The management felt the need for staff to get together and to know each other. After all, the separate departments sometimes only communicate through the phone not knowing what the other person at the end of the line look like.

All the staff attended the family day and some together with their spouses and children.

The venue was Sudara Beach Resort in Tok Bali, Kelantan. Tok Bali is one of Malaysia’s most serene and natural sites located in Kelantan. It was organized in Kelantan so that the Kuala Lumpur staff could visit the school and crew residence as well.

The family day started with the Chairman speech. Dato’ Faruk in his speech brought us through the beginning of the school and how it has progressed since then. The company has grown and has gone through a steep learning curve. The number of students are growing and the school is gaining recognition nationally and internationally. “I hope you realize the opportunity to grow with the company,” says Dato’ Faruk.

This was followed by the CEO’s talk on the company’s vision and mission.

Datin Nik Radiah stressed to the staff how they should work towards excellence. Standards have to be kept high and staff need to continuously strive to be the best in what they do.

During this event, twelve pioneer staff, Major (Rtd) Dato’ Mohd Khalid bin Ali, Mohd Nasir bin Che Daud, Nik Ruhiyah bt Jasmi, Capt. Praveen Chander Chopra, Syed Ramlzan bin Byros Khan, Capt. Abdul Razak bin Othman, Capt. Mohd Johari Bin Awang, Azmi bin Setapa, Capt. Kenneth John Williams, Capt. Harun Majithu bin Syed Ibrahim, Capt. Thalji bin Md Kadri and Capt. Ramamoorthy Vijay Kumar were given a plaque in recognition by the Chairman.

The APFT song, Dreams Realised was introduced to the staff. We sang the song with pride, led by our registrar, Tuan Syed Haron, who was also the composer.

After the first part of the event was over the activities started on the beach, which provided a beautiful setting for staff to relax and get to know each other. The games included volleyball for the men and coconut bowling for the ladies. The
It was a proud moment for the Nepal Airlines cadets on their graduation day as their parents flew all the way in from Nepal. The graduation ceremony took place at the Crew Residence. On the day of the graduation, our Principal, Major (Rtd) Dato’ Khalid presented the wings to the students.

Nepal Airlines Cadets Graduation

It was a proud moment for the Nepal Airlines cadets on their graduation day as their parents flew all the way in from Nepal. The graduation ceremony took place at the Crew Residence. On the day of the graduation, our Principal, Major (Rtd) Dato’ Khalid presented the wings to the students.

Dreams Realised

Overall Best Student, Top Gun Ab-Initio - Rabindra Banjara
Best Piloting - Mukesh Kumar
Best Academic - Boghendra Khathayat
Nepal Visit

On the invitation of the Nepal Airlines, the Chairman, CEO and the Principal visited Nepal. On arrival they were greeted by parents of the students who were at APFT. They were also welcomed by the Directors, Managing Director and the staff of Nepal Airlines. They had the opportunity to also see Nepal by flying in the Twin Otter over the beautiful mountains of the Himalayan Range. It gave them an idea of the type of terrain the cadet pilots will be flying over when they start work with Nepal Airlines.

was served that night followed by a karaoke session and it was a time to know the talents in the company. There were also prizes for the best performers and later on, lucky draws. The session went on into the wee hours of the morning. “Everyone enjoyed themselves very much. I particularly enjoyed the karaoke session and fireworks display. Hopefully next time we can have water sports as well.” comments Nik Ruhiyah from the Kota Bharu office.
The APFT Team

New & Additional Facilities
APFT has introduced an online forum for the use of APFT cadets, instructors and staff. This forum will discuss important issues raised by cadets and instructors alike. The forum is introduced for better communication in the school at all levels. We hope cadets and instructors can use this facility to communicate effectively.

In order to get feedback from our cadets, APFT has introduced a suggestion box, located at the crew residence, hangar and the ground school cafeteria. The positive comments will help us improve our services further.
Psychomotor and Psychometric Tests

The increased complexity of aviation does not only make greater demands on qualified pilots but also on aviation psychological assessment systems used to select suitable pilot candidates, based on their ability and personality, besides the relevant academic qualifications.

APFT is the first and to date, the only Malaysian flying academy that conducts the psychomotor and psychometric tests on its cadet pilot training candidates. AirAsia sent its 35 short-listed candidates to undergo the psychomotor and psychometric tests in APFT, as part of its selection process.

