

SOLO FLIGHT BLUES

STUDENT SPOTLIGHT 67 YEAR OLD ADF PILOT

It is the normal, commonplace frustration felt by student pilots who have many hours and have not been able to fly solo. It is a very common ailment and if the instructor is not attentive, the student may quit aviation altogether. The unfortunate part is that students do not realize that the sheer majority of students (+80%) take more than 20 flight hours to solo. A student who quits during pre-solo training incorrectly believes that he/she is not cut out to be a pilot; they believe they don't have "the right stuff". They are wrong, and I will explain why.

In the "good ol' days" pilots were expected to fly solo by their tenth (10) hour of flight. Some factors that you should understand is that in those days (40 years ago) we didn't have as many regulations, airspace restrictions, communication procedures, and training standards. In the good ol' days pilots were basically left to their own device by their instructors. Many were forced to fly solo before they felt confident; resultantly there were many accidents/incidents. A famous aviation saying is that the "regulations are written in blood" and what it refers to is the fact that many major regulations were implemented after accidents and or aviation tragedies with NTSB recommendations.

In the late 1980s, after various aviation accidents and an overall poor safety record, the FAA turned its focus on aviation safety. The grassroots approach of the FAA's aviation safety program started from the ground up; starting with general aviation and private pilots. The thought process is simple, let's educate beginning pilots better and produce safer pilots in the future. Many aeronautical terms like Crew Resource Management and Aeronautical Decision Making were passed down to private pilots by examiners and flight instructors. thus, the aviation safety record and the number of yearly accidents/incidents decreased yearly, making aviation the safest mode of transportation today!

what does this all mean to you? Basically, the FAA expects more from a student pilot today than they did forty years ago. They expect you to go up and come back down safely, not by chance, but by proficiency.

Flight training can be compared to climbing a mountain; the bulk of the private pilot training is the first stage, it is a steep climb learning all sorts of new maneuvers and procedures. The summit (peak) of the mountain is the solo, once the student completes his/her solo flights, its all downhill from there.

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George M. Porta is part of our ADF family of pilots. He is a friendly, dedicated aviator who has been training with ADF Airways for the last two years and renting aircraft for longer than that. He is currently training for his commercial pilot certificate after having received his instrument rating with ADF last year. George is an inspiration to all of us pilots, because less than 10 percent of us will be able to fly at his age.

George was born in Havana, Cuba on January 26, 1937. Back then, Pan Am had their fleet of amphibious aircraft (the clippers) flying back and forth between Miami and Cuba. Cuba was of course a coveted vacation spot for the rich and famous. He and his family went back and forth between Cuba and the U.S., George attended Robert E. Lee Middle school and graduated from Miami Senior High School in 1956.

His love for aviation led him to enlist in the Air Force in 1958.

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Not having 20/20 vision kept him out of the cockpits but nonetheless he enjoyed the Air Force experience

where he served as an aircraft radio operator and technician in Tyndall AFB, Florida. He was involved in the training programs for Vietnam pilots; where he scored the accuracy of aircraft rockets (launched by pilots) during training and war games. Rocket accuracy on drones (targets) was recorded using radio signals. Aiming in those days was accomplished manually since rockets have no guidance like today's missiles which are heat seeking, laser guided, or even now GPS equipped.

After receiving his honorable discharge he worked at Cape Kennedy Air Force base for a sub-contractor of the USAF involved in the Apollo space program. Again he worked in radio communications and telemetry systems. At the base he was able to enter into the world of aviation by being a part of the flying club started there. He so loved his experiences that he began taking flying classes at Tamiami airport, not Kendall-Tamiami, just Tamiami airport in 1967. Present day Florida International University is built on the land that once was Tamiami airport. Remnants of that airport, taxiways, runways, and even the control tower are an integral part of the FIU campus. It was a small airport that moved south to Kendall when Miami International airport grew into one of the biggest airports in the country.

He has logged a total of 480 airplane flight hours in over 30 years. The flying he has done was always for his own enjoyment, and he has no intentions of remaining aground. He retired in 1978 after a fruitful career as a realtor and mortgage broker. Last year he joined the Civil Air Patrol (CAP). The CAP is in charge of search & rescue missions, fire patrols, and various other aviation related missions. He is currently a first lieutenant looking forward to moving up the ranks. He talks about his two great loves in life having been aviation and his mother.

We thank George for letting us write this article about him, As I said before, he sets a good example (standard) by which we can measure ourselves as pilots. Will we be flying at 67?

Now that you have a little more insight into flight training, let's look at solutions. What can we do to reach the summit (solo)?

I am a firm believer that the student is always his/her best critic. One of the most useful tools aviators learn in training is the ability to critique themselves and improve on those critiques. The majority of obstacles in pre-solo training are in the landing and take-off training sessions. ADF gazette no. 2 had great tips on the subject.

In a nutshell a great landing is a direct result of a great (stable) approach to land. If you set the aircraft for landing by following established procedures there will be little or no effort to land the airplane softly and on the centerline. Takeoffs are easy in comparison, all you have to develop is the proper motor skills (smoothness) used in rotation and climb out. One of the most crucial items in take off is maintaining the centerline during the roll out and thereafter maintaining runway heading using wind drift techniques.

