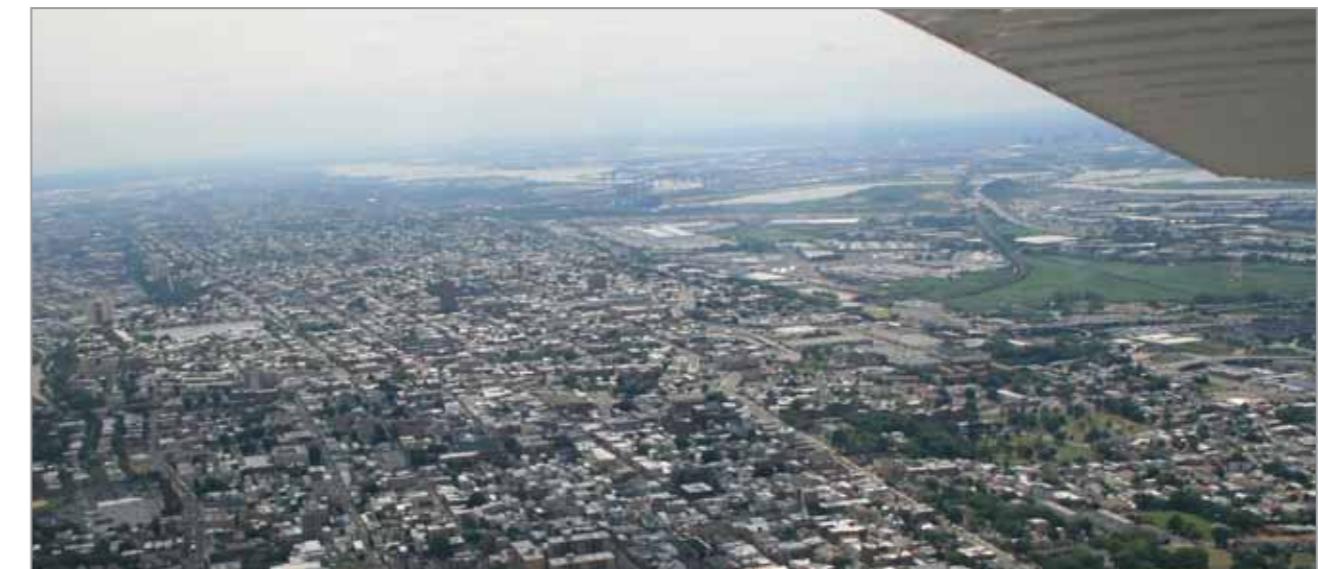
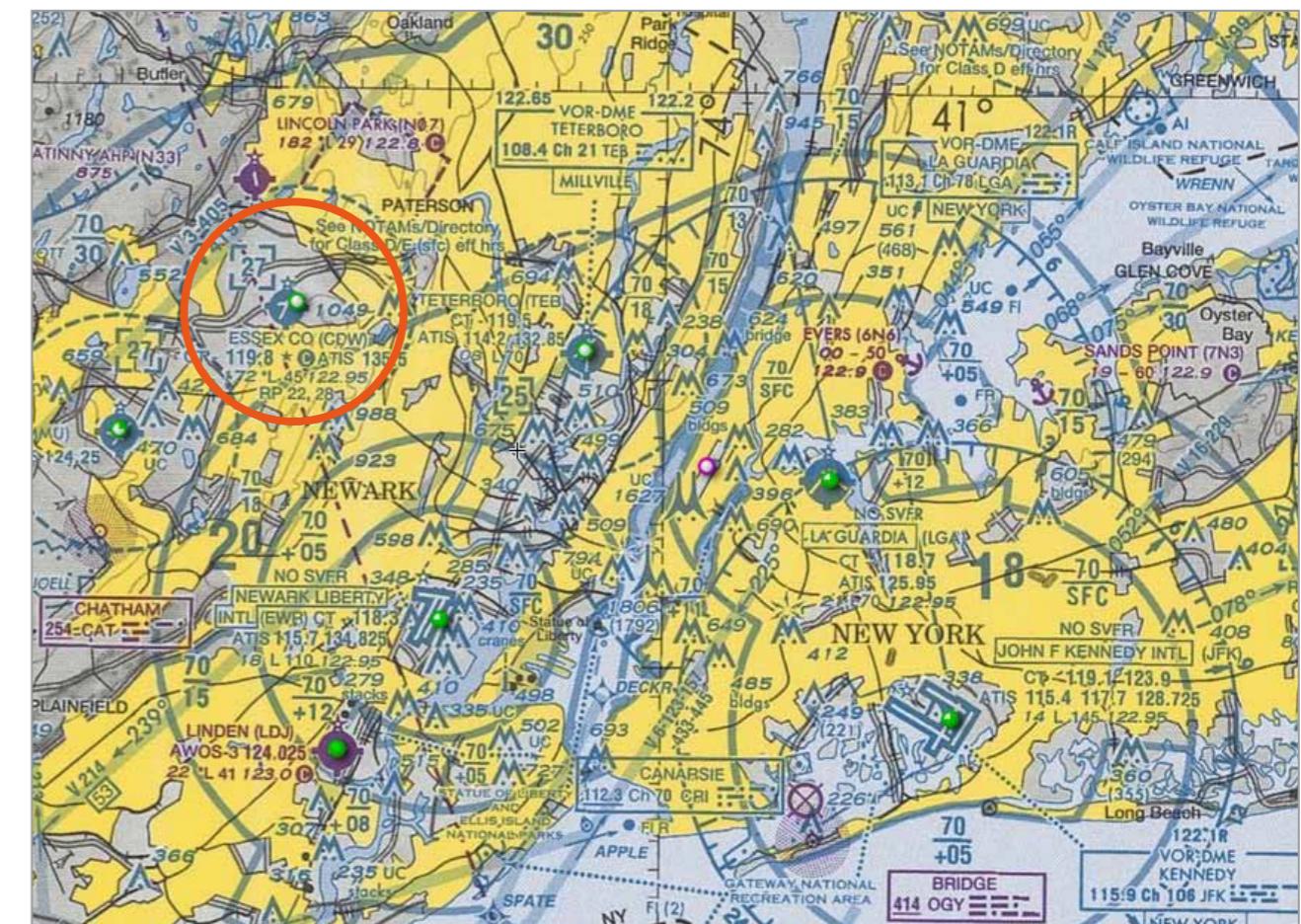


FLIGHT Journal

Flying in the USA 2013





Preface

The country of boundless opportunity

First of all I let you know, that I'm from Austria and I intended to do the US-conversion of my European Private-Pilot-Licence to get a full US-PPL. And I only had two weeks to complete

this goal! It was merely a coincidence that the Air Fleet Training flight school was recommended to me in the beginning of 2013. And it was both a wonderful and very good decision of mine to do it there!

