of center, 60 ft high, 200 ft from end, ;
Right Traffic: 29

Noise Abatement:
Climb straight ahead til reaching 700' AGL bfr turning; avoid overflight of school

Elevation: 118 ft (36.0 m)



Communication Freqs:
Approach/Departure 124.15
UNICOM 123.0 CTAF 123.0
Lights: Actv MIRL Ry 11/29 - 123.3

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PILOTS AND AVIATION ENTHUSIASTS

The Mid-Atlantic Pilots Association invites you to our monthly meeting held on the second Thursday of each month.

*** Enjoy our sumptuous, all-you-can-eat buffet dinner**

*** Learn from terrific guest speakers presenting lectures on a host of great aviation topics**

*** Participate in some daring hangar flying and trade stories of your exploits with fellow intrepid flyers of all experience levels.**

Social - 6:00pm Dinner - 7:00pm Guest Program - 8:00pm \$25.00 inclusive

Our Next regular meeting - Thursday February 10, 2011 - at The Russian Hall - (see directions page

Featuring:

Andover Flight Academy's

Damian DelGaizo

It isn't easy to find a tail-wheel school. That's why pilots come from all over to Aeroflex-Andover Airport to earn their **tail-wheel endorsement**, and learn advanced tail-wheel and **bush flying** skills. Students from Germany, Austria, and as far as Africa happily make the trek. Actor Harrison Ford prepared for his movie, *Six Days Seven Nights*, here. The U.S. Forest Fire Service and the FAA have also benefited from this specialized instruction. Andover Flight Academy transforms nose-wheel pilots into tail-wheel addicts, and tail-wheel addicts into tail-wheel pros.

Owner Damian DelGaizo developed his bush expertise in the wilderness of Maine, where he learned from both old-timers and his own mistakes, in planes from J-3 Cubs to deHavilland Beavers. Wanting a change from flying corporate King Airs, he began his school in 1987, with just a J-3 Cub and a dream. Damian has come a long way, with over 15,000 hours of mostly tail-wheel flight time and a lineup that includes a Piper L-4 Cub, a PA-18-160 Super Cub sporting tundra tires and a high-performance Borer propeller, and a 1943 Stearman. More than 100 students have trained in the Aviat Husky A-1A.

A tail-wheel checkout involves six-to-eight hours of flying time and one hour of classroom instruction; it can easily be accomplished on a long weekend. You'll learn directional control, stick and rudder skills, and will improve your crosswind landings. As the icing on your cake, this fun can count as your BFR. If you already have a tail-wheel checkout but want to improve your existing abilities, the Advanced Tail-wheel Operations course is for you. From the front seat of the Super Cub, you'll learn bush flying techniques, including short and soft-field operations, slope landings, landing site selection (you'll do a series of flyovers and touch passes to determine if a field is suitable), and much more. But in New Jersey? Through some ingenuity, Damian will take you to strips that push you to the limit.

Spend the evening with Damian at our meeting on Thursday February 10, 2011. You'll be glad you did.

