Pipers Arrived

APFT ordered ten new Piper Warrior III, adding to the existing fleet of Pipers and Diamonds. In July 2010 the APFT Engineering staff accepted delivery of the aircraft and with supervision of Piper’s team of engineers completed the assembly of the aircraft. Seen above is the proud team with the result of their hard work.
Chairman’s Message

The second half of this year has been busy. The school took delivery of 10 new Piper aircraft from Piper Aircraft, Inc. in July 2010. Also in October we purchased the Diamond 42, which we have been leasing, to add in to our fleet of aircraft. With the arrival of the Pipers, we handed over all the Eagle aircraft that we have been leasing from CTRM. To date our fleet has a strength of 35 aircraft in the school.

In November we saw the graduation of batches 17, 18, 19 and 20, with a total of 80 cadets graduating. The reception was well attended. I am proud to say that APFT cadets are sought out by airlines due to our quality of training and discipline instilled. At APFT we not only train cadets to be commercial pilots, but we also arrange for placements for them in airlines local and international. In August we arrange for the Human Resource Department of Sriwijaya Air to come and interview our graduates for positions of first officers in their airlines. 17 APFT graduates were recruited and are now with Sriwijaya Air, Indonesia.

During the graduation ceremony, we also announced the continuation of our sponsorship of the NST School Sponsorship Programme with addition of 2 more schools. So, for this year we are sponsoring a total of 12 schools, which will be receiving the NST newspaper everyday for students to improve their reading in English. Another one of our CSR projects is the rehabilitation and maintenance of 7 bus stops along Jalan Pengkalan Chepa. We hope this will benefit the people of Pengkalan Chepa.

To all the staff and cadets, I wish you a Happy New Year and together we look for a better year ahead.

Dato’ Faruk Othman

Graduation

The graduation ceremony held in November saw a total of 80 cadets receiving their wings in front of their family and friends. The ceremony was held in the Grand Ballroom in Renaissance Hotel and featured cadets from batches 17, 18, 19 and 20.

The CEO and Principal did the honour of pinning the wings, handing over the Diploma scrolls and giving the top guns their trophies. In his speech the Chairman mentioned how proud he is to note that APFT graduates are much sought after by airlines. He also informed that APFT not only deliver training but also help to arrange for jobs for its graduates.
BATCH 17/08
TOP GUN AB-INITIO
Raja Mohd Uzaimi b. Raja Izaham

BATCH 18/08
TOP GUN AB-INITIO
Mohd Alif b. Adriansyah

BATCH 19/08
TOP GUN AB-INITIO
Mohd Aiman b. Md Isa

BATCH 20/08
TOP GUN AB-INITIO
Azharul b. Abdullah

BATCH 17/08
ACADEMIC GOLD MEDALIST
Zulkifli b. Mamat

BATCH 18/08
ACADEMIC GOLD MEDALIST
Syed Syamir b. Syed Salih

BATCH 19/08
ACADEMIC GOLD MEDALIST
Timothy Wong Chang Ming

BATCH 20/08
ACADEMIC GOLD MEDALIST
Lau Kar Seng

BATCH 17/08
PILOTING GOLD MEDALIST
Nasirudeen b. Mohamed Farouk

BATCH 18/08
PILOTING GOLD MEDALIST
Premgridhar Nair a/l Paramesvaran

BATCH 19/08
PILOTING GOLD MEDALIST
Mohd Yusni bin Kamarudin

BATCH 20/08
PILOTING GOLD MEDALIST
Afiq Iqbal b. Alias
As part of their Corporate Social Responsibility, APFT Sdn Bhd, decided to contribute to the residence of Pengkalan Chepa, by rehabilitating the bus stops along Jalan Pengkalan Chepa. Seven bus stops were rehabilitated, with one of them needing reconstruction.

At the graduation ceremony APFT announced the renewal of sponsorship of the “NST-School Sponsorship Programme”, sponsoring the New Straits Times (NST) newspaper to 10 schools to be used as a tool to enhance proficiency in the English language. APFT Chairman also announced an addition of two more schools to the list.
The Global Award 2010
The Global awards were created with the objective to encourage companies to follow the strategy of ISO, Branding and Achievement. The award is open to all companies, big and small.