As the school is located near New York City you get to fly around this stunning area that is also the busiest aerial area throughout the USA. On top of this page you'll find the aerial map of the NCY area.

More about that on page 18.

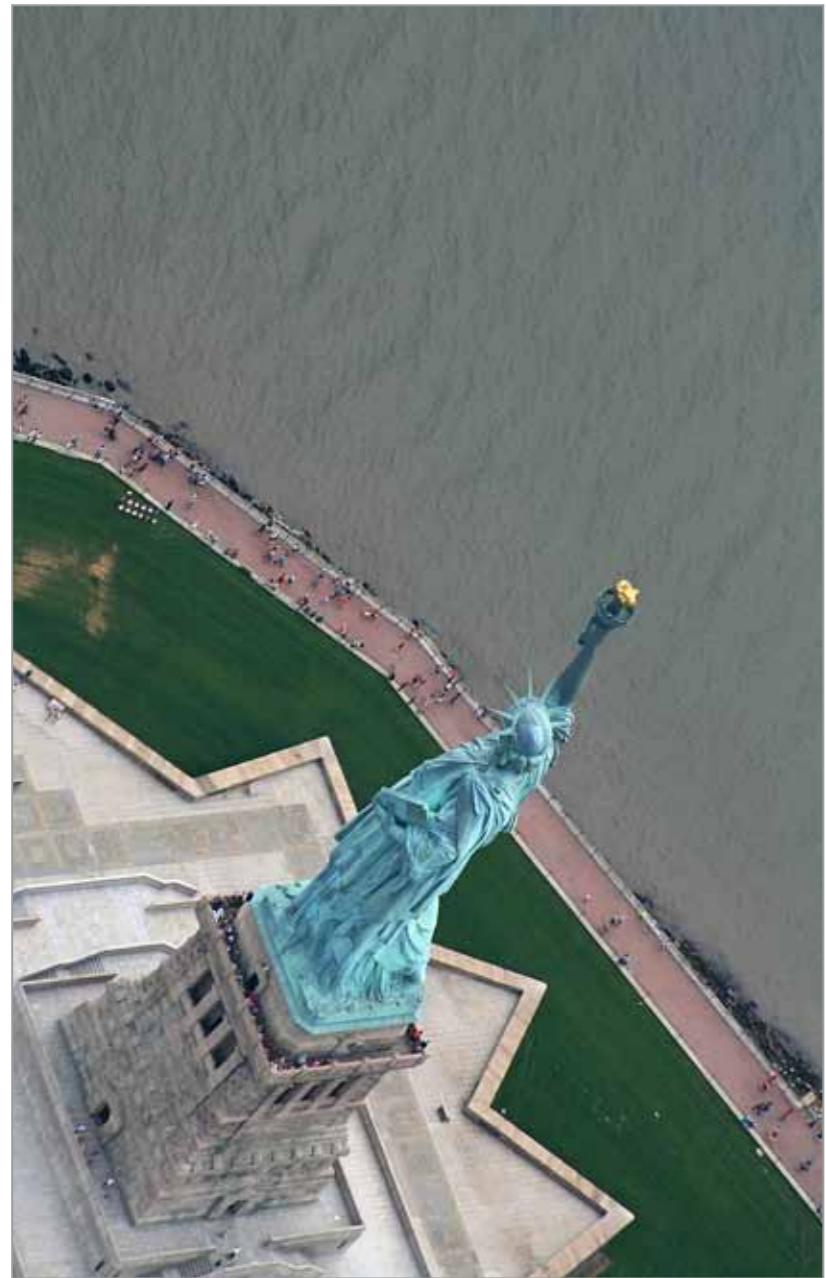


Flight around the Lady of Liberty

Making dreams come true

One of the best reasons to come to the USA – but not the only one – was to fly around the Statue of Liberty. This was an extraordinary experience made even more special as I got to take my family with me.

In general there are two ways to fly along the skyline of Manhattan. Staying below 1.300 feet msl and using the Special Flight Rules Area or requesting to enter airspace B above 1.300 feet msl. The New York City Class B Hudson River exclusion zone is a Special Flight Rules Area (SFRA). This airspace is open for general aviation pilots to get a bird's-eye view of the famous skyline and Statue of Liberty.



In the SFRA pilots have to fly along the west shoreline of the Hudson River when southbound and along the east shoreline when northbound. Those who are transiting the area – flying the entire length of the Hudson River Class B exclusion – must fly between 1,000 feet msl and 1,299 feet msl. There is a standard Class B floor of 1,300 feet msl over the Hudson River exclusion zone.

The FAA has an online training course, New York City Special Flight Rules Area (SFRA), to get familiar with the requirements for flying within the corridor and the SFRA. The course includes a simulation of how a flight in the exclusion is conducted, along with the visual reporting points and audio examples of position reporting calls. There is also a quiz to test your understanding of the information and a kneeboard summary of requirements for the exclusion.

Of course if you use airspace B you have to follow the instructions by ATC.



Both, me and the Cessna ... waiting for departure



Departing from Caldwell Airport



The George Washington Bridge is a double-decked suspension bridge spanning the Hudson River, connecting the Washington Heights neighborhood in the borough of Manhattan in New York City to Fort Lee, Bergen County, New Jersey, in the United States.

The bridge, an integral conduit within the New York Metropolitan Area, has an upper level carrying four lanes in each direction and a lower level with three lanes in each direction, for a total of 14 lanes of travel. The speed limit on the bridge is 45 mph (72 km/h), though congestion often slows traffic, especially during the morning and evening rush hours. The bridge's upper level carries pedestrian and bicycle traffic. As of 2013, the George Washington Bridge carries approximately 102 million vehicles per year, making it the world's busiest motor vehicle bridge.