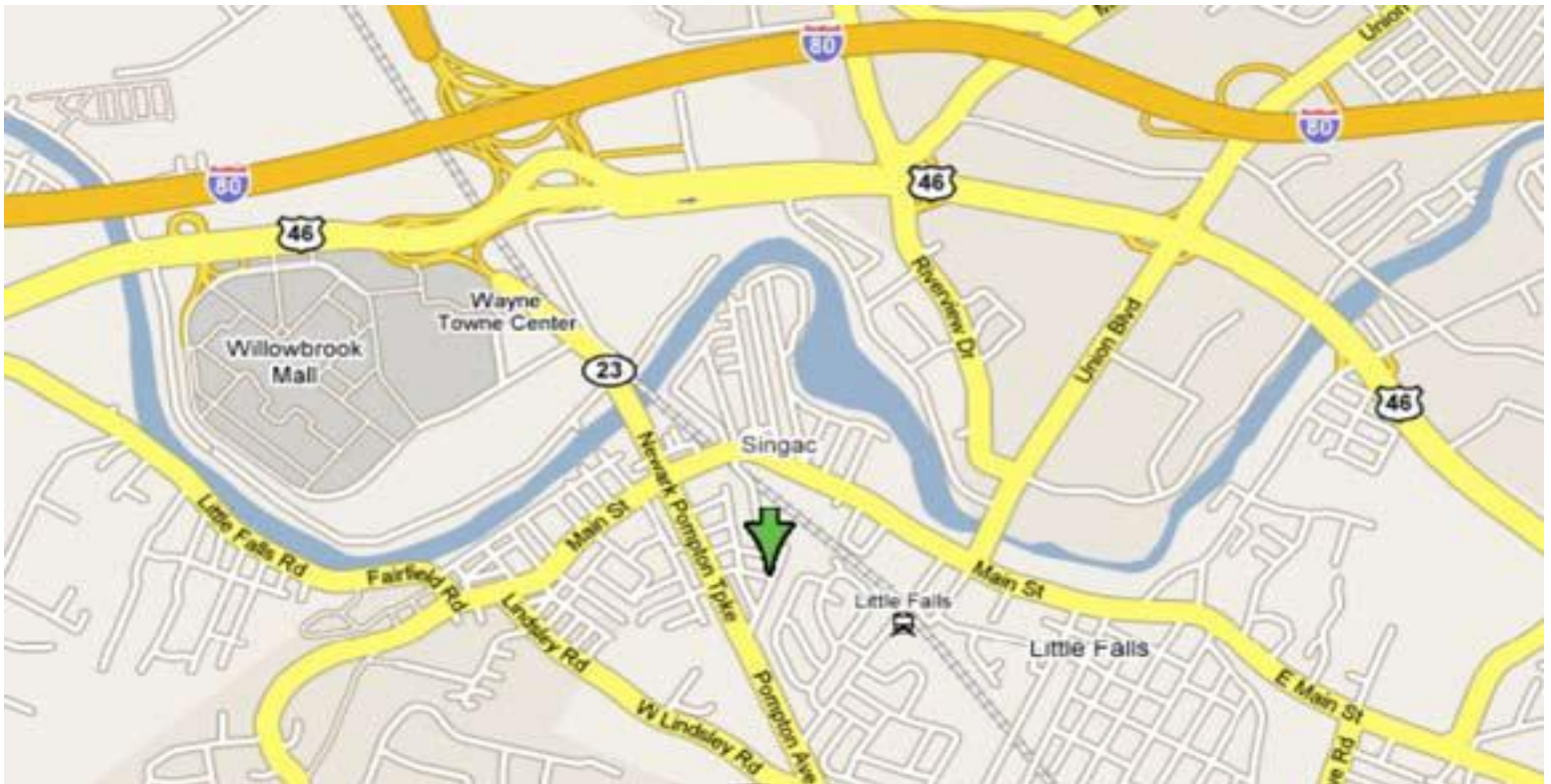
Check out - Clips from Tailwheel 101 - <http://www.youtube.com/watch?v=n2pW1ivsNa8>

<http://midatlanticpilots.org>

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MAPA meets this month at the Russian Hall, 4-6 Woodhull Ave, Little Falls, NJ (973) 256-9634

Directions: From Rt 23 (north or south) turn onto Woodhull Ave (see box above). Woodhull Ave is the fourth street on the left from the intersection of Rt 23 and Main Street (Singac section of Little Falls). Once on Woodhull Ave continue about 1/4 mile, the Russian Hall is on the left. Be careful to stay on Woodhull Ave, it makes a bend crossing Strickland.



MAPA meets on the 2nd Thursday each month; this month @ The Russian Hall, 4-6 Woodhull Ave. Little Falls, NJ - Social 6:00pm - Dinner 7:00pm - Meeting 8:00pm

The North Jersey Chapter of The Ninety-Nines, Inc.

