

## California Flight Academy International

## CFA TODAY



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## New Students

- Souvik Mondal—Jan. 7
- Krishnadas Kizhuvée—January 9
- Rishabh Misra—Jan. 12
- Nikhil Warade—Jan. 14
- Elsa Joseph—January 15
- Prabh Singh—January

## Accomplishments

- Maninder Shekon—PPL
- Ranbir Singh—PPL
- Anish Dudani—PPL
- Ryota Tanei—PPL
- Gavin Pearson—PPL
- Biswajeet Kundu—PPL
- Anirban Banerjee—PPL
- Vatsal Upadhyaya—PPL
- Vaibhav Guar—IFR
- Anil Kainth—IFR
- Nikhil Kusoorkar—IFR
- Upkar Kharbanda—IFR
- Simon Liang—IFR
- Peter Heimer—IFR
- Sameer Meshram—IFR
- Karan Reddy—MEI
- Tatsue Sone—MEC

## Chief Krone—Battle Star Galactica

CFA is very excited to announce and welcome Chris Krone as our new Chief Pilot of California Flight Academy. Chris has over 10 years of experience as a flight instructor, but he has been flying much longer. Chris was born in Fairbanks, Alaska, where his father was a bush pilot. Chris learned from an early age that piloting an aircraft takes discipline, knowledge, and creativity. Because Alaska has the most extreme weather a pilot could face; Chris learned from his father that being able to identify hazards is what keeps a pilot out of trouble and safe. CFA believes in Chris and wants him to incorporate his experiences through leadership.

Although Chris has his roots in AK, and you could say he is not 100% percent domesticated because of this, Chris grew up in Seattle. He enjoyed playing competitive sports and fresh Washington air. Ironically, you will learn a lot about weather from Chris because that is all he ever talks about. He does not pretend

to be a meteorologist or an Ace, he is just always immersed in weather. If you asked Chris what he enjoys the most, he will



tell anything outdoors. Whether it be attempting a 13 foot pipeline off the coast San Diego, or waist deep fresh powder snow to play in while cruising down a mountain, Chris is sure to be checking the weather in search of ideal conditions to play in. Obviously as a career pilot, Chris is “embedded” in the atmosphere so knowing his surroundings and adapting to it is what Chris enjoys, and this is what he wants to teach.

Chris began his formal aviation career at age 19 at Cochise Col-

lege in Arizona and was a flight instructor at age 21. In 1999, he moved back to Seattle and worked for a Part 141 operation at Snohomish Flying Service. In 2000, Chris moved to Boeing Field and worked for a company named Aeroflight, a 141 flight school in Seattle that had a contract with Weyerhaeuser. Weyerhaeuser is a company that helps Federal and State governments fight wild land forest fires. So Chris flew the Cascades on fire patrol looking for smokes to report to help with firefighting efforts. After the 2000 fire season, Chris worked the PM shift for a local radio station and helped Shane Koban with his famous traffic reports on 770 AM. At the end of the first year of the Millennium, Chris was hired by Seaborn Airlines, a part 121 operation, flying a Dehavalland Twin Otter on floats (ponton’s) in South America. Chris then took some time off and turned... (story continued on

## Part 141 Students

Progress checks will be handled by the following CFI’s: Adam Hettinger and Glenn Rauch will work with students seeking their Private Certificate. Raymit Patel and Jeremy Prus will work with those students seeking an Instrument Rating, and all Final Progress Checks will be handled by Chief Krone—Battle Star Galactica. Progress Checks will be sched-

uled for two hours, unless it is a Final Progress Check. Final Progress Checks with Chris will be scheduled for a 2 hour flight and a three hour ground session. No Progress checks will be scheduled after 1800 hours local time, and no Progress Checks will be scheduled on Sundays. Progress Checks are there for you to use as a tool. Make sure your prepared and treat these lessons

like a Check Ride. Another set of eyes to evaluate you is always a good thing; different teaching styles mean different perspectives. Study diligently and always be prepared!



## Chris Krone - continued...

into a Neanderthal: traveling, skiing, rock climbing, kayaking, and “living”. Chris has been with CFA for the last two years. If you asked Chris why CFA is the place to be when there are so many flight schools in San Diego and the country to choose from, he will explain that CFA is his number one choice to work at because of Len Mooney, our flight director. Chris explains that Len wants everyone to achieve their aviation goals and Len enjoys helping people do this. Chris also explains that Len has

over thirty years of experience as a pilot; Len wants everyone to have fun, be safe, and professional. Chris also states that Len’s staff are fun knowledgeable pilots and he enjoys the camaraderie he shares with everyone around him at CFA. Chris believes that we are all a team here, and everyone has their role to fulfill whether you are an instructor or a student. Chris displays his leadership by not being afraid to admit that he does not know everything, but enjoys the challenge of always finding something new to learn about aviation; whether it is a FAR, a maneuver, or teaching

others to fly and how to instruct. Chris will tell you that aviation takes a life long commitment to master. But, Chris will also tell you aviation is something you never really fully master because it is so complex. Chris has high expectations of everyone to do their best and exceed in what they thought they could not accomplish. He is not afraid to tell you his opinion even if you may not appreciate his directness. Chris just wants everyone to make the right decisions and think about what they’re doing.