Source: Wikipedia



Only a few miles outside New York the landscape looks rural and within minutes it changes to the Big-City-Look



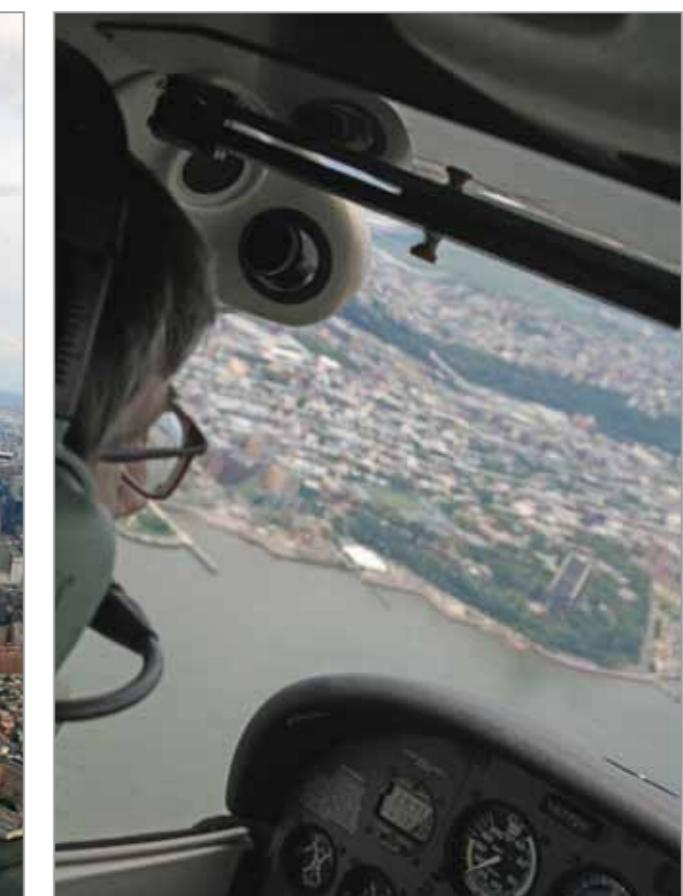
Far away the dusty skyline of Manhattan ...



... and soon the city is below our plane



The Financial District (left); Hudson river with downtown, midtown and uptown (right) and a glance to New Jersey



First Flight Airport

Going back to the roots of flying

First Flight Airport (KFFA) is a public use airport located one nautical mile west of Kill Devil Hills, a town in North Carolina. The airport is owned by the U.S. National Park Service.

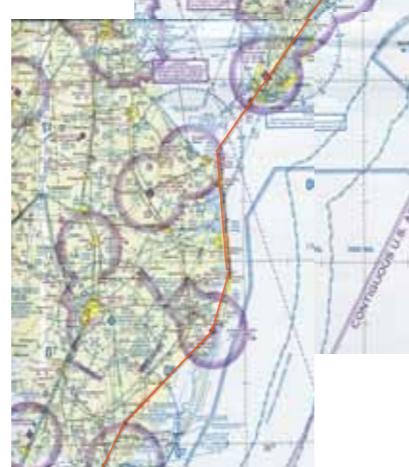
The airport itself is famous for being the site of hundreds of pre-flight gliding experiments carried out by the Wright brothers in the beginning of the last century. The Wright Brothers National Memorial, located atop nearby Kill Devil Hill, is a 60-foot granite pylon paying homage to the Wright Brothers and the first sustained heavier-than-air flight. On December 17, 1903 the first successful powered heavier-than-air aircraft flight occurred here, conducted by the Wright brothers.



A pilgrimage

A flight to Kitty Hawk (KFFA), North Carolina to pay homage to the Wright brothers, Orville and Wilbur, who made the first controlled, powered and sustained, heavier-than-air human flight on December 17, 1903. This trip was a very special one.

The preparation for the flight started as soon as the idea took shape long before in Austria.



Facts

3:40 hours heading south

3:20 hours heading north

34 gallons of fuel one way

338,4 nautical miles one way





Route:	First Flight
Report Date:	
Departure:	
Aircraft:	C172
Tail #:	N677DM

#	Waypoints Fixes	MEA FREQ	Route	MC	Fuel gal Leg	Dist (NM) Leg	GS (Kts)	ETE	ATE Leg	WIND
1	KCDW Essex County N40° 52.513' W74° 16.882'		ALT	MH	Rem 53.0	338.4 338.4	EST ACT	TTE	ATA	OAT
2	Begin Cruise N40° 50.528' W74° 20.378'		246° 172	246° 246°	0.5 52.5	3.3 335.1	85	00:02 00:02		0@0.0
3	KMMU Morristown Muni N40° 47.96' W74° 24.893'		246° 2500	246° 246°	0.3 52.2	4.3 330.8	115	00:02 00:04		0@0.0
4	KSMQ Somerset N40° 37.559' W74° 40.214'		241° 2500	241° 241°	1.2 50.9	15.6 315.2	115	00:08 00:12		0@0.0
5	KBLM Monmouth Executive N40° 11.205' W74° 7.474'		149° 2500	149° 149°	2.8 48.1	36.3 278.9	115	00:18 00:31		0@0.0
6	Begin Cruise N40° 8.47' W74° 8.44'		208° 2500	208° 208°	0.4 47.7	2.8 276.1	85	00:02 00:33		0@0.0
7	31E Eagles Nest N39° 39.905' W74° 18.453'		208° 4500	208° 208°	2.3 45.4	29.6 246.5	115	00:15 00:49		0@0.0
8	Begin Cruise N39° 37.904' W74° 21.062'		238° 4500	238° 238°	0.4 44.9	2.8 243.7	85	00:02 00:51		0@0.0
9	KACY Atlantic City Intl N39° 27.455' W74° 34.63'		238° 6500	238° 238°	1.2 43.8	14.8 228.9	115	00:07 00:58		0@0.0
10	SIE Sea Isle N39° 5.731' W74° 48.021'		218° 114.8	218° 6500	1.9 41.9	24.1 204.8	115	00:12 01:11		0@0.0
11	ATR Waterloo N38° 48.589' W75° 12.68'		241° 6500	241° 241°	2.0 39.9	25.7 179.1	115	00:13 01:24		0@0.0
12	SWL Snow Hill N38° 3.395' W75° 27.834'		207° 112.4	207° 6500	3.7 36.2	46.7 132.4	115	00:24 01:49		0@0.0