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and activities, please visit our website www.nj99.com

4G BROADBAND MAY JAM GPS

The GPS industry is warning that a proposed broadband Internet network could effectively jam GPS signals. Further, it says it has data showing that any of the anticipated 40,000 (yes, four zeroes) transmitters can make a Garmin 430 go dark at a range of five miles. [GPS World](#) calls the proposal by [LightSquared](#) "disastrous" and warns of major problems for all kinds of GPS-reliant devices. The publication says a study ([PDF](#)) by GPS-industry stakeholders, including Garmin, determined the LightSquared network "will create a disastrous interference problem for GPS receiver operation to the point where GPS receivers will cease to operate (complete loss of fix) when in the vicinity of these transmitters." That, says the report, "will deny GPS service over vast areas of the United States." The industry told the Federal Communications Commission of the potential problem but the FCC approved the multibillion-dollar effort, which will carry 4G broadband throughout the country. In a podcast interview ...

...with AVweb, LightSquared spokesman Jeff Carlisle said the broadband system won't affect properly filtered GPS devices and his company is both mandated (by the FCC) and anxious to work with the GPS industry to identify devices that might be affected.

The issue is the carrier frequencies LightSquared intends to use. The transmitters will use the L Band 1 (1525 MHz—1559 MHz), which is right next door to where the GPS frequencies of 1559—1610 MHz work their navigation magic. The GPS industry study says a Garmin 430 starts feeling the interference at 13.76 miles and experiences a "loss of fix in open sky" at 5.3 miles. Carlisle said the researchers didn't use the same equipment it will be using on the transmitters and LightSquared is going to test GPS devices under actual conditions to determine which are actually affected. The testing should be finished by the end of June but there's no indication what might be involved in filtering the affected devices or what that might cost. There's also been no mention of the Air Force, which maintains the GPS system and relies heavily on it for a lot of its systems.

Hangar Collapse Damages 7 Aircraft

No one was hurt, but one man had to be rescued and six airplanes and one helicopter were damaged when the roof of a hangar collapsed under the weight of heavy snow at Norwood Airport, near Boston, Wednesday. The hangar, occupied by Swift Aviation

Services, reportedly had two people in it at the time of the collapse. Employee, Ted Robinson, who had to be

See "collapse" page 10

MAPA Fly-out schedule for 2011

January 15, 2011	Poukeepsie-Dutchess, NY - KPOU
February 12, 2011	Trenton-Robbinsville, NJ - N87
March 12, 2011	Stewart International, NY - KSWF
April 16, 2011	Republic-Farmingdale, NY - KFRP
May 14, 2011	Bay Bridge, MD - W29
June 11, 2011	Block Island, RI - KBID
July 16, 2011	Tangier Island, MD - KTGI
August 13, 2011	Andover-Aeroflex, NJ - 12N
September 10, 2011	Wyoming Valley, PA - KWBW
October 15, 2011	Sky Acres, NY - 44N
November 12, 2011	Lancaster, PA - KLNS
December 10, 2011	South Jersey, NJ - KVAY

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Fairfield, New Jersey 07004

Mid-Atlantic Pilots Association Membership Application

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Address _____ Business or Home

City _____ State _____ Zip _____

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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 e-mail \$35/year
 Family: *Surface Winds* by e-mail \$45/year

Beginning in 2009, the mailed edition of the Surface Winds is no longer available. The membership enables the online version. Limited copies are printed monthly and are available for the asking.

Send payment to: Duncan Talbot—President
 c/o Mid-Atlantic Pilots Association
 29 Wright Way, PO Box B7
 Fairfield, New Jersey 07004

or bring to dinner meeting.