The exercise uses the Vienna Test System, a computerized assessment system developed by Dr. G. Schufried which now has become a market leader in the field of ability and personality assessment. The input devices of the System have been developed in view to ergonomics and user friendliness. Thus persons who are not accustomed to the use of computers are not disadvantaged.

The System defines psychomotor co-ordination as the capability to coordinate the movement of arms, hands and feet in response to visual stimuli. On the other hand, psychometric, interpreted as the personality factors, are important for memory on flight safety, written by Alan Dean and Shawn Pruchnicki. They recall an aircraft’s failure of conducting the taxi checklist because of pressures to expedite their departures which resulted in the deaths of 156 passengers and crew. Several other examples were given in regards to external threats of flying.

Flight Safety

In light of the recent tragedies of safety breaches by cadets which caused expulsion and also the demise of a cadet in Terengganu, this flight safety column is added as a reminder of the one basic rule of flying - flight safety.

This column aims to expand your knowledge on aviation safety and look at all the possible issues arising to the failure of complying with safety management.

In APFT, we have a Flight Safety Officer (FSO) who is responsible for the safety of flight training. His duties are to plan, implement and monitor all flight safety activities of the school in accordance with the DCA and flying school’s flight safety policy. He also plans and conduct flight safety meeting as required by the school, carries out regular survey and audit in order that the flight safety is always at the high standard required by DCA and APFT. He has to also maintain, update and process all documents and manuals related to flight safety and ensure that all the flight safety reports are processed and monitored. It is crucial that the FSO complies with the Mandatory Occurrence Reporting Scheme (MOR).

Individually, all cadets and instructors are responsible for themselves regarding safety issues. In general, each country has its standards of safety set out by their government civil aviation department, like Malaysia’s DCA and UK’s CAA. Above that, there is the International Civil Aviation Organisation (ICAO) which has their own safety standards.

With every issue, our team will continuously look out for interesting reads on safety and highlight to our readers what are the latest concerns in flight safety raised by these organizations.

Check out www.caa.co.uk and enter the words ‘GASIL’ in their search engine. This is the General Aviation Safety Information Leaflet written by the CAA. In the latest issue out 16th December 2008, they review reports by BEA (French AAIB) on safety breaches and also engine failure of single-engine aircrafts like Cessna and Piper. As aspiring pilots, these incidents should remind us to be ready for unusual symptoms, and to practice and consider carefully, as many conceivable failure scenarios as possible.

Also, check out www.flightsafety.org and download the aerosafety world. Their cover story called Deadly Omissions refers to the threat of human.
It was a few days before Deepavali, the days were becoming short and the nights were becoming cold. I was the Training Officer (Training Captain) at the Paratrooper Training School of the Indian Air Force, and based at Agra, the city of the Taj. At the Paratrooper Training School we not only trained paratroopers and pilots for paratrooping duties, we also did some transport support tasks, enabling the flight crew to remain in touch with routine airways flying.

Now to tell you what happened. Some formations of the IAF had been moved from Pune to Goa, further south on the west coast of India. Our task was to shift some of their equipments in two trips from Pune to Goa. The flying time each way at 140 kts, about an hour and thirty minutes. I was the Captain of the aircraft, but I was sitting on the right seat, on the left seat was Ranga, just returned after a stint with a radar unit, he was getting his hand back in. The Navigator was Palaniswamy – a seasoned campaigner. We also had two more aircrew, a signaler and an engineer. Our aircraft was one of the few non jets in the fleet. It was good aircraft, except that the Magnetic Compass was misbehaving. It indicated 30 degrees left or right, depending on its mood, something we mere mortals could not fathom and something which several compass swings had failed to correct. In any case this was a standby, the flux gate was the main. What is more important the aircraft was due for maintenance and was to be handed over to Hindustan Aeronautics Limited at Bangalore in a few days time for overhaul. No one really bothered about a compass that misbehaved!

We left Agra early in the morning for Pune. I had promised my wife I would be home in time for Dinner. We did the two shuttles on schedule and later on that crisp and cloudless October evening, we were on our way home flying sedately at 9000 feet, 2300 rpm, 33" MAP, mixture lean. There was no conversation in the cockpit. It was cold and the cockpit heaters were on. The signaler was on morse with Delhi, the engineer was noting the engine parameters, Palani was busy with the track plot, Ranga was reading the Dash 1 (the Packet family Bible – POH for the uninitiated - a thick 200 page A4 sized tome). He was

The psychological evaluation of cadet pilot candidates and can be measured by conventional questionnaires.