Asia Pacific Entrepreneurship Awards
These awards are a series of recognition awards given by a Kuala Lumpur-based regional NGO, Enterprise Asia. APFT chairman, Dato’ Faruk was awarded the APEA in the category of Most Promising Entrepreneur Awards (APEA).

SOBA Award
The Star Outstanding Business Award 2010 is established to promote excellence and stimulate positive competition, showcasing achievements attained by outstanding businesses.

Asia Pacific International Honesty Enterprise - KERIS Award 2010
The award is to recognize enterprises that achieved excellence in their respective industries and demonstrate honesty and integrity in their daily business dealings.

The Productivity Award
This award by Malaysia Productivity Corporation (MPC) and is open to all companies. This award is for productivity improvement and it is to recognise organisations with excellence in productivity management practices and continuous improvement initiatives.

2nd Malaysia Independence Award
The award commemorates the 53rd anniversary of the independence of Malaysia. Besides, to further instill high competitive spirit of business empire building in line with the nation building, to enhance participating companies to further regionalize and globalize.

SME100 Award - Fast Moving Companies
This is an independent annual award program to identify and recognise the top performing Small & Medium Enterprises, which are based in Malaysia to promote excellence, best practices and innovation.

2nd Malaysia Independence Award
Concentration means giving attention or focus towards certain things. Today we see many unsatisfying work problems, accidents happening and product quality decreasing. This happens because of lack of focus and concentration skill.

Concentration skill has to be learned and practiced. To have good quality work product, the skill must always be carried out and put into practice.

Here are the guidelines to ensure everyone is trained with good quality concentration skill;

Upright: To get the utmost concentration you have to be in the best sitting or standing posture. Be ‘upright’. By doing so, it will help circulate the blood and oxygen not only to the brain but also to every part of human body.

Eyes: Eyes are sensory organs given to us as the main connection with the outside world. Man are given a pair of eyes located in a straight position and not on the left or right side of the head as in fish or other living creatures. Our ability is created to have one main focus at one time.

Ears: Ears came second as linking radar to human being. We can detect the exact object’s direction, the target.

Food: The main purpose of food is to give vitamins, minerals and energy to the brain and human body. Hunger and thirst may result in less concentration in man. A balanced diet is most important to enable a healthy body and intelligent brain to function very well.

Sleep: Having good quality sleep is also a major factor towards healthy body and mind. Not enough sleep will make you lose focus and concentration in your activities.

Physical exercise: Doing physical exercise is important to have a healthy body and mind too. These are the guidelines to ensure everyone is trained with good quality concentration skill.

Active body will help you think fast, stabilize your emotions and have full concentration towards your work and activities.

Career Guidance Talk

APFT welcomed Insp. Peter A/K Francis Rudin and Insp Mohd Asrul Fikri B. Saiful Bahari for a career talk to current APFT cadets from batch 24 and 27A who will be graduating soon. Both police officers are currently undergoing CPL with IR / Frozen ATPL training here in APFT. They are currently attached to PDRM Air Unit pilot and have more than 100 hours flying experience.

This talk is about discipline. Since this topic is a wide topic, Insp Peter and Insp Asrul narrowed it down to airline discipline. Amongst all the flying school in the country, the police cadets consider APFT as the best school in term of cadet discipline. Many of the students may think that discipline is a burden for them to follow, but actually discipline is one of the important aspects to reinforce their basis of safety in flying. Without discipline, any flying sortie would be hazardous because there is a lot of procedures and steps to follow. One cannot be complacent and do everything as they please in APFT, basic discipline such as punctuality and respect nurtures the attitude of the student so that they would become someone who is not reckless and overconfident.

Listening to others teaches one to be cooperative especially during multi crew operations where they share their opinions and experience after every flight to enhance safety.

The talk covered areas such as Discipline in the police and day to day running of Police Department. Among other subjects covered are Uniformity, Punctuality, Parade Practice, Public Speaking, Armory Training, Weapon Practice, Law and Enforcement Procedure, Self-Defuse and Public Order Control Practice.

