

Version

1.1

NEW YORK FLYING CLUB

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VATSIM Flying For Real World Pilots

# Members Guide and Official Policies

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# Members Guide and Regulations

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The New York Flying Club is a VIRTUAL organization.

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# Table of Contents

Introduction	i		
C H A P T E R 1		C H A P T E R 4	
Introducing the "FC" a new Kind of VA	1	Charter Operations	8
Mission Statement	1	Seaplane Charter	8
Organizational Structure	2	Regular Charter	8
Principles, Policies and Regulations	2	Sight Seeing, Banner tow and Warbird Experience	9
		Index	10
C H A P T E R 2			
Student Operations	4		
The Teaching Curriculum	4		
Teamspeak	5		
C H A P T E R 3			
Regular Operations	6		
Standard Club Operations	6		
The Standard Day	6		

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## Introducing the “FC” A new kind of VA

*We are not an airline, we are a Flying Club.*

**T**he best way to describe the New York Flying Club is that we represent the kind of flying that a private pilot is regularly involved in; General Aviation..

### Mission Statement



The New York Flying Club exists to fill a void in the most complicated airspace in the world, the New York ARTCC, as it exists on VATSIM. We see the need to not only represent the large amount of General Aviation that is all around the New York City area but to also create a shared learning environment for members to give and receive advice and information.

The structure of New York Flying Club’s organization is meant to be more “open source” than rigid. This is to allow many people to offer their help and resources without the need for a major commitment of time in terms of developing resources and managing operations.

The allure of Class B airspace and New York's three busiest airports - JFK, LGA, and EWR - is great for pilots that are new to the network, actual student pilots and accomplished pilots alike. We wish to make this a fun and functional way for a pilot to learn the airspace, make friends (online and off) and, for some, give them that push to go for a real license.

Lastly the club will create a structure whereas a pilot new to VATSIM can learn in a slower aircraft with the **direct** assistance of New York area Air Traffic Controllers with the full knowledge and encouragement of members to move to Virtual Airlines later using what has been learned.

## Organizational structure

The organization is new but growing. Staff positions will be filled as the ranks grow and not to simply fill the position. This is to circumvent the “too many chiefs and not enough Indians,” syndrome. However, as per the mission statement, the organization is “open source.” This is intended to mean that any member can submit changes to regulations and SOP’s with the understanding that it is subject to peer review and the final decisions are made by the CEO.

- **Director of Facility Operations (DFO).** All Facility Operations Managers will report to the DFO.
- **Facility Operations Manager (FOM).** At the moment we have one in charge of all F.B.O.s. Eventually there will be one per FBO. At a future date an assistant FOM may be added, as membership increases.
- Next is the **ARTCC Coordinator.** This position will primarily deal with the NYARTCC, training and issues, but will also coordinate with other ARTCC’s for “event” arrangements within other airspace.
- **Webmaster** is currently held by the CEO. There is going to be a move to more multi-user friendly webpage design front end. Once this happens users will be assigned different levels of access to the main website based on position and need.
- **Chief Pilot** and **Chief Instructor** will be considered in the future and will be awarded based on merit, temperament, member feedback and overall trust built by the potential candidate.
- **Chairman of Real World Events.** Lastly, and most important is the Chairman of real world events. This will be the person that arranges for the members to meet face to face, preferably through general aviation, to discuss flying!!!! This position should be considered very prestigious, as he/she is expected to contact real world restaurants, airports and our fellow members to coordinate flights, destinations and “plane-pooling.” “Chairman” implies the head of a committee. How that works will be determined by the chairman.

## Principles, Policies and Regulations

It is the CEO’s firm belief that the more rules you make the harder it is to enforce them. However, we are simulating real world flight and the airspace we fly in is controlled by a separate organization ([www.nyartcc.org](http://www.nyartcc.org)) with its own rules and regulations. So for the most part, what ever is true in real life flying is true with us as well. There is always a trade off between simulated flying and real world flying, and differences in real

world flying at different locales. The many different experiences that our member's have had will undoubtedly come together and cause discussion. Those that fly out of Farmingdale in real life have very different experiences than those that fly out of North East Pennsylvania, for instance, simply because of the way the air traffic controllers want the pilots to behave. On VATSIM, you have to deal with not-so-savvy pilots and controllers trying to understand each other. Flexibility is the key.