“Collapse” from page 7

rescued from a corner office told the Norwood Bulletin that the event was, "a little out of the ordinary." Fire officials were called to contain leaking fuel and a ruptured gas line estimated that damage to two of the aircraft was excessive. Images appear to show the tail of a Lancair IV P suffering under the weight of debris while the helicopter next to it is nearly unrecognizable. Meanwhile, a Piper Malibu (or variant) sits nearby relatively unscathed and a prop jutting from the snow behind it suggests another outcome for a different aircraft.



eBay Sale: Shell Of Harrier Jump Jet

Rescued from a scrap yard in 1997, the restored two-seat, first-generation, ex-RAF 4 SQN Harrier Jump Jet currently available on ebay.co.uk was accepting bids over \$112,000, when last we checked, but if you want an engine you'll be paying more. Its current owner, 33-year-old former RAF mechanic, Chris Wilson, says the decommissioned display-worthy aircraft could be made airworthy with the addition of the appropriate Rolls Royce engine, sold separately (and not by him). That fantasy will take some work. The aircraft's front cockpit is "around 80-percent complete" (it does include a Martin Baker mk9 ejection seat) and the rear cockpit is "fairly empty," according to the listing. But the aircraft is sporting a full set of external



stores, including 100-gallon drop tanks and SNEB rocket pods. "There is also a set of Aden cannon pods fitted to the belly."

The seller says he'll participate in delivery and assembly, at the buyer's expense, and has previously exported aircraft to Canada and Greece, "so shipping is not a problem." This particular aircraft, which once served in NATO cold war training exercises, has now been fully repainted and "completed to T2 specification as it entered service with 4 Squadron RAF in 1971," according to the listing. And in its current form, the aircraft may be best suited for use as a museum aircraft or promotional tool, but according to its seller, it could also become a nice "garden feature."

Navy Test Pilot Completes First F-35 Flight

After a series of extensive ground and simulator training events, Lt. Cmdr. Eric "Magic" Buus completed the first flight by a U.S. Navy test pilot in an F-35 on Thursday.

"The flight was very enjoyable and went off without a hitch," Buus said. "I'm very blessed to be on this program, and it's a testament to the designers and engineers that this airplane flies so well. I'm looking forward to getting a few more hours, helping the team knock out test points, and delivering this airplane to the warfighters. I think the fleet is going to love this airplane."

"This is a great milestone for the Navy and naval aviation," said Vice Adm. David Architzel, Commander of Naval Air Systems Command. "Having Navy test pilots flying the future of the fleet is a testament to the unique skill set provided by our test pilot school here at Pax River. Technology has come a long way, and our test pilots today are doing a great job getting the technology and capability out to the front lines."

The F-35 flight control and pilot interface is designed to reduce workload through automation and integration, allowing the pilot to focus on warfighting. For new Navy and Marine Corps test pilots at Naval Air Station Patuxent River, advanced flight simulators provide

see "F-35" page 11

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“F-35 from page 10

test pilots the ability to complete their first F-35 flights solo, a first for naval aviation, and will be the model for F-35 pilot training for the fleet

NASA Video Update for the international Space Station Expedition 26 with Catherine Coleman

http://www.nasa.gov/multimedia/videogallery/index.html?media_id=60758961

Landing Insights: From the Trenches

According to my logbook, I've just completed my 4,600th landing. Looking back on them, only a few fall into the “difficult” column and that's the way it should be. Those first several crosswind landings as a student pilot certainly rang the difficulty bell until that “switch” in my head finally got flipped and it all came together. In my professional flying career, thankfully, most of the more harrowing landings involved a trusted co-pilot or captain to help make a decision to not even attempt a landing—or add critical information to help the landing terminate successfully, rather than simply terminate.

Most recently, I had to land a Boeing 737-800 in a torrential Texas downpour that illustrated the convenience of high-end

equipment and low-end materials. I knew there was a movement under way among the pilots at my airline to have rain repellent applied to the windscreens, since the 737's onboard rain-repellent system was deactivated some time ago. (Apparently the fluid used is not environmentally correct and my company's Next Generation 737s don't even have the system installed.) This mixture is similar to the Rain-X used on cars to allow the water to bead up and roll off the window, in the same way it does on the polished acrylic windshields of general aviation airplanes. We took all the necessary precautions for landing the 737 on a rain-soaked runway by using full flaps, max autobrakes, and full reverse. What I never considered was the fact that my windscreen may not have been treated with the rain repellent—or it had simply worn away, as it tends to do over time. We broke out a half-mile from the runway and I clicked off the autopilot and autothrottles. Given the heavy rain, everything was murky. I asked the captain for my wiper on high. It didn't help much, if at all. The rain was deafening and the runway, coming up at 150 knots, was a blur of bright lights that were distinguishable enough to aim for, but that was it. Luckily, the 737 verbally counts down your radar altimeter height in 10-foot increments below 30 feet, so I could judge