The cadets were also given additional information on recognizing friends or foe, foreign identification of smugglers, gangsterism, arresting aggression and subversive element matters.
Student Placements

APFT actively arrange for placements for the graduates that are still not with airlines, especially privately funded students.

In August, 17 graduates successfully went through a qualifying test, interview, and psychology test with invigilators Capt. Yogie Patria Santika, Chief Pilot of Sriwijaya Air and Mr. Agus Setiawan, from the airline’s HRD.

The DCAM Part-66 and Part-147 Announcement Event

On 2nd November 2010, the Director General of Civil Aviation Malaysia made an official announcement to the industry with regard to the new Aircraft Maintenance Licensing System DCAM Part 66 and Approved Training Organisation DCAM Part 147.

The occasion took place at the Malaysian Aviation Academy (MAVA) auditorium. The DGCA, Dato’ Azharudin Mej (Rtd) Dato’ Mohd Khalid Bin Ali, gave the opening and welcoming speech, the DCAM Part-66 and Tuan Hj Yusuf from Airworthiness division gave the briefing on DCAM Part-66 and Part-147.

The briefing focused on the Part 66 as requirements for the aircraft maintenance personnel and the Conversion to Part 66 from BCAR Section L based licensing system. He also touched on the Part 147 as requirement for the training organizations and revision of DCAM requirements for Approval of Training Organisations, which was previously published in AN85 issue 9.

A Jar of JAA

By CADET ABEL MARK STEVENSON - Batch 28

On the 9th October 2009, 24 fine gentlemen walked into a new phase of life, which is finally pursuing their dreams of being a successful qualified licensed pilot. It is the beginning of a race into a world full of challenges lined up for them. What made them different from others? They had to do the JAA syllabus.

The Joint Aviation Authorities or JAA syllabus is divided into 3 separate phases. Phase 1 consist of four subjects, Principle of Flight, VFR, IFR, and Aircraft General Knowledge. While the second phase consist of five subjects, which is Meteorology, Radio Navigation, General Navigation, Flight Planning, and Instrumentation. The final phase has three papers which are Mass and Balance, Flight Performance, and Operational Procedures. It takes about a year to complete all phases.

As a cadet of APFT, I would say it is a great step to nurture and diversify young passionate pilots. JAA syllabus provides a more advanced and detailed way of studying. It covers a wider scope and rather up to date version in accordance to the new aircraft for instance the Boeing 737. The old CAA syllabus however is based on the old DC10 aircraft which is obsolete today.

A quote from our Batch Leader Tuan Ahmad Humaizi, “Systematic matter of implicating new and current knowledge into the industry” and a quote from batch mate Aaron Tan, “It is an indepth exposure pertaining to all aspects of the aviation industry”. We know that we are not going to waste all that we have learned. Everything taught will be applied somehow or other. It is always better to learn more about the industry that we are venturing into.

Knowing that we are the first in APFT doing the JAA syllabus, there were high expectations and we have to set an example for our school. It added to the stress because the questions may be difficult and we have no idea on how the exam questions are set. Comparison between other first batches from other schools will definitely happen in such case. We are happy to announce that APFT is currently progressing very well with the teaching of this new syllabus. Although time is not sufficient, our instructors had provided effective coaching which contributed to allaying our doubts. We have well trained instructors that motivated us to work harder and to build up interest in revising our work.

Because of the challenges we face as the first batch of the JAA syllabus, we eased things by working together as a batch. Team work built up because we could not get much guidance from senior batches. Due to the contributing fear of not knowing how the papers will be like, we ended up working as a team and we organized group studies. We became the band of brothers and that is when unity comes in. Good team work between batch mates made an obvious difference in our progress.

With the extra work load and high requirements of JAA, it was very time consuming for the preparation. It required a lot of focus and concentration so that we do not drift off track and that is when we have to be disciplined to manage our time to study and prepare. The success that we have all achieved boiled down to our highly driven work spirits and enthusiasm.