#	Waypoints Fixes	MEA FREQ	Route	MC	Fuel gal Leg	Dist (NM) Leg	GS (Kts)	ETE	ATE Leg	WIND	
12	SWL Snow Hill N38° 3.395' W75° 27.834'		12.4	ALT	MH	Rem 36.2	132.4	EST ACT	TTE	ATA	OAT
13	CCV Cape Charles N37° 20.852' W75° 59.86'		223° 112.2	6500	223° 223°	3.9 32.3	49.5 82.8	115	00:25 02:14		0@0.0
14	KNTU Oceana NAS Apollo Soucek Field/ N36° 49.364' W76° 1.913'		194° 6500	194° 194°	2.5 29.9	31.5 51.3	115	00:16 02:31		0@0.0	
15	Begin Cruise N36° 47.641' W76° 1.133'		171° 6500	171° 171°	0.1 29.7	1.8 49.5	110	00:01 02:32		0@0.0	
16	Begin Descent N36° 12.283' W76° 45.25'		171° 5500	171° 171°	2.9 26.8	37.6 11.9	115	00:19 02:52		0@0.0	
17	KFFA First Flight N36° 1.093' W75° 40.277'		171° 5500	171° 171°	0.8 26.0	11.9 0.0	110	00:06 02:58		0@0.0	

ROUTE TOTALS

Only two days after receiving my FAA PPL-certificate, Matt Gomes, my flight instructor at Airfleet Training Systems, accompanied me on this adventure as he hasn't been there so far.

After being airborn at Caldwell airport we worked our way south through NJ, paralleling the shoreline as we flew over Lakehurst, past Atlantic City and then directly to the Delaware Bay. Continuing south, we overflew the Ocean City airport and over the Chesapeake Bay, just east of the Norfolk Naval Air Station.

Touch down on runway 20. After taxiing into the small ramp area, we parked our C 172 SP (N677DM) and registered at the little AOPA pilot facility. The ramp has a great view of the large stone monument up on the hill.

After lunch in town we visited the two large display buildings holding various artefacts from the Wright Brothers.



Morristown Airport in New Jersey (KMMU)



Highway junction (above) near Somerset Airfield KSMQ (below)



Additionally there is a pathway marked with stones demonstrating the four flights the brothers made on December 17, 1903 so that people can get a taste of the distance and duration of each flight.

The Wright Brothers National Monument is well worth a visit. It also offers a breathtaking view over this historic site. A peaceful moment to contemplate what these two brothers had accomplished. Because of them, we were able, about 110 years later, to fly a small airplane to Kitty Hawk ourselves. Great!

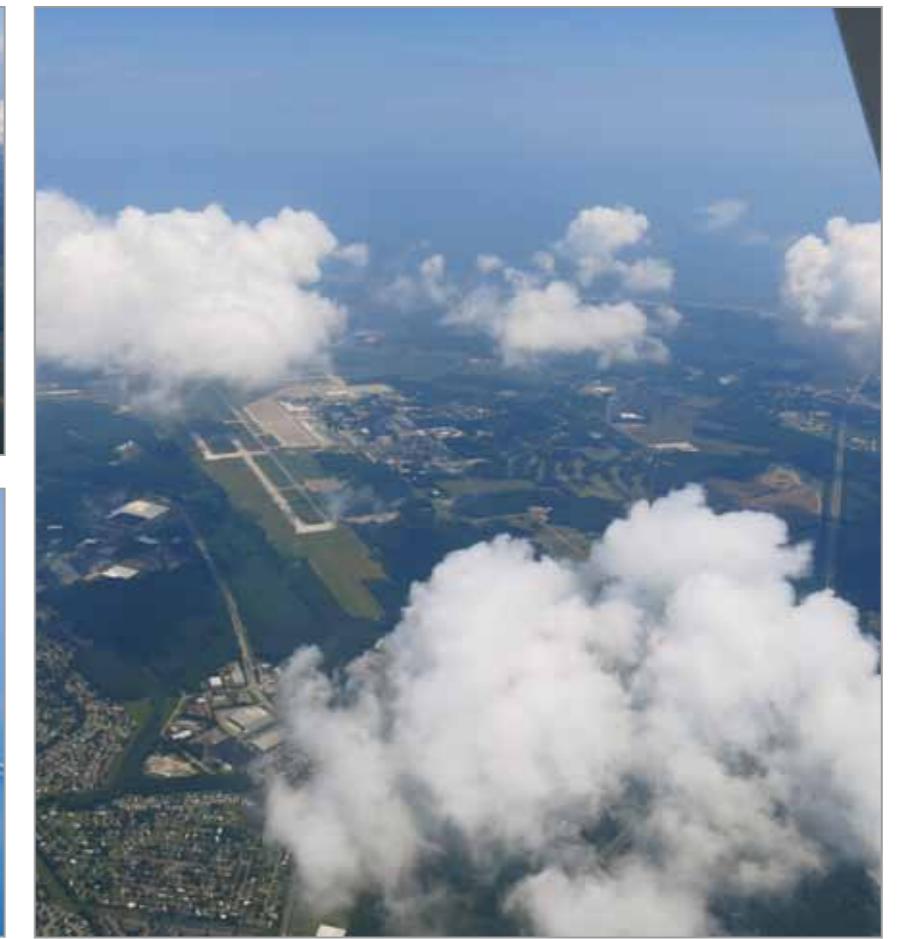
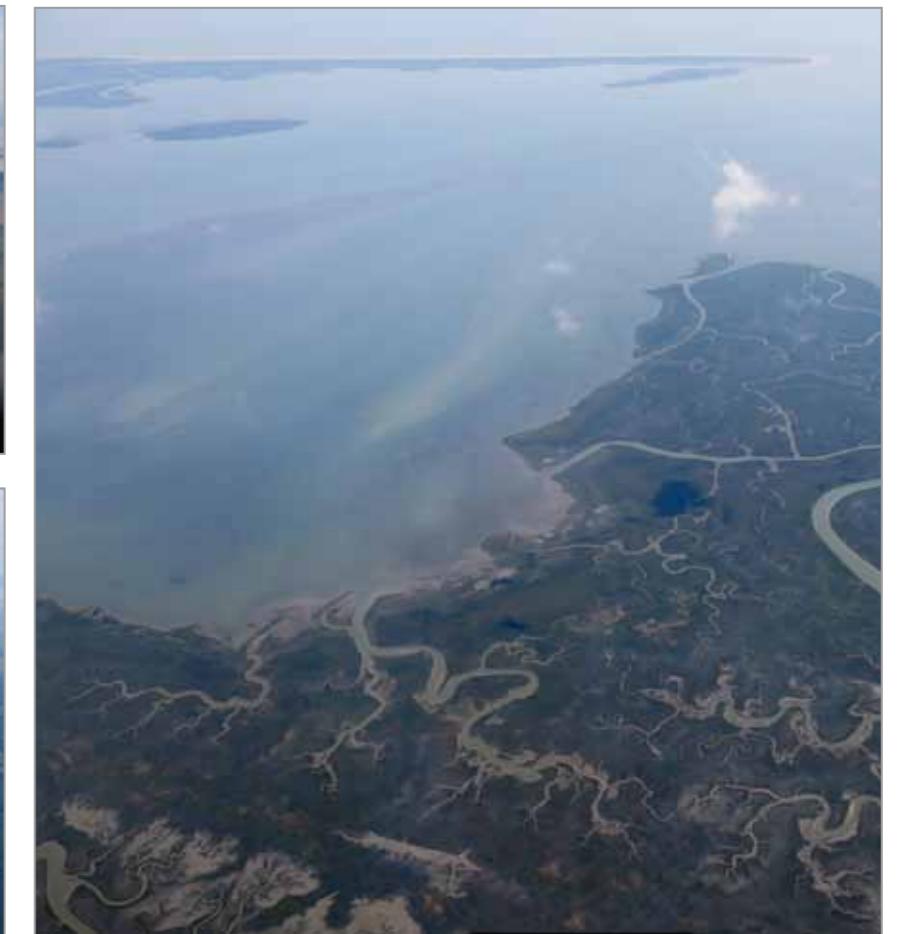
Very impressed we headed for a fuel stop at Dare County Regional Airport (KMQI) before returning back to KCDW. Dare County is only a couple of minutes south of FFA, so it wasn't a big detour. On our way back we overflew KFFA in about 2.500 feet to get some aerial photos. More or less we flew back north same routing we had come south in the morning. We got some shortcuts from Air Traffic Control (ATC).