See “Landings” page 12

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“Landings” - our height and when to begin the flare. There were no other clues to judge height through the blurry window. While high-intensity runway lights are needed to find runways in crummy weather, they make it nearly impossible to distinguish height for a proper flare to land, especially in heavy rain or fog.

We touched down slightly long and off center to the left—very unprofessional for a pro pilot—and cleared the runway at the planned turnoff. A little rattled, I glanced over at the captain’s windshield to see the water rolling off in nice little beads while mine was completely obscured by a sheet of water. Now I knew why other pilots were making such a big deal about the rain repellent. It obviously was a serious safety issue in this circumstance, and I, too, will join the chorus in favor of rain repellent applications.

Lessons learned? First, given the weather, I should have simply selected an autoland approach. After all, the autopilot couldn’t care less about the windshield’s condition. Once on the runway, all we’d have to do is click off the autopilot and autothrottles and keep the centerline lights under the nose. Airline pilots typically like to handle the landing personally, since they are the highlight of the flight. Long-haul pilots, especially, don’t get to land the airplane often and are required to log three per quarter to maintain proficiency. But, this would be one of those cases where it’s best to park your ego and let George do it, if available. In the future, once in the rain, I will take a gander at both windshields to determine if they have been treated rather than finding out in the heat of battle.

Fog can produce similar results on landing. Years ago, I was flying a charter flight in a Beech Baron 58 when fog began forming at our destination, Baltimore-Washington International Airport. I had a more-experienced guy in the right seat, which is always a great asset. The weather was advertised as indefinite ceiling with one-half mile visibility and airliners were starting to miss approaches. The RVR on Runway 10 was better than the parallel runways 15L and 15R, and our arrival from the west made us the first in line to give it a try on the new runway setup. We broke out at minimums

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to the initially welcoming high-intensity lights, but as in the 737 case before, we couldn’t judge our height in the murk illuminated by bright lights. I left some power in as we felt our way to the ground like a seaplane pilot would approach glassy water at night. My co-pilot—having been there, done that—was right on the ball, calling out height above the ground by looking out the side window, just like the radar altimeter in the 737. That human radar altimeter helped immensely, and we touched down smoothly with power. We actually had more trouble finding the appropriate taxiway to clear the runway than we did with the landing. There’s so much to be said for having a good co-pilot when the weather is crummy. Whenever faced with adverse conditions, consider collaring another pilot to fly with you—even if you have to buy him a ticket home.

On a personal skiing trip to Mount Snow, Vermont, in my family’s Baron, I learned a great lesson about when to throw in the towel and pull that Plan B from your back pocket. The airport lies in a valley and generally, if the winter weather isn’t awful, the wind is directly across the runway and turbulence is plentiful. The weather was good this day; therefore, the wind was blowing. A call to unicom to check on the runway conditions came up empty. We overflew the airport and saw the lone attendant on a plow just finishing the removal of the last evening’s snow. That explained the unanswered call to unicom. The fresh powder was enticing to us skiers in the airplane, but the snowbanks on either side of the runway were ominous, and the runway was all white in appearance.

After a low pass to get a closer look at the runway, my more-experienced co-pilot and brother, Bill, determined that since none of the runway markings (numbers or centerline) was visible, the runway was likely quite slick. After a short discussion of the gusty crosswind, presumably slick surface, snowbanks, and 2,600-foot runway, the safest call was to hop over the ridge to Bennington’s Morse State Airport where the longer runway was aligned with the wind. It didn’t take long for me to agree with him on this plan.

