APFT is now a public listed company. The Chairman Dato’ Faruk initiated the listing when he hit the gong at 10 am on Friday, 18th March 2011. Twenty million shares of APFT were listed at 50 cents a share and they were over-subscribed by 12.09 times. The listing was managed by Bank Islam Malaysia. APFT is the first Flight Academy to be listed on Bursa Malaysia.
Chairman’s Message

I would like to take this opportunity to thank all the staff of APFT who contributed towards the listing of APFT on the Main Board of Bursa Malaysia. APFT BHD was listed on the Bursa Malaysia on 18th March 2011 and is the first and only flight academy to be listed on the Main Board of The Kuala Lumpur Stock Exchange.

The first few months of this year has been challenging for the region and the international markets, with natural disaster in Japan, and political unrest across the Middle East, and Africa, weighing down investor’s sentiment. However we remain optimistic that 2011 will continue to be a positive environment for investment, bolstered by accelerating economic growth.

On 5th March, batch 21, 22 and the Police batch (27) graduated, and a total of 45 cadets, their parents and friends were at the Ballroom of Renaissance to celebrate the occasion. We were proud to see our cadets on stage receiving their wings. During the graduation ceremony, APFT for the first time awarded scholarships to 7 students. The selection came from children of our staff and associates who had contributed to the growth of the academy.

As a continuing effort to ensure our graduates get a place in airlines we arrange for them interviews with local and international airlines. Recently 10 of our cadets were chosen by Wings Air, Indonesia.

For the record I am proud to mention that our APFT cadets were involved in “HARI BELIA NEGARA” 2011 through the Fly 1Malaysia event. Needless to say we are happy to be part of our country’s nation building agenda.

Finally APFT is now a listed company on the Bursa Malaysia, and we have the responsibility to our shareholders to ensure that the company continues to grow.

Dato’ Faruk Othman

APFT Scholarship Awards

As a first in its history, APFT awarded scholarships to 7 cadet pilots that included 2 lady cadets. Under this programme the recipients will undertake the integrated course that includes the PPL, the CPL/IR and the ATPL licences.

The Cadets are: Wan Nadiah Fatin, Nur Aiman Mokhyiddin, Nor Azril Roselan, Mohd. Izrin Kamil Suhaimi, Aiman Ariff Abdullah, Ahmad Fuad Mohd. Nasir, Anisah Binti Azharuddin

“I have no regrets making the choice of leaving my legal profession of 12 years to pursue my passion in aviation and I’m proud to be a cadet pilot at APFT. I would like to thank APFT for giving me this golden opportunity to pursue my dreams, not only to become a pilot, but to explore other aspects of the aviation industry. I’m impressed with the courses, facilities and instructors at APFT. I believed that the discipline and strong understanding and knowledge are the strongest strength of APFT. APFT is the best choice for flight training in Malaysia since MOA also recognizes APFT as a Higher Learning Institution.” – Azril Roselan

“It was a painful journey for me before I was lucky enough to be one of the 7 people offered a scholarship by APFT. We all know that being sponsored is a huge deal. It means we have been given trust and APFT believes in us. We will prove that we are worth the deal.” – Nadiah

“I think the government should widen the scope of scholarship to include aviation, as aviation is not only piloting. It covers a wide area of study. Furthermore the interest in aviation is surpassing interest in medicine or business study. And the scholarship should be awarded not only to those who qualify academically but to those who are passionate about the profession.” – Aiman
Graduation day is a memorable event in every student’s and their parents’ life. Our cadet pilots are no exception. On 5th March, 45 of our cadets received their wings. Their hard work had been rewarded and we celebrated the occasion at Renaissance.
Prospectus Launch
24 February 2011

Balloting
10 March 2011
APFT sasar kumpul modal RM11 juta

Senarai di Bursa 18 Mac, IPO 50 sen sesaham

ยกอม" (Ekonomi)

APFT aims to spread its wings in the region

Reach for the skies

Fok Kong Meng

Bursa Malaysia Berhad (AHA) & The Star

APFT Bhd, an offer to the First Flight, is said to be based on the other plan of capital for an initial public offering

"... APFT..."
How to Dress yourself
1. Clean and neat is acceptable: Wash and maintain clothes not to look worn out.
2. Wear your clothes with an attitude: You can look elegant even when you wear slack. Ask professional or friend's opinion.
3. Make sure your clothes fit: Never wear anything that does not fit you.
4. Go with the trend, but do not overdo it: When it comes to trend - less is more.
5. Mix & Match: Have one of everything in the wardrobe. Basic rule is wear whatever you feel comfortable in.