Remark to the highway junction in the middle:
During my check flight I had to practice a simulated engine out emergency just above this busy junction. I was lucky that the Somerset airfield was within gliding distance.





Marshlands on the coastal line heading south. For sure there live alligators. Luckily we were in a plane and not in a canoe ... and somewhere nearby is the famous Alligator-River.





Aerial view of the Kitty-Hawk National Park Area, and in the middle of this page two famous guys (in former days and of today ...)



The 1903 Flyer

"A couple of small boys, who had come with the men from the station, made a hurried departure over the hill for home on hearing the engine start."

Orville Wright, Diary of December 14, 1903

Determined to achieve powered flight before returning to Dayton, the Wright brothers focused on the assembly of the Flyer. A cracked propeller shaft, constant repairs to the machine, and lack of winds delayed their trials at powered flight.



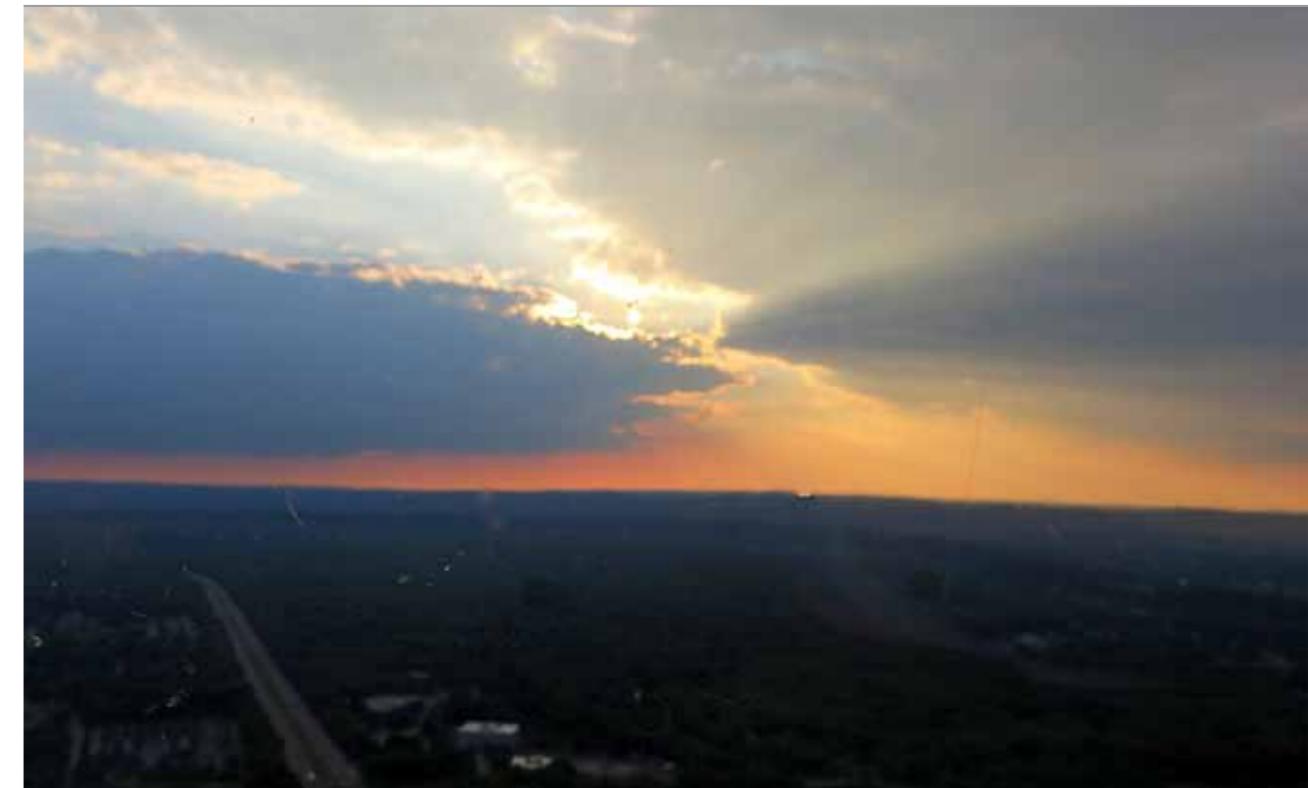


The 1902 Glider

"Our new machine is a very great improvement over anything we had built before and over anything any one has built."