Two \$75 cab rides beat wrecking your pride and joy and seeing your
See “Landings” page 13

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Bob Ewing



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“Landings” - - decision-making skills called to light in front of the feds.

Sometimes you get lucky, as in my flight in a Jetstream 41 turboprop to Philadelphia International Airport one nasty day. My first officer and I were groaning at the ATIS reports of weather at minimums in heavy blowing snow—a blizzard, basically. Braking action was poor, but the winds were right down Runway 9R. We discussed the legalities and options and couldn't come up with a reason that we shouldn't continue. Others ahead were getting in and breaking out “right at minimums”—always a suspect term. Given the long runway, and steady wind right down the runway, we forged on. The snow in the landing lights made that powerful image like the scene in *Star Wars* when the Millennium Falcon accelerates to light speed. Mesmerizing, yes, but during the approach was not the time to soak it in. We did break out at minimums as advertised and this time, the bright runway lights didn't ruin our height judgment, since the wind-blown snow on the runway provided more than adequate reflection from the J41's landing lights. And the best part of landing on a snow-covered runway is that the landings can be so smooth that you may not even notice you've touched down—like a fluffy pillow.

I gently pulled the Garrett engines into beta (zero thrust), which pops the ground spoilers to plant the airplane on the pavement. I was careful not to use any reverse, which would blow the snow forward and obscure visibility. The poor braking action didn't matter given the 30-knot headwind, and we slowed quickly without any brakes. A round of applause erupted from the 20-plus anxious passengers in the back and, flattered as we were, we couldn't take all the credit for the result. Were the conditions any different (winds, especially) we may not have landed in Philly at all. A howling wind right down the runway at both my departure and destination airports made me feel confident in my decision to take my Cessna 172 to the Bay Bridge Airport in Stevensville, Maryland, for something not terribly important, if I recall. As a friend likes to recant a poignant weather briefing he once had, it was a “sunglasses and seatbelts” kind of day.

Nobody who wasn't getting paid to do so was flying that day, and the 50-knot tailwinds from my departure airport to Bay Bridge pushed the Skyhawk there in record time. The winds were blowing about 30 knots gusting to 40 right down Runway 29 and made for one of those elevator arrivals where the groundspeed at touchdown was basically zero.

As I turned 90 degrees to the wind to clear the runway, I held the yoke to correctly position the control surfaces to minimize the potential of getting flipped on my back. Then it happened. A gust lifted the right wing up and the airplane balanced on its nose and left main tires for what seemed like an eternity but wasn't more than a few seconds. I sat frozen on the controls, the airplane at a standstill, as the right wing cycled up and down a few times until the wind gust relented and plopped me back on the ground with a thud. Knowing I was in a precarious position, I gingerly maneuvered the airplane tail to the wind and taxied to the ramp. Sometimes we get so wrapped up in the safety of flight planning that we neglect to consider the safety of ground operations. I didn't think much beyond the fact that the wind was right down the runway at my departure and destination airport, making for a safe flight to and from—but what about taxiing to the ramp?

Thankfully that peanut of a brain in my head has become wiser to the widely varied conditions in which we fly. I've learned so much from the many fine pilots I've flown with over the years, and much of the experience I've gained in 9,000 hours has come from them. If nothing else, these experiences prove the old adage that a good pilot is always learning.

Peter A. Bedell of Gaithersburg, Maryland, is a first officer for a major airline who holds type ratings in the Boeing 737, Canadair Regional Jet, and BAe Jetstream 41.

MAPA meets on the 2nd Thursday each month; this month @ The Russian Hall,
4-6 Woodhull Ave. Little Falls, NJ - Social 6:00pm - Dinner 7:00pm - Meeting 8:00pm



Andover Flight Academy, (AFA), is tucked away in a beautiful valley in the wooded hills of Andover, NJ. at Andover-Aeroflex Airport. We're close enough to be easy to get to (only 50 minutes from downtown Manhattan), but far enough away to retain our rural charm.