That said there are a few principle regulations for flying with the NYFC that are intended to help smooth things out and get a pilot in the right frame of mind.

- You may not start your flight from a Class B airport. You may fly into, and then out of, a Class B airport, but we have no FBO's or affiliates at any class B airport. You don't even need to fly out of any of our FBO's, just leave the Class B airports to your studley VA persona.
- Do not disrespect anyone, period. No one cares if your dad or uncle has a Mooney, or if you just got your CFII- It is an online simulation, save the alpha male stuff for real life, where you are at risk of a fat lip. In this club the risk is termination of membership. The CEO reserves the right for final decisions in these matters. As a member it is expected that you will discuss differences of opinion in a way both parties will learn.
- Do not expect that anything you learn here should be taken back to your own flight training. Maybe we can get you to think about something differently, but this is an online organization and people that you believe have credentials may not be what they say, or as smart as they think they are.
- Log at least three landings a month. This is more to maintain an online presence than to force you to do any more flights than you want. Three touch and go's around the pattern is just fine for currency, but we would like you to do more. Real world regulations say a pilot must log 3 landings per 90 days to be current enough to carry passengers. Here at th NYFC it is every 30 days. We want you to fly. It's free here, do it.
- Fly any representation of a certified aircraft that you like that has a propeller and piston engines. That means ultra-lights, corporate jets and helicopters are out of the question. The logbook form will take what we accept only. Ask management if you want to have your favorite aircraft added. However, if you ask for something like a GeeBee racer, don't expect anything more than a raised virtual eyebrow. Rules may be changed in the future, but for the most part, if you see it regularly at your local airport and it has a propeller, we will add it. At the moment the only turbine aircraft we have are Cessna Caravans, but we do have a Warbird; the AT-6!

NEW YORK FLYING CLUB

- Go to the forum, make friends and go fly with them. This FC is for real world pilots and those that want to be pilots. What better way to meet up? That's right, it's a policy. Remember I said that when we are eating beer-cheese soup at [The 56th Fighter group](#).

## Student Operations

The label “student” in the New York Flying Club is given on a voluntary basis. The rationale for this is similar to the reasons why a real world pilot might announce “Student Pilot” on the radio when in an unfamiliar area; it serves to lower the expectations of those sharing the airspace around them and generally results in more coddling by ATC. In the New York Flying Club it serves as an indication that you realize you need to learn some things and are announcing your willingness to do just that.

“Students,” in the NYFC are self-declared and are respected for their honesty and self awareness for doing so.

Do not be afraid of the term “Student Pilot” while you are in the New York Flying Club.

Conversely, others students and those that are not students should be forthcoming in help, advice and patience.

### The Teaching Curriculum.

There is none at the moment. There are ideas that are being developed which revolve around the following;

- Emphasize learning in slower, single engine aircraft. This will slow you down, give you time to think and keep you from zooming through JFKF airspace at 1500 feet while trying to figure out your radio.
- Emphasize learning the airspace. One thing that is very important to know is just how high you can go before getting into trouble. At Farmingdale, for instance, the pattern altitude for non-turbojet aircraft is 1,100 feet MSL and you are under the JFKF airspace until you reach 4,000 ft. That means if you are VFR, inbound to land, get to 1,100ft and then set up your pattern. Do not climb higher than 3,900ft. There are other airspace restrictions to the west and east as well. We have

seen instances where a small aircraft takes off from FRG or ISP and heads straight to the JFK or LGA VOR because that is what MSFS put in to their flight plan for them. That is not how it works. Sometimes you must go north before you can go west.