Letter from Wilbur Wright to his father, October 2, 1902

The Wrights' experiments with the successful 1902 Glider solved most of the problems in achieving stability, lift and control, and set the course for the 1903 first powered flight. Their basic patent was on the control mechanisms of this glider.



The Manhattan skyline in the evening light and a beautiful sunset were in line with this perfect day



Flight Training

At Airfleet Training located at Caldwell/Essex County Airport

With lots of expectations and ideas (and also unnecessary worries) I had my first contact with the chief flight instructor in April 2013.

In advance I had to provide different data and information to certain organisations for the Alien Student Flight program. Not only at this stage, but throughout the whole approbation process Air Fleet school was a great support for all the paperwork. After a very warm welcome at the modern and top equipped flight school in the middle of July the almost impossible was made possible.



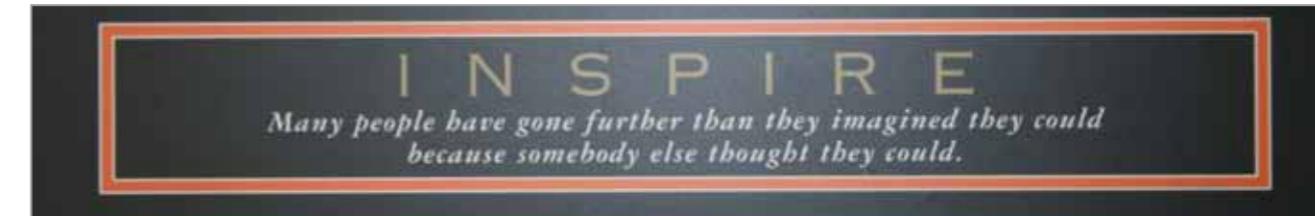
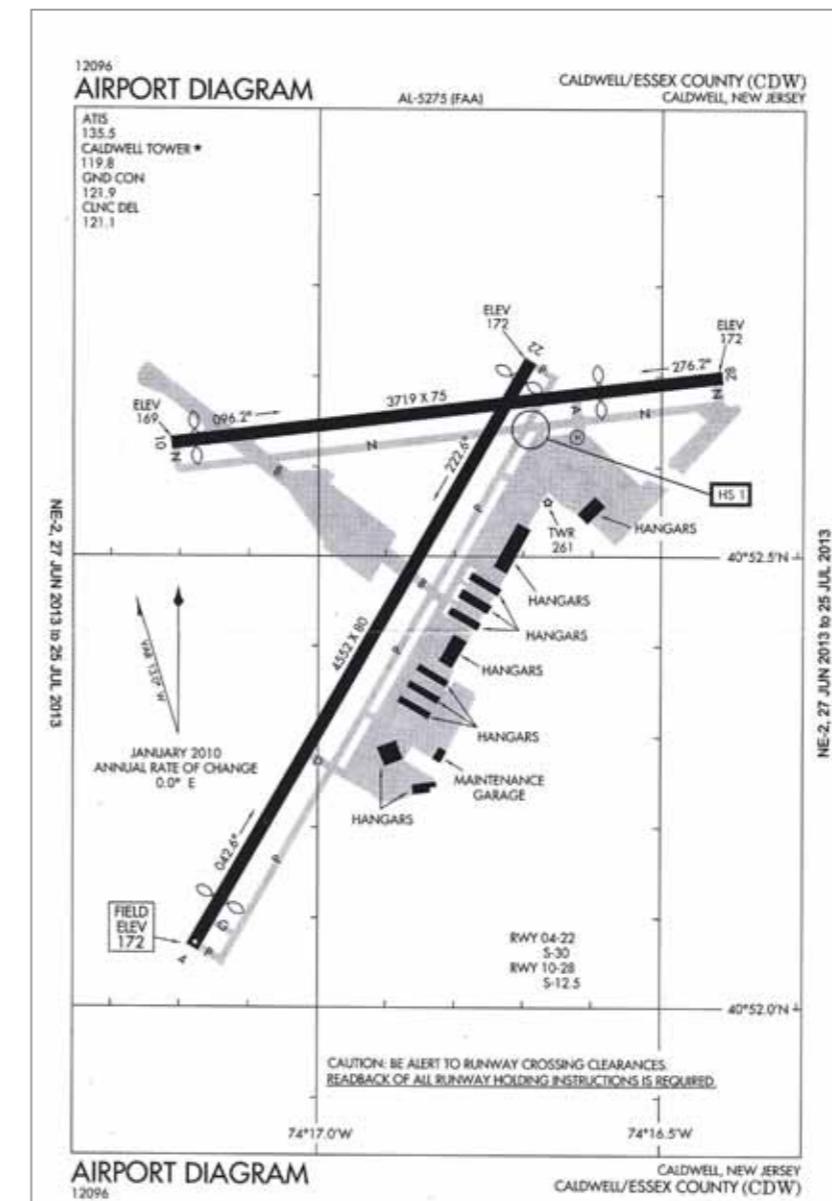
Thanks to the efforts of the entire team of Air Fleet, I could do all the essential training and all the required exams within this extremely short time period.

As a Certified Cessna Pilot Center with in-house maintenance and an online reservation system together with highly motivated staff, Air Fleet Training Systems offers a perfect environment to gain experiences in one of the worlds' busiest airspaces.