But it's not the beautiful scenery which brings people to the Andover Flight Academy, it's the training. Nowhere else in the tri-state area is such a unique line of aircraft, services and training made available to the general public.

Since 1987 we have specialized in teaching the art of flying tail-wheel airplanes. We have a SEASONED staff of instructors, some with over 10,000 hours of tail-wheel time. We have been internationally recognized as the premiere school for tail-wheel instruction. We have been featured in many flying publications including *Private Pilot* (May '95), *Aero International* (Mar. '96), *USA by Air* (Aug. '99) and *EAA Sport Aviation* (Mar. '00). Some of our well-known clients include Hollywood celebrities Harrison Ford and James Brolin.

Damian DelGaizo

**No destination is so important - and no trip is so urgent
that we cannot take the time to plan our trip and fly safely**

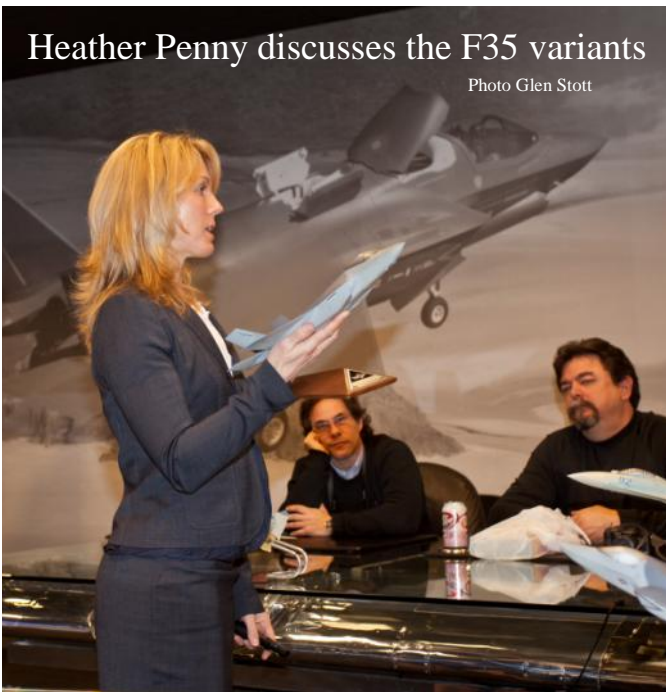
MAPA Members Visit Lockheed Martin

On Monday January 10, 2011 a number of MAPA members journeyed down to Arlington Virginia to the Lockheed Martin Demonstration Center near Crystal City for a special tour and lecture on the F-35 Joint Strike Fighter currently being developed by Lockheed Martin. MAPA member Susan Loricchio generously arranged the visit for 15 very interested aviation enthusiasts willing to make the trek down I-95 and who found the experience well worth the effort! Our hosts were Heather (Lucky) Penny, 12 years service air national guard F-16 pilot, and new Reno Air Race L-29 pilot <http://warbirdbabe.wordpress.com/2010/10/09/interview-with-heather-penny-pilot-of-l-29-rajju-grace/>, and Jerry Merritt, US Navy Commander, retired, 21 years active service, Navy fighter list includes the F-8, F-9 and F-14, an Adversary Instructor, in the A-4E, F-5E, F16N and F-21, the Israeli Kfir; American Airlines, retired Super 80 Captain, 727 and 777.

Nice resumes! You couldn't ask for more knowledgeable people and for the finale we each got a ride in the F-35 simulator. Much thanks to Heather, Jerry and Susan for a great experience! See the photographic proof!



Conference table made from C-130 wing
photo Dave Pasi



Heather Penny discusses the F35 variants
Photo Glen Stott



Esta-Ann Elliott, Heather Penny & Susan Loricchio

Photo Glen Stott



Jack Elliott, Jerry Merritt, & Dave Pasi

photo Dave Pasi



Photo Glen Stott

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