If you find yourself unable to complete a complex maneuver, you and your instructor should approach that maneuver from different angles and perspectives. One of the easiest ways is to break the maneuver down into simpler parts. Become proficient at the simpler parts and then put them together. Let's break down a maneuver so that you understand what I mean. Let's break down the power-off stall; or as it is commonly called the approach to landing stall. The sections of this maneuver are as follow: Preparation, Clearing turns, Descent, Stall, and Recovery. The preparation is a matter of memorization and repetition, your ABCDEs, you must be able to establish a proper **A**ltitude (+1500),

find your **B**est field to use in case of an emergency, perform the pre-maneuver **C**hecklist, and **D**eclare your position on 123.3. Practice doing these four items while maintaining altitude, heading, and airspeed, repeat them until you are proficient. Next comes **E**xecuting the maneuver, at ADF we train you to perform the clearing turns at the same time you are slowing down and lowering flaps. ADF uses the same power/flap settings used during landings in order to provide a positive transfer of learning. (learn this maneuver and you learn another at the same time) Practice executing clearing turns, lowering and raising flaps, until you get used to power, pitch, and aerodynamic changes. Next practice descending with flaps and "flaring" for the stall. Once you have all this items focus on completing the stall and the recovery itself by using meaningful repetition. Now that you have all the individual skills, put them altogether and do the complete maneuver. You should find it easier now.

At ADF we put a lot of expectations on our Solo students. Our high standards guarantee safety and peace of mind for everyone. When an ADF instructor sings you off to your first solo, he is signing you off to have fun. Fun because you will be confident, free of fear, or worry. So go have some fun!

ADF GAZETTE

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THE FEMALE PILOTS OF ADF

Alex D. Farkas

STUDENT'S SPOTLIGHT

ADF pilots and their recent flight training accomplishments.

First Solo Flight

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Javier Espinoza, Homestead
Fidel Amor, Long Key
Jose Perez, Miami
Cristopher Agrippa, Miami
Ingrid Serna, Kendall
Hanns Quan-vie, Miami
Alejandro Palau, Doral
Mariel Cordoba, West Kendall
Alexander Zapateiro, Miami
Francisco Yepez, Miami
Alberto Gomez, Miami
Gilbert Augustin, Homestead
Ricky Alvarez, Miami
Daniel Avila, Miami Beach
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Ronny Rosabal, Miami
Carlos Brandt, Miami
Oscar Espinoza, Hialeah
Juan Barrera, Miami
Jose Gomez, Miami

Instrument Rating

Henry Oriole, Miami

Commercial Pilots

Norman Soto, Miami
Byron Leguizamo, Miami
Jorge Madrid, Miami
Jaime Correa, Colombia
Mac Guido, Miami
Jose-Humberto Ferreira, Portugal
Roberto Lopez, Spain

Multi Engine Pilots

Joshua Cruse, Kendall
Norman Soto, Miami
Byron Leguizamo, Miami
Jaime Correa, Colombia
Mac Guido, Miami
Jose-Humberto Ferreira, Portugal
Roberto Lopez, Spain

ADF Airways was founded (still owned & operated) by Alex-Derly Farkas. A female pilot whose love for aviation overcame the macho standards and stereotypes of the 70s and the 80s. She encountered a lot of prejudice (for being a woman), but her success as a businesswoman and flight instructor (also an ATP) has opened the doors for many other women to join the field.

Marjan Mazza is the chairman for Miami Dade College's aviation department, she is also a pilot, she graduated from Embry-Riddle University and has an MBA (masters). She is the department head for the aviation department, and as such, she has inspired many female pilots (MDC graduates) to pursue their dreams and breakthrough the glass ceiling imposed by society in this career.

ADF Airways celebrates female pilots and all their accomplishments, My instructor for the 737 was also a woman, and I have instructed many female pilots who are better pilots than most men. Above are some of our recent female pilots who make up the ADF family. ADF Airways is a proud equal opportunity educational institution.

SANTIAGO MALAGON

he served four years as an infantry rifleman. He took his first introductory flight in Camp Kadena Air Force base, Okinawa, Japan.

After receiving an honorable discharge, he went to work at a turbine overhaul facility that further fostered his love for aviation. He attended MDC and received all his certificates with ADF Airways. He became an ADF instructor this year and is looking forward to flying bigger, faster, and slicker aircraft.

BRIGIDO NATERA

Santiago Clemente Malagon was born November 8, 1976 in Newark, New Jersey. Two dreams have always played a part in Santiago's life, one was to be a U.S. Marine and the second was to become a professional pilot. He has done both.

He graduated from Coral Park Senior High in 1994 and promptly enrolled in the Marine corp where

"Brig" was born in Caracas, the capital of Venezuela, on October 25th, 1981. He grew up on the small city of Bolivar, Venezuela where he graduated high school at sixteen (16) and decided to pursue a college degree in business administration. After two years of business school he understood that his happiness was not in an office.

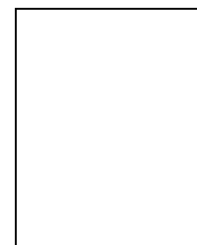
His love for aviation has been there since childhood; for as long as he can remember, his family always lived near an airport. As a boy, he used to sit on a rock near the final approach and spend the day watching the majestic birds of flight land and take off. After his experience in college, he decided to follow his heart and become a professional pilot. He worked hard and earned his commercial license SEL after one year of full time study and training. In December 2001 he moved to the US and trained at the Delta-Connection Academy in Sanford, Florida. There he received all his licenses including the CFII (instruments).

He instructed in a small school in Ft. Lauderdale for a few months, and this year he applied at ADF, and was hired to replace ADF instructors who had received airline employment. Brig is excited to join the ADF family of pilots, and we are excited to have him.

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