Chris believes in himself and what he is doing at CFA and he wants to mold everyone into adapting his philosophy of aviation—“Commitment”, “Discipline”, and having “Fun”.

“My goal is to empower my students, instructors, and staff to perform and their finest, and then find a way to get more out of them”. “My challenge everyday is to find a way to take people out of their comfort zone and make them the most professional competent pilots”.

Chris Krone



## R2-D2, is that you? No, I am E-6B.

History is fun, and you’ll be surprised at how much you can learn from it. People take history for granted and ask, “What can you do with it?”, when they should be thinking, “What can I do without it?”. Below is a brief history of the E-6B. If you do not know how to use your E-6B, you should talk with your instructor, or you could probably even teach yourself how to use it...all your doing is setting up ratios on a slide ruler... and yes, it is like an R2-D2-- every pilot needs a good “droid” to help with calculations.



The E-6B was developed in the United States by Naval Lt. Philip Dalton in the

late 1930s. He, with P. V. H. Weems, invented, patented and marketed a series of flight computers. The name, E-6B, comes from its original part number for the U.S Army Air Corps in World War II. In 1938, the Army wrote formal specifications and had him make a few changes, which Weems called the Model J. The changes included moving the “10” mark to the top instead of the original “60”. This “E-6B” was introduced to the Army in 1940, but it took the attack on Pearl Harbor for the Air Corps (by then the Army Air Forces) to put in a really large order. Over 400,000 E-6Bs were manufactured during World War II, mostly of a plastic that glows under black light (Fighter Cockpits were illuminated by black lights at night then). After the patent ran out, many manufacturers made copies, sometimes using a marketing name of “E6-B” (Note the moved hyphen).

Philip Dalton (1903-1941) was a Cornell University graduate who joined the United States Army as an artillery officer, but soon resigned and became a Naval Reserve pilot from 1931 until he died in a plane crash with a student practicing spins. ([www.wikipedia.com](http://www.wikipedia.com))

## Where’s Waldo? New CFA Instructors



CFA is happy to welcome our new instructors, they come from varied backgrounds ranging from U.S. Veterans to Norwegians, CFI’s from different schools, and even an ex-CFA Chief Pilot who has come back to the team (Hint, Not Shigeki). Our new instructors are: Petter Blindheim, Chad Hutchins, Mathias Johansen, Robert Lewis, Glenn Rauch, Curtis Martini, and Richard Skjelten Folland. Do you know who is who and from where? If you see a new face, introduce yourself and get to know these new staff members. You’ll be surprised with what you could learn from them and what they have to offer!

## Safe Flying Leads to Good Karma

CFA would love to give our outgoing Chief Instructor, Shigeki Morita, a hearty thank you for service above the call of duty for the last three years. Shigeki's dedication and excellence are valued. Shigeki's hard work is attributed to CFA's success and we are proud of his talents. Shigeki's diligence and that of his staff have stood out within the aviation community. Since 2003, CFA has increased the number of hours our students have flown exponentially (see graph below). Our safety record shows that within this time frame, we have had no accidents, and only a couple of minor incidences. CFA believes that this record speaks for itself. Our instructors are competent professionals who enjoy their career and we believe that our maintenance department loves what they do as well.

CFA has been recognized by Cessna as a leader within our region. CFA has incor-

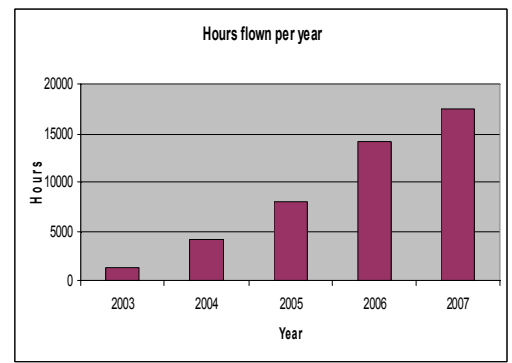
porated the Cessna CPC Kit into our ground schooling and we have sold more CPC Kits than any other flight schools within our region. CFA's status within the aviation community is regarded as a strong, safe, and efficient school to learn to fly planes. No matter if you've never flown before, or you're looking to get a multi-engine commercial rating, CFA can accommodate you in regards to quality instruction and safe airplanes.

Shigeki is still a flight instructor at CFA and we are looking forward to continue to take advantage of his knowledge as an experienced pilot. Further, we appreciate the opportunity to capture a piece of the Zen that Shigeki brings to CFA. Thank you again Shigeki for helping us attain what we have these last few years.

"We just had the best month in CFA history; we flew 2,052 Hours in December,

compared to 1,350 in ALL of 2003; and had 17,442 hours for the year! Our safety record is absolutely marvelous with over 45,000 flight hours with NO accidents and only a couple of very minor incidences. We are number ONE in the Western Region for CPC kit sales last year beating out San Diego Flight Training International, Channel Islands Aviation, Westwind, and Pinnacle".