Vitamins that can help to improve ones appearance:
1. Vitamin E is the most popular vitamin associated with beautiful skin.
2. Vitamin C is essential for the health of your skin.
3. Vitamin D improve postures and protects the bones and muscles.
4. Vitamin B-complex provide you with energy and make your skin healthy.

How To Maintain A Beautiful And Smart Appearance
1. Stay Happy. The number one rule to looking good.
2. Be Healthy. Engage in physical sports with friends. Eat healthy and avoid illness.
3. Have Positive Outlook On Life. Negative vibes are never good for anyone. Always end a conversation in a positive note.

Shakespeare said “The soul of this man is in his clothes”.

Air Space Management

Encik Su’aidi bin Yusuff the Manager of DCA Kota Bharu gave a talk on Air Space Management on 25th May 2011 at the Crew Residence.

In his introduction Encik Su’aidi, presented the history of aviation in Malaysia which is not a common subject to many people. For example the first recorded aircraft that landed in Malaya in 1911 was an Antoinette Monoplane. It was flown by a gentleman called GP Fuller who landed his Antoinette Monoplane at the Jalan Ampang Road Race Course in Kuala Lumpur (where the KLCC Twin Tower is now located). Then in 1924 the First Civil aircraft Fokker F V 11(KLM) landed on a bumpy grass strip in the town of Alor Star Kedah.

Continuing on the core subject of Air Space Management, Encik Su’aidi stressed the point that safety should never be compromised. Being the air traffic controller himself for more than two decades, Encik Su’aidi knows very well about the kind of best services to give to the pilots in term of managing the flow of traffic on the air. Best service has to begin right from taxi, takeoff until landing. In order to avoid unnecessary incidents and accidents various steps must be followed through, such as doing a thorough check on the radio, ensure the correct volume on transmissions and receptions, because good communications means Radio Telephony discipline, speaking in clear voice and sound, using the correct standard phraseology between the Pilots and Controllers.
Fly 1Malaysia Program
By Cadet Benjamin Chua

The ‘Fly 1Malaysia Program’ was inspired by the Malaysian Youth Association Pilot (MYPA). This program was organised to promote the 1Malaysia concept as inspired by Prime Minister of Malaysia, YAB Dato’ Sri Mohd Najib bin Tun Abdul Razak. We completed the Longest Flight Relay which earned us a place in the Malaysia Book of Records. The mission hopes to attract the attention of local government as a starting point for the development of the aviation industry among Malaysian youth.

Placements Of APFT Cadets With Airlines

APFT has successfully arranged for the placement of 10 of our cadets with an Indonesian Airline, Wings Air Indonesia.

The cadets were interviewed by the officials of Wings Air on 26-28 April. They also went through a test flight conducted by the officials of the Director General of the Civil Aviation of Indonesia and passed with flying colours. The 10 cadets had been accepted by Wings Air.

Congratulations to: Mohamad Zaid bin Amza, Syed Naguib bin Syed Abdul Rani, Muhammad Alif bin Ardiansjah, Muhammad Afiq bin Shaid, Mohd Safwan bin Mohd Nawi, Haziq Aiman bin Nor Azlan, Rizal Gany bin Saud Gany, Muhammad Hafiz Shah bin Mohd Hanif, Afiq Iqbal bin Alias, Tuan Amir bin Tuan Mat

