



# FMFC FLYER

## The Fort Myers Flying Club NEWSLETTER



SEPTEMBER 2015

The FORT MYERS FLYING CLUB



### President's Message

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<b>LAST MONTH</b>	
<b>Aircraft hours:</b>	
3521Q	40.9
944CC	43.9
397ME	30.1
TOTAL	114.9
<b>Top Flyers:</b>	
Courtney Bratcher	11.7
Anthony Greco	10.6
Alex Petrikas	9.8

- General Meeting 09/08  
 RSW Training Center 7PM
- **Business Meeting**
  - **Safety Message**
  -

Most of you know that I still have a full time position as Sales Manager for a foundry equipment manufacturer. Our offices are located in the suburbs of Chicago and the area that I currently cover is the eastern half of the US and Mexico. With the offices near Chicago and the area that I cover air travel is by far the most expeditious mode of transportation. I must say that I had become very spoiled living within 20 miles of O'Hare International prior to moving to sunny Florida. (Note: I would not trade sunny Florida for the convenience of air travel that included COLD and SNOW, 2, 4 letter words that I very much dislike). Generally, I could fly to virtually any place in the world directly. I tell my customers that from Fort Myers we can always go to 1 of 3 locations: Dallas on American, Atlanta on DELTA and Charlotte on what was US Air which is now also American and from there the choice is yours. Recently I flew to O'Hare International on United and because I have some status with United, (around 1.7 million miles) I got to move to First Class, which happens occasionally. I always like to think it is because in case one of the pilots becomes incapacitated I would be called upon to assist with flying, in this case a 737-900 Series. I must be suffering from hypoxia.

It seems as recently after any flight I get a message from the airline inquiring as to the following: departure lounge condition, messages prior to boarding, aircraft condition, seat comfort, communication from the flight deck and did the Captain greet you on the way in or out? Did the Captain greet me? Does he not have far more important things to do than marketing? At this point I must confess that on occasion if the Captain or First Officer is standing at the

## President's Message contd from page 1

flight deck door during departure from the aircraft, I have been known to grade the landing such as 9.97 out of 10, great landing very nicely done or were you Navy carrier trained? Fortunately in this country that comment is seldom used, but I do have memories from landings in foreign countries that prior to flying again the aircraft should have undergone a complete mechanical check.

My point with this is communication on the flight deck. I fly with others on an ongoing basis and we determine the areas of responsibility and communication prior to starting the engine. I have set a goal of doing an A.O.P.A Safety Education, Online Course, Safety Quiz, Real Pilot Story etc. per week, as I believe that as many of us were told upon receiving the initial Private Pilot's Certificate "this is a license to learn" and such is the case with additional ratings and certificates. Communication in the aircraft whether it be an a single engine Cessna or Piper or in a large commercial aircraft such as a Boeing, Airbus CRJ or ATR is truly of major concern as we have witnessed in the past couple of years. 2 notable incidents: Asiana Airlines, Boeing 777 that while on a visual approach to San Francisco piloted by Lee Kang Kuk crashed into a sea wall at the end of the runway. Mr. Kuk, an experienced pilot was in training on the Boeing 777 and had less than 45 hours in the aircraft. Pilot Kuk was nervous about landing using "stick and rudder" skills and had expressed his feelings prior to beginning the approach. On the flight deck at the time of the approach were 2 additional qualified pilots, the First Officer and an instructor pilot both with significant time in a Boeing 777. There was no comment from anyone on the flight deck regarding approach speed or elevation until the aircraft was approximately 200 feet above the ground with less than adequate approach speed and elevation. We are aware of the consequences of the lack of timely communication in this instance. The second incident is TransAsia Airways flight 235, an ATR 72-600 that had an engine flame-out on departure and the Captain mistakenly reduced power on the operating engine, with the comment "wow, pulled back the wrong side throttle" as heard from the cockpit voice recorder. There was communication on the flight deck between the First Officer and Captain when the First Officer advised the power had been reduced on the operating engine. Restart was initiated, but at too low an altitude. At the time of the crash the pilot had accumulated 4,914 hours of flight and most of the time was in either an ATR 72-500 or 72-600. Pilot Liao had failed a simulator check in 2014 in part because he had insufficient

## President's Message contd from page 2

knowledge of how to deal with an engine flame-out on take-off and had a tendency not to complete procedures and checks, and his "cockpit management and flight planning" were also found wanting. Maybe if someone had communicated in an effective manner the issues this person was experiencing this incident might not have happened.