- Radio work. Speak briefly and say what is needed. The airspace is busy. In some cases you might find that JFK Approach is also manning FRG tower, JFK Tower, Ground and Clearance Delivery. Knowing what to say and how to say it is important for everyone on the frequency.
- Routine. Another way of saying repetition. Know what you are going to do next. Plan and set your frequencies, know the route you intended to take and be aware of what you might be asked to do you that is outside of your current plan. Know and fly the pattern. Know what to announce if there is no tower controller. Do your run-ups and do them clear of the entry to the active. NEVER start on the runway. Tune your standby frequency to the tower when approaching an unmanned airport to be prepared for the inevitable last minute appearance of a controller.

### Teamspeak

Teamspeak is a free program that allows people to talk to each other via an internet connection. The best thing about Teamspeak is that it allows you to speak to ATC on VATSIM through the Squawkbox or FSInn interface while allowing others to talk to you through a separate interface. In practice this means you set one push-to-talk button for VATSIM Air Traffic Control and another to talk to you fellow members. Some of these members are able to log in to the NY ARTCC, watch your progress and give you feed back. This is a far more productive way for you to interact in an unfamiliar area than to jam the area frequencies with questions. Use your membership to NYFC to coordinate with those that know the area and can answer your questions.

### Note

The combination of flying within NY airspace while communicating with a NYARTCC controller rated for the area you are flying in has to be coordinated in advance.

## Regular Operations

**A**s we are a flying club and we simulate general aviation, there are no regulations for “Pireps,” as virtual airlines define them. However you are required to make logbook entries after each flight just as you would in your pilot logbook. Our “pirep” pages are set up to mimic a standard pilot’s logbook.

Route?

There is none. There is no route column in most logbooks so we do not use it here.

Remarks, Route, Procedures, Maneuvers

Notice that Route is included in this section. It is also where you note shooting approaches, practicing short field landings etc. You can write your route in here if you like, but it is not required that you do so. However it should not be left blank.

Flight Plans

All flight plans should have the NYFC web address in the comments section. That is [www.NewYorkFlyingClub.net](http://www.NewYorkFlyingClub.net)

### Standard Club Operations

## The Standard Day

This is merely the best case scenario. We should push to achieve it, but it is not expected that all of these requirements have to be met before we can fly.

1. Airport. The airport should be open with a tower controller.
2. Voice. Texting is sometimes inevitable, but all pilots should strive to have voice communication at all times.

3. Teamspeak. It is expected that NYFC members will want to chat with each other while flying. This should not be done on the VATSIM ATC frequencies. Use our Teamspeak server instead. Additionally, students and controllers should utilize this tool to maximize instruction without interfering with other pilots.
4. FSInn. Some people love it, some people hate it. The reason we consider it part of our standard day is so that our aircraft show up as the proper aircraft, as long as it loaded on to your PC.

This Standard Day will also be the basis for flying club “events.” It is also our contention that this set up is the best way to get yourself familiar with a new aircraft. Having a fellow NYFC member in the tower while you figure out the auto-pilot and V speeds is very helpful and less taxing to other controllers and non-member pilots.

## Charter Operations

**D**id we mention that we are not an airline? Did we also mention that we are a flying Club? It's true, we are. But we also like the ability to simulate one-off commercial flights. These flights can be to pretty much anywhere with the only restriction being how long you want to sit at your computer doing so. There are a few things we do require for charter ops however;

1. Twin engine piston aircraft. The supposed security of the second engine in case one fails is a big reason we charter in this way. When it comes to delivering people they love to see that there is a “spare engine,” even if it is “only enough power to get you to the scene of the accident.” Also, the twins will have a greater useful load and speed so they are best for quickly delivering cargo. Additionally, the Grumman Goose is used for the East River charters.
2. Single engine aircraft. The only singles we charter are the Cessna Caravan and the DeHaviland Beaver. Both of which are primarily used for transporting people in and out of the East River 23<sup>rd</sup> street seaport known as 6N7. Charter pilots for these operations should be well versed in the NY area VFR routes, particularly THROGGS. Flying out of the East River means that you should contact ATC immediately after takeoff, with no delay. In general, LaGuardia tower controls this area, but if you plan on heading south or over JFK it is okay to contact JFK first.