Len Mooney



## Baja Whales trip!

Join the Baja Bush Pilots on their annual "Pet a Whale" adventure. Five days of fun, excitement, whale petting, and more.

You can also arrange to go to the valley to see the Petroglyphs. Although the Petroglyphs are extremely interesting as they were carved into the rocks 100s' of years ago by migrating Indians, a big part of the adventure is the trip up. In a van, you will go West of Mulege on back roads to reach a private part of Baja that only your guides have access to.

And then there are the whales! We will be going to Laguna San Ignacio, the home of the "friendly whales".

Your package will include your rooms, most of your food, the whale petting trip, and memories you will cherish for a lifetime. And then the whole thing is capped off with Don Johnson's World Famous Pig Roast on Saturday night.

Whales 2008, a chance for all to make and /or renew old friendships, head to the beach for a day, lay out by the pool, pet the whales, make a trip out to the petroglyphs, or do nothing at all. Get ready for an experience you will never forget!

For more information, go to [www.bajabushpilots.com](http://www.bajabushpilots.com) Hope to see you there!



## Policies, Procedures, Discipline, Oh My!

Parking spaces, Cross Country Trips, Check rides, and Invoices are available to you; you are responsible for taking care of them in a procedural manner just as how you would handle your plane and its checklist. Take the time to read the posted bulletins and make sure you understand what is expected of you as a Pilot studying at CFA. Below is a brief synopsis of some of CFA's policies that are routinely ignored.

• **Parking Spaces** have been designated to each specific plane for a reason, mainly being spacing so planes do not hit one another. If you do not park your plane in its assigned space, you will be charged a \$25 dollar fee for having it moved. If another plane is parked in your assigned parking space, notify dispatch and they will relocate it to its proper space, allowing you to park your plane where it belongs. No matter what the situation is, you're responsible and will be held accountable for ensuring your plane is in the correct and assigned parking space.

• **Cross Country Trips** You are responsible for ensuring your airplane is returned to KSEE. In the event of a breakdown away from Gillespie, you must notify CFA and be prepared to stay with the airplane...even if it means an unplanned over night camping trip. CFA will either fly one of our mechanics to you, or we will have a mechanic near your location fix the problem. Under no circumstances are you to leave the plane or have anyone look at the plane without authorization from CFA. **You**

**must also contact CFA and be re-dispatched** after your airplane is repaired. If you leave the plane without authorization, you will be charged the full price of recovering the airplane (Instructors time, second plane's hobbs, etc.).

- **Weather Briefings and Filing Flight Plans** is also your responsibility. If you fail to activate your flight plane and/or neglect to receive a weather briefing, you may face disciplinary actions and be suspended for an allotted time. Getting a weather briefing and filing a flight plan is common sense, use your brain. Take the time to contact a briefer and let them know what you're up to...1-800-WX-Brief may save your life, but it will absolutely keep you out of trouble.
- **Check Rides**, your chance to show off and shine, or folly. Make sure you get off to a good start and schedule your check ride appropriately! Under no circumstance are you to contact an Examiner. Shelley is your ticket to a check ride and all requests must go through her with your instructors endorsement. Shelley is the Check Ride Coordinator, it is her job to coordinate with you, your instructor, and an examiner. If you decide to take on the task of scheduling a check ride with out any help from your instructor or Shelly, be prepared to pay for the cancellation fee--\$400.00 dollars, ouch!
- Students are responsible for filling out their invoices correctly and turning them

into dispatch. A correctly filled out invoice should have your name, Date, and what our have purchased—i.e. your instructors name (if applicable), the N number of the airplane (if applicable), or the pilot supplies you purchased (if applicable). If your making a deposit, make sure the invoice filled out properly and the amount of money you're depositing is on the invoice--ensure that the amount you're paying is listed next to either: cash, credit card, or check so accounting knows how you paid.

• Lastly, remember that your invoices are for your record keeping. If you have any discrepancies with accounting and your statement, you will need to show proof of your claim! This is what your invoices are for and why you're responsible for making sure they are correct.

...Oh yeah, one more thing, clean up after yourself. If you take a quart of oil with you and a submarine sandwich, make sure these things end up where they belong and not in the back of OUR planes. If anything is left in OUR planes, you will be charged a cleaning fee regardless of how or why it was there after you. If you notice garbage in your plane during pre-flight, let dispatch know. If you fail to let dispatch know about junk in the plane, you will be charged for another person's pigstie because it is now yours.

## CFA Classifieds

Do you have an old radio headset, aviation text books, a car, boat, stereo, or computer you want to sell? If you're an international student and are getting ready to go back home with all of your new ratings and need to get rid of your bits and pieces you've been collecting over the passed 7 months, our classified section is a good place to put an ad to sell your stuff! Whatever you need, here is the place to put it. Want to advertise your business? Ask about our new business section. Call or talk to dispatch for more information.

## Cartoon of the Day:



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