APFT requires its candidates to undergo two psychomotor tests (SMK and DT) and one psychometric test (EPP6), as follows:

1. Sensomotor Coordination (SMK)

The SMK tests respondent’s ability to coordinate movements through the use of sensor information coming from current activities. The test uses two analog joysticks and lasts 10 minutes.

2. Determination Test (DT)

DT assesses reactive stress tolerance and reaction speed in multiple-stimulus-response situations. It requires the cognitive sub-skills of discrimination of colours and acoustic signals, memorisation of relevant characteristics of stimulus configurations and response buttons as well as the assignment rules. The respondent is presented with visual or acoustic stimuli and reacts by pressing the appropriate buttons on the panel or stepping on the correct foot pedal. The test lasts 10 minutes.

3. Eysenck-Personality-Profiler-V6 (EPP6)

EPP6 is a multi-dimensional questionnaire based on Eysenck’s personality theory. Due to the model’s wide range of scales there is a set of three secondary stratum factors, namely Extraversion, Emotionality (Neuroticism) and Adventure (Psychoticism). Respondent has to answer 200 questions with either Yes, No or Not Sure for an answer. The test lasts 20 minutes.

An Excerpt from an Unwritten Anthology

by Captain RV Kumar

It was a few days before Deepavali, the days were becoming short and the nights were becoming cold. I was the Training Officer (Training Captain) at the Paratrooper Training School of the Indian Air Force, and based at Agra, the city of the Taj. At the Paratrooper Training School we not only trained paratroopers and pilots for paratrooping duties, we also did some transport support tasks, enabling the flight crew to remain in touch with routine airways flying.

Now to tell you what happened. Some formations of the IAF had been moved from Pune to Goa, further south on the west coast of India. Our task was to shift some of their equipments in two trips from Pune to Goa. The flying time each way at 140 kts, about an hour and thirty minutes. I was the Captain of the aircraft, but I was sitting on the right seat, on the left seat was Ranga, just returned after a stint with a radar unit, he was getting his hand back in. The Navigator was Palaniswamy – a seasoned campaigner. We also had two more aircrew, a signaler and an engineer. Our aircraft was one of the few non jets in the fleet. It was good aircraft, except that the Magnetic Compass was misbehaving. It indicated 30 degrees left or right, depending on its mood, something we mere mortals could not fathom and something which several compass swings had failed to correct. In any case this was a standby, the flux gate was the main. What is more important the aircraft was due for maintenance and was to be handed over to Hindustan Aeronautics Limited at Bangalore in a few days time for overhaul. No one really bothered about a compass that misbehaved!

We left Agra early in the morning for Pune. I had promised my wife I would be home in time for Dinner. We did the two shuttles on schedule and later on that crisp and cloudless October evening, we were on our way home flying sedately at 9000 feet, 2300 rpm, 33” MAP, mixture lean. We couldn’t go any higher, we had no Oxygen. There was no conversation in the cockpit. It was cold and the cockpit heaters were on. The signaler was on morse with Delhi, the engineer was noting the engine parameters, Palani was busy with the track plot, Ranga was reading the Dash 1 (the Packet family Bible – POH for the uninitiated - a thick 200 page A4 sized tome). He was
appearing for a test the next week. I was busy maintaining straight and level as the auto pilot had decided to take the day off. He was angry that some relay or some such component had not been replaced.

Above us, the night sky was beginning to come alive with the first stars. Below us darkness had set in. We called Bhopal, our last reporting point on the way to Agra, but he did not bother to reply. He had closed shop and gone home, probably having decided to celebrate Deepavali a few days earlier than the others. The Pratt and Whitney radials were purring along and there was peace and quiet. Peace and Quiet? Here I must add that most of the C-119 Packet crew are deaf and the noise created by 36 cylinders running at high power in their close proximity, did not particularly bother them or, if and when they worked, particularly affect their efficiency.

But this peace and quiet did not last long. We still had one hour to reach Agra when we heard the first murmur of discontent. The tuneful rumble of the engines was disturbed by a beat, the sound that comes when the props are out of sync.

Left engine RPM was slowly creeping up, 2300 – 2350 and now 2400. Ranga instinctively reached for the port pitch lever and read-adjusted the RPM to 2300. Once more we were flying as before. But knowing the wayward nature of the prop we knew the situation could and probably would – become worse. To be on the safe side, Oxygen or no Oxygen, we asked for and climbed to 11000 feet.

