

California Flight Academy International

CFA TODAY



2065 North Marshall Ave.
El Cajon, CA. 92020 USA
Phone: (619) 448-2212
Website: www.flycfa.com



New Students

- Masanori Miyamoto
- Vishruth Batra
- Andreas Henrikson
- Umberto Perez
- Gurbaaj Singh
- Miguel Martinez
- Atul Jadhav
- Miranjana Mani
- Ruhi More

Accomplishments

- Jianbo Cao—PPL
- Meneka Devaraja—PPL
- Sanjay Minz—PPL
- Daiji Kemmochi—PPL
- Jose Angel—PPL
- Anuja de Silva—IFR
- Rishabh Misra—COMM
- Masayuki Hashizume—COMM
- Souvik Mondal—MultiCom
- Bruno Campos—MultiCom

Ten Things Your Flight Instructor Wished You Knew

From AVWeb.com

Sure, your flight instructor is trying to teach you all the ins and outs of flying, but there are some things that would make the training go faster, easier, and more enjoyable. Some student pilots fly through training (no pun intended), and others end up spending a great deal more effort, money, and time to reach the same levels as our peers. Here are ten things that will undoubtedly make you stand out as one of your flight instructor's favorite students.

1. Look Outside!

Any pilot who has just went through the instrument rating will confirm that it's a lot easier to control the aircraft by looking outside.

2. Be on time

In fact, be early if you can. Getting ready for the flight before your scheduled time with your flight instructor allows him to concentrate the bulk of his attention on teaching new things.

3. One hour of studying at home can save two hours of training in the airplane

Studying hasn't generally been regarded as the most enjoyable of all activities. Students who progress most quickly through training are generally those who spend at least an hour intimately close to the books between flight lessons.

4. The checklist is required

The Practical Test Standards, the "cheat sheet" for check rides, couldn't possibly be more clear when it comes to the subject of checklists. Yet with many student pilots, proper checklist discipline falls short, and it typically results in things consistently getting missed.



5. Asking questions makes a CFI's job easier

Anyone who's tried to teach anything to a person who refuses to participate in the process knows how frustrating it can be to determine the degree of understanding gleaned from the lecture. If you make learning an interactive process, you will pick up the material more thoroughly and more quickly.

6. A weather briefing is a necessity...even on nice days

It's not only a legal requirement (see FAR 91.103), but in this day and age of temporary flight restrictions (TFRs), airports across the country constantly under construction, communication frequency outages, and aging navigation facilities, it's an absolute requirement

that you get the full standard briefing.

7. Safety, precision, smoothness

In that order. Students often try to be the next ace when they're learning a new maneuver, and smoothness is a requirement for being considered ready to take the practical test. You're expected to be a little rough at it first, but with experience, you'll find your corrections will get smaller and the "smooth hands" will follow.

8. Fly it like you own it

At first, every one of us needs to be walked through a new procedure, maneuver, or operation, because, quite frankly, we haven't ever done it before. Take the initiative and ask your flight instructor if you can try doing a maneuver without his help, and have him critique you after you've completed it.

9. Keep your instructor in the loop

When you tell your flight instructor what you plan to do and when, he can tell if you've forgotten, because you haven't done what you said you would do. This allows him to give you more responsibility to make decisions on your own.

10. Keep your eyes on the big picture

The most important thing that any flight instructor wants to see in a student is safety. Make your goal to be a conservative, current, and well-informed pilot, and the rest will fall into place!

Determining Airworthiness

We as pilots have the ultimate responsibility for determining the airworthiness of the aircraft we intend to fly. California Flight Academy makes this process easy for you by including an Aircraft Status Sheet, a Discrepancy Record, and a Delayed Condition Record in the aircraft dispatch book. This short article describes the pilot responsibilities relating to each of these aforementioned records. As soon as you receive the dispatch book for your flight, you must examine each of these records to assure the airworthiness of the aircraft.

The Aircraft Status Sheet gives you the status for each required inspection (e.g. next 50 or 100 hour inspection, annual inspection, transponder test/inspection etc.). This sheet also shows the due dates and/or times for any reoccurring Airworthiness Directives (ADs).