### Seaplane Charter; The Commuters

Seaplanes in and out of New York City are an alternative to helicopters for those that can afford it. Our charter operations mimic real world charter operations in the area. Read this report by the New York Times regarding the “Urban Bush Pilot.” Due to

the nature of the East River Seaplane basin, the flights should be conducted in VFR conditions only.

### Regular Charter

Charters out side of the seaplane realm are done in twin engine aircraft and under IFR rules. Clearance must be obtained and should be handled in the most professional way. Rarely do we get charters for a single engine aircraft, due to the perception of safety. Flying a twin as a charter is not the same as renting a plane for currency or practice. The cargo and passengers should not be disturbed and should be coddled like customers and precious cargo they are. We can not afford to get a bad reputation. This goes for all flights, but our charters in particular are going to help pay for the maintenance of the fleet. Don't screw it up.

The most important selling point of our fleet for charter is that it does not require embarking and debarking in a class B airport. This means that customers will be asking us to flying in to any old odd ball Class D and uncontrolled airports. Make sure you have the proper charts before you leave.

Charters should not be done VFR. As this means that charter flights are always IFR, there should always be a flight plan.

### Sight Seeing, Banner Tow and Warbird Experience.

1. Nothing is more exciting than catching a ride in a biplane. The free WACO found on AVISM is an excellent rendition of this classic barnstormer.

The AT-6 Texan is a World War II trainer that enthusiast like to fly in just because they love the old thing. Also, Farmingdale-Republic has a warbird museum that asks us to do low level flybys down the runway (01/19) to the delight of the spectators.

# Index

## A

Index 1, 1  
Index 1, 1  
Index 1, 1  
    Index 2, 2  
    Index 3, 3  
Index 1, 1  
Index 1, 1

## B

Index 1, 1  
Index 1, 1  
Index 1, 1  
    Index 2, 2

## C

Index 1, 1  
Index 1, 1  
Index 1, 1  
    Index 2, 2  
Index 1, 1  
Index 1, 1  
Index 1, 1

## D

Index 1, 1  
Index 1, 1  
Index 1, 1  
Index 1, 1

## E

Index 1, 1  
Index 1, 1  
Index 1, 1  
    Index 2, 2  
Index 1, 1  
Index 1, 1  
Index 1, 1

## G

Index 1, 1  
Index 1, 1  
Index 1, 1  
Index 1, 1  
Index 1, 1  
Index 1, 1  
Index 1, 1

## H

Index 1, 1  
Index 1, 1  
Index 1, 1  
Index 1, 1  
    Index 2, 2  
Index 1, 1  
Index 1, 1  
Index 1, 1  
Index 1, 1  
Index 1, 1

## K

Index 1, 1

## L

Index 1, 1  
    Index 2, 2  
Index 1, 1  
Index 1, 1  
Index 1, 1  
    Index 2, 2  
Index 1, 1  
Index 1, 1  
Index 1, 1  
Index 1, 1  
Index 1, 1

## M

Index 1, 1  
Index 1, 1

Index 1, 1  
    Index 2, 2

## N

Index 1, 1  
Index 1, 1  
Index 1, 1  
    Index 2, 2  
Index 1, 1  
Index 1, 1  
Index 1, 1

## R

Index 1, 1  
Index 1, 1

## S

Index 1, 1  
Index 1, 1  
Index 1, 1  
    Index 2, 2  
Index 1, 1  
Index 1, 1  
Index 1, 1

## T

Index 1, 1  
Index 1, 1  
Index 1, 1  
Index 1, 1  
    Index 2, 2

## W

Index 1, 1  
Index 1, 1  
Index 1, 1  
    Index 2, 2  
Index 1, 1  
Index 1, 1  
Index 1, 1

Index ,