Our happiness was short lived, after all of 5 minutes the port engine RPM started creeping up again. Now the checklist was perfectly clear on what was to be done. Failure to maintain RPM meant that the CSU oil was leaking out and the engine had to be feathered before the entire oil leaked out. The prop lever was to be put in the feather position and nothing was to be done after that. You of course had to complete the shut down drill. Ranga knew the history of the prop failures and more important he knew his emergency drills well. In a couple of smart moves he opened (boosters emergency, mixture rich) max continuous power on the starboard engine, 2600 RPM MAP 46’ and feathered the left engine. We expectedly looked at the port engine RPM. Nothing happened, but after about a minute or so as the IAS reduced from 140 kts to 110 kts, the port engine RPM started reluctantly winding down 2200, 1800, 1500 and settled down at 1200. It just refused to reduce any further. We were now flying with full right rudder and control column well bent to the right. Even then the aircraft was slowly turning to the left. Not the best way to go from one place to another! A slight reduction of power on the right engine enabled us to fly straight, but not level. We were now descending at 100 feet per minute. We quickly calculated our drift down altitude. Not very encouraging, we expected to hit the ground 50 miles short of Agra!

We hoped the ISA minus conditions would enable us to make the airfield! In any case we desperately needed a diversion close by. There was only one airfield in the vicinity, Gwalior - only 20 minutes away. But those days Gwalior was a sleepy repair depot, which occasionally woke up for an air test. That done, they quickly rolled up the runway and went back to sleep. They never answered anybody unless they had a couple of months notice. After all they required time to get one man up to the ATC and another to sit on the mock up crash tender!

We yelled our plight on every available VHF and HF frequency. Delhi heard us. Madras heard us. From the four walls of his restricted abode -Bhutto, an alert man, must have heard us. But Gwalior being made of sterner stuff, would not budge. And so we pressed on towards Agra still 70 miles away, slowly descending into the darkness of a moonless night.

By this time, I am told, Agra ATC was abuzz with activity. Anyone who had seen a C-119 Packet, even from distance, and was consequently an expert at handling it, had come to the ATC to advise us on how to deal with the situation. We listened carefully and ignored the advice. After all we had to come back as safely as possible! We handled the situation as we thought best. All airfield lights had been put on, two sodium flares were lit on the runway so that we could see it from a distance.

Ranga was staring at the port RPM gauge, trying to will it to come to 0! The engineer – as I said earlier – was still noting the engine parameters. The signaller, a god fearing man, put in a prayer to the almighty as well. The almighty must have heard us, after all we were quite closeby. Palani who had been maintaining a discreet silence all this time now decided to chip in. “The flux gate,” he announced to all who were willing to listen, “has packed up. The heading indicated by the Gyro Magnetic Compass is fluctuating wildly”. I had noticed this a few minutes earlier, after all it was I who was desperately trying to steer a course to Agra! But even so, I thought, making such a statement was most unkind of him. He could have at least waited till Agra was in sight before confirming this piece of bad news! The sodium flares were no where in sight there was only darkness ahead, an occasional light visible on the ground.

Palani had not yet finished, he had more to say. “If you follow the magnetic compass,” he said, “it will take you into the deserts of Rajasthan, if you follow the flux gate, you will land up well to the right, how much I do not know”. “However if you want to reach Agra”, he added after a long pause “look at those three lights on the ground, slightly to the right. They are the lights of the village, leading to the Para Dropping Zone at Agra”. And so they were! After a few minutes we were at 2000 feet and in sight of the runway. The sodium flares were dimly visible in the distance.

We landed comfortably, followed at a respectful distance by screaming crash vehicles. We switched off in the dispersal and were greeted by the ground crew. After a short debrief, we left for our different ways.

At home the incident was neatly summed up by my wife. “Your dinner is now cold” she crossly told me “As usual your ETA was out by 30 minutes!”

Flight Training Centre
Sultan Ismail Petra Airport, Pengkalan Chepa
16100 Kota Bharu, Kelantan
Tel : 609-773 8722
Website : www.apft.edu.my
Email : registrar@apft.edu.my

Administrative Centre
Suite 50-5-5, 5th Floor
Wisma UOA Damansara, 50 Jalan Dungan
Damansara Heights, 50490 Kuala Lumpur
Tel : 603-2092 3177