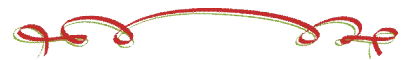
As a pilot, you are responsible for making sure that the time or date for the next inspection or AD will not be over-flown during the proposed flight.

It is also very important that you go through the Discrepancy Sheets before each flight and make sure that all prior reports of mechanical or electrical malfunctions have been either fixed by the maintenance staff or the repair has been properly delayed using the Delayed Condition Record.

The last airworthiness related sheet in the aircraft dispatch book is the Delayed Condition Record. The Federal Aviation Regulations allow CFA to dispatch aircraft with certain non-essential instruments or equipment being inoperative. As the pilot-in-command, you will need to check if the repair of any inoperative item has been deferred and decide if your proposed flight can be completed safely and legally. For example, an inoperative turn coordinator may be acceptable for a day-VFR flight but would be illegal for an IFR flight per FAR 91.205.

Once you have thoroughly reviewed the documents included in the dispatch book, you are ready to conduct the actual preflight inspection of the aircraft. If you have any questions about determining the airworthiness of an aircraft during the preflight process, don't hesitate to consult with your flight instructor, maintenance staff, or any member of the CFA management team.

Fly safe,
Esa Harvela
Director of Flight Operations



Happy Holidays From Your Friends at CFA

California Flight Academy wishes our students the best this holiday season and is looking forward to the New Year and the rewards and challenges that await us all. We hope your holidays and New Year are filled with happiness and joy. Keep studying to be professional pilots and do not hesitate to drop by and celebrate with us. Keep an eye out around school for fun, upcoming events we have planned for the holiday season. We look forward to seeing you all! 'Tis the season to be jolly.



Give the Gift of Flight

Flying can be one of the most rewarding challenges one can accomplish. Give the gift of flight to a loved one this holiday season with a **CFA Gift Certificate**. Introductory flights cost as little as \$99, but they're worth a whole lot more...you can not put a price tag on inspiration and imagination. A gift certificate can be purchased at any price.

Don't let developers compromise safety, AOPA urges

By AOPA ePublishing staff

The San Diego Regional Airport Authority should act quickly to approve proposed updates to the airport land-use plan for Gillespie Field in order to protect the busy general aviation reliever airport and the surrounding community from incompatible development, AOPA urged in a recent letter.

The November 11 letter emphasized AOPA's strong support for a land-use plan update currently being considered by the airport authority. But the letter also warned that failure to act quickly would leave the airport vulnerable to incompatible development and to a proposal to shorten the land-use protection zones around Runway 17/35.

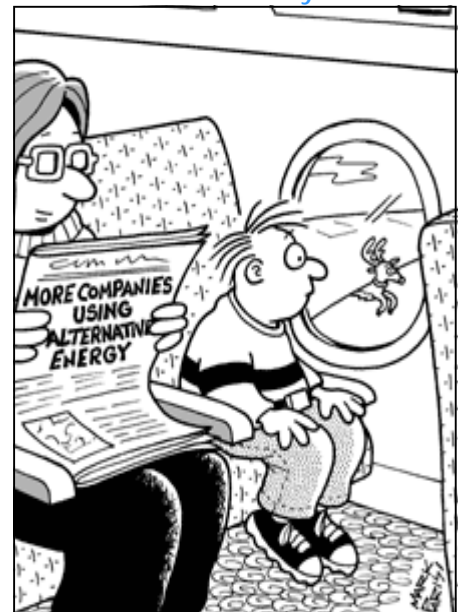
The city of Santee wants to make it possible for developers to build residences about one mile from the airport, something AOPA strongly opposes. Shortening the runway protection zones would open the way for more, higher density residential development close to the airport.

But Runway 17/35 offers the lowest instrument approach minimums into the airport, and it is the only runway that can be used when visibility is poor and Santa Ana winds are blowing, AOPA pointed out.



"Gillespie Field is among the busiest airports in San Diego County, with some 240,000 operations each year, and Runway 17/35 is critical to ensuring safe operations under certain weather conditions," said Bill Dunn, AOPA vice president of local airport advocacy. "It would be irresponsible to allow residential development too close to the runway to compromise the usefulness of the airport and the safety of its neighbors."

Cartoon of the Day:



To reduce dependence on oil, airlines are using flying reindeers as a renewable energy source.