

# BFC Newsletter

## NOVEMBER 2008

Be sure to check out our website at Beverlyflightcenter.com. We also have two e-mail addresses where you can reach us with any and all of the questions that you may have: "ArneBFC@verizon.net" and "Beverlyflightcenter@verizon.net."

### Upcoming Ground Schools

PRIVATE PILOT: Begins on Tuesday November 4<sup>th</sup> @ 6:30 p.m. The instructor will be Ann Marie Murphy.

### Recent Accomplishments

Beverly Flight Center, Inc. would like to congratulate the following individuals on their accomplishments during the month of October:

#### FIRST SOLO

Justin Pupeza, 10/6/08  
Robert Quinlan, 10/7/08  
Will Nutt, 10/11/08  
Chad Stakutis, 10/25/08

#### PRIVATE

Charles Johnson, 10/23/08

#### MULTI-ENGINE INSTRUCTOR

Dana DellaCroce, 10/24/08

### Employee Of The Month

Michael Costales

### Student Of The Month

This month's recipient for Student Of The Month is Charles Johnson. Charles, through ambition, hard work, and frequent flying, achieved his private pilot certificate in a mere three months! He hopes to begin working on the instrument rating soon. Congratulations Charles!

### The Cold Weather, Part I

The cold weather is here already. This means that frost will be an increasing safety concern for morning flights. An accumulation of frost on airfoils and control surfaces can change their aerodynamics, leading to a potentially significant loss of aircraft performance...which can be critical on takeoff. Always make sure to remove ALL frost from the wings, tail surfaces, and control surfaces prior to flight.

### The Cold Weather, Part II

The arrival of the cold weather also necessitates another change in procedure: engine priming. Check with your instructor or the dispatcher about the proper procedure for the aircraft that you are flying. One thing to remember for aircraft with pump-style primers: make sure you *pause* after the outstroke before pushing the primer in. This will ensure an adequate shot of prime.

### The Clocks...

On November 2<sup>nd</sup> the clocks were changed and we reverted from EDT (Eastern Daylight Time) back to EST (Eastern Standard Time). To pilots this means two things. First, the conversion to UTC ('Zulu' Time) will now be 5 hours rather than 4...so make sure to do the math properly! Secondly, the days are getting much shorter, which unfortunately shortens the flying day.

### Night Flying

With the sun setting much earlier the effective daylight for flight training is greatly reduced. For the purposes of aviation, "Night" is defined as the time between Civil Evening Twilight and Civil Morning Twilight. "Civil Twilight" begins/ends when the sun is positioned 6 degrees below the horizon. At this point some daylight remains and it is not yet completely dark. To act as PIC while carrying passengers at night a pilot must have, within the preceding 90 days, conducted three (3) takeoffs and landings to a full-stop in the same aircraft category and class. Because it is still light out at "Civil Twilight" however, this specific requirement must be met in the timeframe between one hour after sunset to one hour before sunrise...when it is completely dark.

It is the policy of the Beverly Flight Center that no customer may operate our rental aircraft at night unless they are either 1.) instrument rated and current, or 2.) accompanied by an instructor. There are NO exceptions to this. To keep things simple, *we require our aircraft to be on the ground NO LATER THAN sunset*. As of November 1<sup>st</sup> the sunset was at 4:40pm. The dispatcher can tell you the exact time.

### Garmin Seminar

If anybody is interested in a Garmin GNS430 seminar or an Avidyne Entegra FlightMax seminar please let the desk person know. If there is enough interest in either seminar we will run one.

Happy Thanksgiving!