While in the military our Battalion Commander, Lt. Col. Joseph B. Rothwell had a favorite saying that we would "shoot, move and communicate". In aviation I think we need to "communicate, communicate and aviate". No, I have not forgotten: aviate, navigate, communicate.

On a far lighter note I recently read the following: **IMPORTANT: If you're going to lean while taxiing and you should, be sure your "before takeoff" checklist calls for richening the mixture prior to takeoff and be sure to use it! Don't worry about leaning too much during taxi. You can't do any damage other than your ego if the engine quits on the taxiway.**

It should not be long and we will be seeing a great improvement in our weather, lets plan to go flying! Our club has great aircraft with available time and very qualified, experienced instructors. See you at the aerodrome.

As a final thought, at the December meeting we will have our annual election of Board of Director members. As memory serves me this year we will be electing 3 Board Members for terms of 3 years. Our clubs business matters are decided by this Board of Directors in addition to activities and direction. Many small businesses handle less money and business transactions than our club (business). If you feel you have experience or talents that would assist our Board please consider placing your name on the ballot.

*Dean*



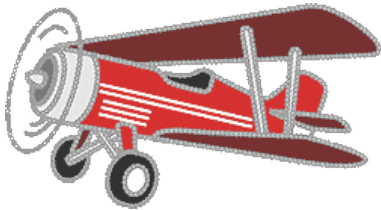
## Aviation Study Group September 19 — 9AM BASE OPS

The Aviation Study Group will meet on Saturday September 19 in the seminar room (upstairs) at Base Ops FBO at 9 AM. This group brainstorms and discusses techniques for IFR (and VFR) flying challenges in a scenario-based format. This is not an IFR ground school, but is an opportunity to discuss topics of interest in real life operations.

This month we will have a discussion of some useful features of the Foreflight app, moderated by Terry Voorhees. We are asking each pilot to be prepared to discuss three functions of Foreflight that they find most useful in flight planning and share them with the group. Topic areas we will discuss include weather, documents, navigation, and general utility.

Please bring your iPad or laptop with the Foreflight app loaded.

All pilots are welcome. We are asking for a \$2 donation per pilot to cover costs of training materials and refreshments. Coffee and donuts will be available. If have any questions, please contact Ellen Herr at 239 560 8526 orelherr88@gmail.com.



## BOARD MEETING SYNOPSIS

### BOARD MEETING SYNOPSIS

The August 11 FMFC Board meeting was called to order at the RSW Training Center at 8:14 PM.

Board members discussed the club's insurance policy and the expected premium increase due in February, 2016. The financial structure of the club has members' monthly dues paying for the fixed expenses such as hangar rent and insurance, and the hourly rental fees paying for aircraft maintenance. Since the club has not increased the monthly dues since 2007, the board considered an increase of \$10 per month. An alternative would be to increase the hourly rental fee for each aircraft. The board was unable to arrive at a consensus on how to address the issue, so the discussion was tabled.

Carrol gave an initial report on the cost of an installed Stratus unit to receive inflight weather and traffic information. Some questions about the need for an external antenna and how to install the Stratus will need clarification before a decision can be made, so Scott and Carrol will do more research and report back to the board at the next meeting.

Activities planned for the fall months include the President's Hot Dog Roast November 18, a pancake breakfast at Arcadia on October 17, an AOPA Rusty Pilot Seminar, and an iPad seminar.

Ledet reports that the MyFBO software is causing some issues with recording currency information, and dispatching aircraft. The C182S checkout process is working well.

The board discussed adding a new type of provisional membership modeled on the Penn Yan Flying Club. This allows up to 3 hours of flight time (dual only), and would be used to attract new members to the club. There were questions about billing would be handled, so the discussion will continue at the September meeting.

The meeting was adjourned at 9:25 PM. The next Board of Directors meeting will be held on September 16, 2015 at the Base Ops FBO at Page Field.

## Weather Study from Georgia Tech

David Illingworth from Georgia Institute of Technology

<http://bit.ly/wx-pilot-study>

We are seeking pilots and student pilots who live in the US and are at least 18 years of age to volunteer for a study examining how meteorological information displays affect pilot decision-making.

As you know adverse weather conditions in aviation can lead to delays, deviations, and even accidents. As a result, Atmospheric Technology Services Company, LLC and the Georgia Institute of Technology are conducting a study on how different weather display technology influences pilot decision-making.

Participants in this study will be asked to complete an online demographics questionnaire regarding their flight experience, ratings, and other items. Following the demographic questionnaire, the participants will then be presented with various weather scenarios and asked if the flight path presented in the scenario will intersect adverse weather.

The study will take no more than 1-hour to complete. We recommend using a laptop or a desktop.