In conclusion, being a cadet pilot is not easy especially with aircraft becoming more and more sophisticated. This is also the reason why we have to study a syllabus that is up to standard. On behalf of my batch mates, we would like to say thank you to our Principal Mej (Rtd) Dato’ Mohd Khalid Bin Ali, instructors, and colleagues. To the oncoming batches, we wish you the best of luck.
Case Studies Of Incidence And Accidents In Training

Incidents and accidents do happen in training, be it when the students are flying dual with instructor or on solo. Studying the causes and getting a good honest report from the cadet pilot and instructor also would be useful to emphasize the dos and don’ts in flight training. We start with the most common incidents, i.e. landing.

Case Study No.1
Belly Landing
Flight Chronology

This case study involved an aircraft that was scheduled for General Handling 4 (GH 4) on circuit work exercise. The sortie was planned for about one hour and the incident occurred at about 9:00 am. The flight was normal when it took off and managed to carry out three circuits and landings. The student was asked to practice flapless circuit as the next exercise however, at downwind position the aircraft was instructed by ATC to hold together with another aircraft holding at late downwind to give priority landing for a commercial aircraft on final. Soon after the commercial aircraft cleared of the runway the aircraft on downwind resumed the circuit for touch and go exercise.

While looking out for the other aircraft the student did prelanding checks and turned final as per flapless circuit pattern. At this point of time, the instructor and the student failed to realise there was no indication of the three greens of landing gear lights in the cockpit. By the time the instructor took over control it was too late to carry out overshooting procedure but managed to put down the aircraft in controlled manner to minimise the damage other than propellers.

This is a case of not applying the correct procedure in prelanding checks. With their focus diverted looking out for the other aircraft, they missed ensuring that the landing gear is in down position. This incidence shows us the importance and relevance of training following procedures in the Multi Crew Operation (MCC). The two pilots should have reminded each other of the checks to be done.

Case Study 2
Right Tyre Burst on Practice Assymetric Landing
Flight Chronology

The aircraft was scheduled for NORMAL DUAL SORTIES for 1:00 hours flown by One (1) Flying Instructor and One (1) Cadet. All pre-flight checks were done according to the Aircraft Flight Manual (AFM) and also the Standard Operating Procedure (SOP) and does not indicate any problem with the aircraft physically.

After both engine start-ups, initial checks including the run-up checks while on dispersal and did indicate any warnings and failure. The aircraft then taxied into the holding point without any problems or warning on the annunciator or any other indicators. Power checks while on the runway also indicate normal operation and the test proceeded as normal.

No warnings were indicated while rolling and initial circuits exercises. Four (4) touch-and-go was done without any warnings before they proceeded to training area to do a General Handling (GH) exercises. Once completed the GH exercises they requested to rejoin Aerodrome via standard rejoin procedure. They complied with the Air Traffic Controlled instruction and make the approach for landing.

On approach, the Flight Instructor asked the student to do a single engine landing or Assymetric Landing where it is one of normal circuit exercise. The flying cadet complied with the Flying Instructor’s instruction and commenced a one engine landing. Upon touchdown, the speed is noticeably quite high that is 90 knots. The student then landed the aircraft slightly after the 1000 ft marker on the runway.

The flying cadet suddenly noticed that the aircraft was rolling at high speed then pressed the brake on the aircraft continuously without releasing it and after 1500ft marker the instructor noticed that the aircraft was jerking forward and asked the Cadet to hand over control to him. Then he noticed that the aircraft was rolling very roughly. As they were approaching holding point he requested from ATC to shut down the aircraft at the holding point and requested ground assistance. After that the aircraft is towed back to hanger and upon inspection it was found that the right tyre had burst.

From the chronology it is noted that the cadet pilot did the assymetric landing fine as the aircraft did not veer off the centreline but the landing speed was too high. On landing at high speed, excessive braking caused the tyre to burst. The runway is sufficient for the light aircraft to be allowed to roll until the speed is reduced to a reasonable speed for braking. It is also imperative that trainees understand the importance of critical speeds for the critical phases of take off, landing not hesitating to go round if the approach is unsafe.