If you make it there you can make it everywhere.
(Just assume F. Sinatra was right.)

So far these two weeks were certainly the most challenging and exciting weeks in my flight career and I really can advise any international flight students to come to Air Fleet Training at Essex County Airport in NJ. Go there and let your dreams come true.

I did it and enjoyed every moment of it! And now it's up to you!

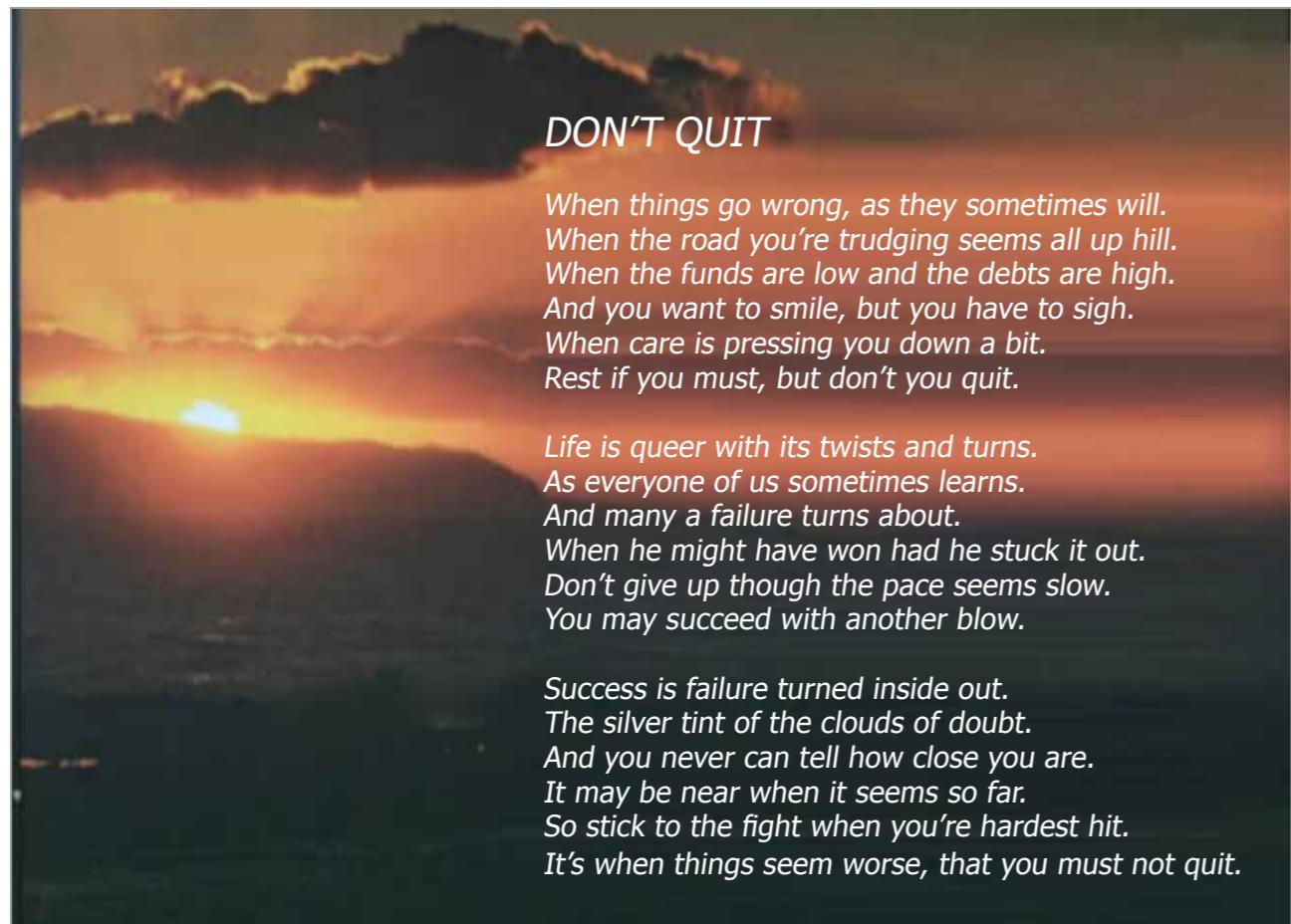


The Essex County Airport also known as „Caldwell Airport“ is located in the Township of Fairfield in Essex County, New Jersey, 20 miles west of New York City and 10 miles west of Teterboro Airport.

KCDW is a towered, Class D airport located under the 3000' floor of New York's Class B Airspace.

Caldwell provides pilots with two asphalt runways, 4/22 and 10/28. Runway 4/22 is 4553' x 80' and runway 10/28 is 3721' x 75' asphalt runways and RNAV, GPS, GPS-A and Localizer approaches. Runway 10/28 has medium intensity runway lights. Runway 22 has high intensity runway lights and a four light Precision Approach Path Indicator or PAPI lighting system along with a two strobe Runway End Identifier Lighting System or REILS.

Just everything you need!



The Exam

I passed!

After passing the written examination and a last flight check with Kyle Lacey, Chief Flight Instructor of Airfleet, I was signed off to take the flight test. This flight test, with a FAA examiner, also covers some topics and manoeuvres which are not part of the EASA flight test (e.g. half an hour under IMC, ground based manoeuvres, recovering from unusual attitudes).

First there is a ground phase where the examiner will ask some questions to test the overall knowledge. The next was the preflight phase with a weather briefing, the flight-phase, and finally a debriefing. Although the flight test was challenging, my flight examiner, Peggy Naumann was very fair. It's always great to pass an exam!