Fly 1Malaysia Experience
By Cadet Adrian Dan Wern Han

Under the call sign of MYPA 01, APFT aircraft flown by our own students and instructors, all around Malaysia, across the South China Sea, routing from Kota Bharu to Johor Bahru then to Kuching and lastly to Kota Kinabalu. The total distance covered was 1107 nautical miles with a total flying time of approximately 10 hours. Although flying across the South China Sea is common nowadays either in an Airbus or a Boeing aircraft, we were flying in a Diamond DA-42 light twin engine aircraft without any oxygen supply. The unpredictable weather around East Malaysia makes the flight more challenging. The first team took off from Kota Bharu airport at time 0900LT on the 15 May 2011 heading to Johor Bahru. The aircraft landed after 3 hours for a crew change and refueling, and after that took off for Kuching flying over the sea for more than 2 hours. Again the aircraft landed in Kuching for a crew change and refueling then took off again to Kota Kinabalu for a night stop. The aircraft landed at Kota Kinabalu at time 2000LT. Many times in our flight we encountered turbulence, rains and thunderstorms but with the skills we acquired from our flying school and with the high end equipment of our aircraft plus a little bravery of our crew we managed to complete the mission FLY 1MALAYSIA and being endorsed in The Malaysia Book of Records.

The Kota Bharu Flying Club (KBFC) now has its own club house at the old terminal of Sultan Ismail Petra. Our Secretary En. Mohammad Ismail is based there full time.

For aspiring aviators the club offers various type of activities. Other than trial flights members can also opt for lessons towards a Private Pilot License. The club now has a Flight Simulator and other flight equipment where members can utilise. The club also offer members aircraft rental at a 10% discount.

Website : www.kbfc.com.my
E-mail : fly@kbfc.com.my
Telephone : +609-7744008
Annual Membership Fee : RM800.00
Lifetime Membership Fee : RM4000.00
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 highlight with the most common incidents, i.e. landing.

Case Study 1
Nose Wheel Strut Break On Landing

This case study reports on improper landing technique of a light aircraft. The aircraft was scheduled for General Handling (GH) sorties.

The pilot requested to rejoin to the Aerodrome via standard rejoin procedure for runway 10. The cadet complied to the Air Traffic Controller instructions to the approach for landing.

The weather condition for runway 10 was recorded fine with wind of 180/05, given by the Air Traffic Controller prior to landing.

The cadet pilot proceeded with the landing and preparation was according to the Standard Operating Procedures (SOP) of the Academy and the Aircraft, where the final speed were complied with.

While approaching the threshold of appropriate runway, the pilot experienced wind from the right. The cadet failed to make some controls adjustments to maintain centerline for landing, at the same time maintaining the landing speed to keep safe. Upon landing, it was found that the nose wheel strut was broken. The weather condition at the time was recorded as CAV-OK, wind 250/03, visibility was more than 10km, and cloud was nil.

When reviewing all the facts including the prevailing weather condition at the time of the incident, it was concluded that the possible cause of the incident was the application of an improper landing technique, that caused the aircraft to have a very hard landing on the runway. Regardless of a pilot-in-command's experience, lack of understanding of the landing technique as well as the final height judgement of the aircraft are among the contributing factors to the incident.

It is the misjudgement of aircraft height if the pilot fail to look to the far side of the runway, (under the correct landing technique cycle of activity) compared to the take off perspective vision.

Under this case the Investigation Board recommended that the instructors are to make sure that the cadet pilots/students must be taught the correct safe landing technique according to the prevailing weather conditions.

Case Study 2
Landing With Right Wing Low

This is another case of improper landing technique causing a landing that led the aircraft to land with right wing low, canard hit the ground and veered to the right causing a nose wheel collapse and the propeller striking the runway. The instructor then initiated the Missed Approach procedure but in the process the right wing was too low causing it to touch the ground subsequently the canard hit the ground, and veered to the right causing the nose wheel to collapse and the propeller striking the runway. The instructor then throttle back, the aircraft then skidded to the right and came to a stop on the grassy area beside the runway.

Upon reviewing all findings, and investigation facts including the prevailing weather condition at the time it is concluded that the improper technique and late instructor reaction was the cause of the incident. Regardless of pilot-in-command’s experience, lack of landing technique understanding, experience and final height judgment is among the contributing factors to the incident.