## Maintenance

by Charlie Carroll

### 3521Q:

100 hour  
Repositioned and  
tightened right  
wheel pant  
New Avionics con-  
trol switch

### 944CC:

50 Hour inspection

### 397ME:

No Update



Thanks for all the calls! I would also, especially like to thank the flight Instructors, for their attention to detail. There have been many knowledgeable calls. Remember if you see the littlest thing that looks different, **CALL ME 281-3710** and we'll look at it.  
Safe Flying---Charlie

## FLIGHT INSTRUCTION CLASSES

### INSTRUMENT GROUND SCHOOL

Base Ops Page Field

**Mondays, Sep 14 thru Dec 14, 2015**  
**6:30-9PM (35 Hours) \$125.00 + Text**



### PRIVATE PILOT GROUND SCHOOL

Cape Coral High School

**Tuesdays, Sep 1 thru Dec 15, 2015**  
**6-9PM (45 Hours) \$135.00**

Cypress Lake High School

**Thursdays, Sep 3 thru Dec 17, 2015**  
**6-9PM (45 Hours) \$135.00**



**ED FINK**

**MASTER CERTIFIED FLIGHT INSTRUCTOR**

**CALL 239-489-0443**

**Lee County Adult/Community Education**

### **Atlanta Stacking During Storm**

*Check out this amazing time-lapse of flights maneuvering around a storm at Atlanta's airport.*

*Makes you appreciate our Severe-Clear days here at KFMY.*

*Thanks to Skip Bentley who shared this video on facebook*  
[bit.ly/atl-storm](http://bit.ly/atl-storm)



### **New Computer and Copier in the Club office**

The FMFC Board of Directors have voted to purchase a new computer and a copier/printer all-in-one-unit.

Check out the new setup, and if you have issues, please let Waner know: [webmaster@fortmyersflyingclub.com](mailto:webmaster@fortmyersflyingclub.com) or 239-677-4903



**Mailing Address:**  
 605 Danley Drive, # 10  
 Ft. Myers, FL 33907

**FMFC Website:**  
[www.FortMyersFlyingClub.com](http://www.FortMyersFlyingClub.com)  
**Fort Myers' Oldest Flying Club**



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**MEETINGS**

General Meetings: 2nd Tuesday,  
 7:00PM @ RSW Training Center  
 Board Meetings: 3rd Wednesday,  
 6:30PM @ Page Field Base Ops  
 Conference Room

**Authorized Club CFIs**

Frank Cerny	239-565-9763
Ed Hemsath	239-949-6330
Rhonda Culmer	239-292-9602
<a href="#">John Petrikas</a>	239-565-8440
Dave Blik	239-431-0628
<a href="#">Skip Bentley</a>	239-691-6698
Ed Fink	239-489-0443
Al Ledet	239-272-1289
Len DeNardo	239-849-7984
Tyler Baston	239-910-6654

**Board of Directors**

Name	Position	Phone	Email
Dean Martin	President	(239) 848-2069	president@fortmyersflyingclub.com
Al Ledet	Vice President	(239) 272-1289	vicepresident@fortmyersflyingclub.com
Ellen Herr	Secretary	(239) 560-8526	secretary@fortmyersflyingclub.com
Johnny Dorning	Membership Chair	(239) 634-3422	membership@fortmyersflyingclub.com
Charlie Carroll	Aircraft Officer	(239) 281-3710	maintenance@fortmyersflyingclub.com
Waner Del Rosario	Communications	(239) 677-4903	webmaster@fortmyersflyingclub.com
Stephen Petrikas	Disciplinary Officer	(239) 851-2307	discipline@fortmyersflyingclub.com
Marc Scott	Activities Director	(239) 357-6720	events@fortmyersflyingclub.com
Steve Hall		(239) 455-2881	SteveHall@naples.net
Skip Bentley		(239) 691-6698	Skiprealtor@gmail.com
Dave Blik		(239) 431-0628	blik1@comcast.net

**Other Positions**

Bob Adamski	Legal Officer	(239) 482-8206	legal@fortmyersflyingclub.com
Larry Denmark	Treasurer	(239) 229-8759	treasurer@fortmyersflyingclub.com

**\*\*\* OUR AIRCRAFT \*\*\***

**Cessna Skyhawk 172 - N3521Q**  
 \$ 65 per hour + 10 gal fuel per hour



**Cessna Skylane 182S - N397ME**  
 \$ 85 per hour + 13 gal fuel per hour



**Piper Archer 181 - N944CC**  
 \$ 65 per hour + 10 gal fuel per hour