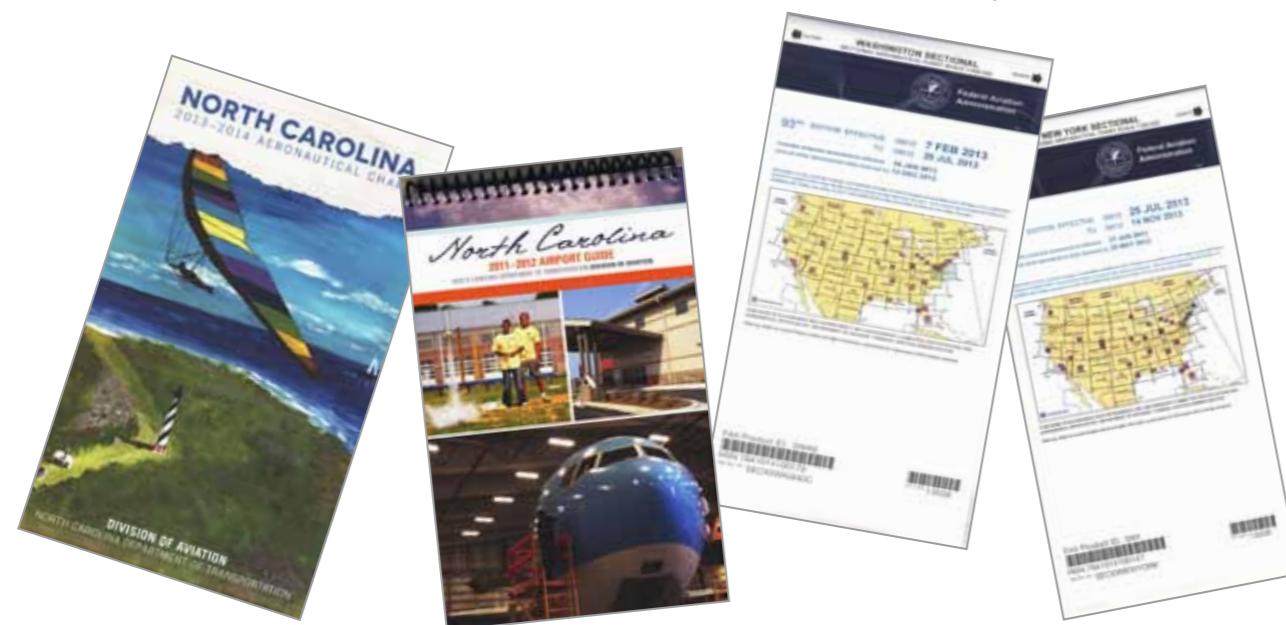


Training materials

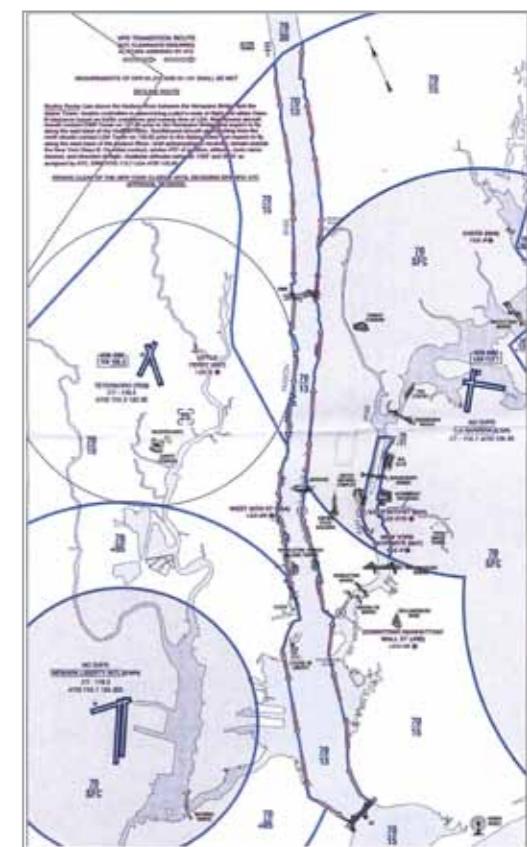
Don't worry – once its done – it's perfectly easy!



On this page you find a variety of students-books. Most of them I studied in the months of April to Juni 2013. The maps and area-guides were a great help to me in preparing my training flights.



Here you see the main necessities of flight planning. Not to forget the pencil and the mouse-pad from Airfleet-Training.

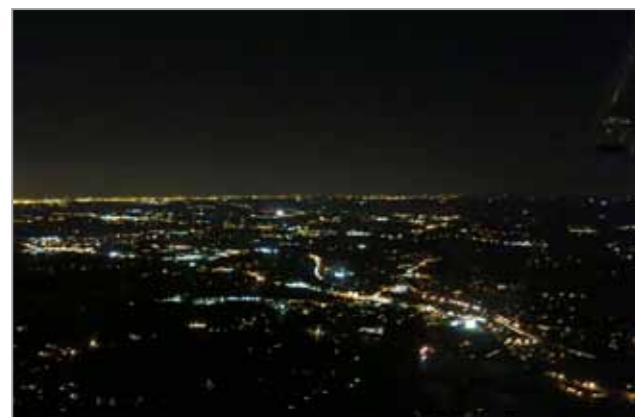
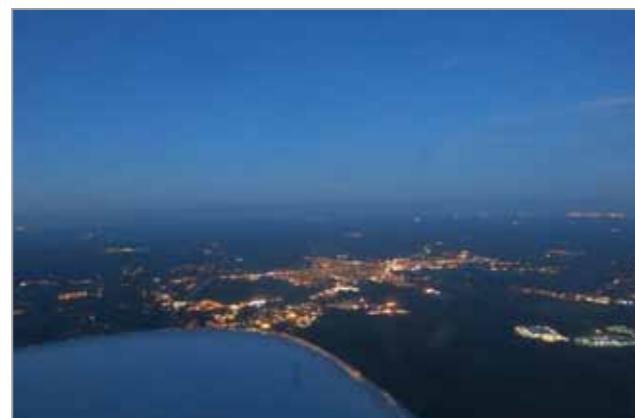


Special Flight Rule Area Map of New York City (SFRA-Map)

Further Impressions

Nightflight and simulator training for Daniel

One special part of the flight training was Night VFR. One NVFR-flight was conducted to Williamsport Regional Airport (KIPT) in Pennsylvania, a leg across the Appalachian Mountains with app. 140 NM. But the highlight of the flight was coming back to the NYC-area by night in a small airplane. The illuminated skyline of Manhattan in front of you, incoming and outgoing airline traffic over and over and this very special mood of NVFR. It is hard to describe with words, and even pictures can not point out this feeling. You have to experience on your own.



Kyle Lacey



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Alexey Ozerov with the
Redbird Simulator



