



CFA TODAY

California Flight Academy International

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Tatsu Sone is Golden!

On November 21, 2007 Tatsu Sone received the Golden Seal for outstanding performance as a CFI.

What is a Gold Seal Instructor? The FAA issues the coveted Gold Seal Flight Instructor certificates only to those instructors who give a lot of flight instruction and whose students successfully pass check rides.

This means you can have a high degree of confidence that the training you are paying for is up to date, accurate, and efficient. Inefficient training is expensive, and having to retake a flight test can cost hundreds of dollars more. You have the right to expect to be given good training and to pass your flight test the first time. A Gold Seal CFI certificate is the seal of approval the FAA gives to exceptional instructors.

Flight instructor certificates bearing distinctive gold seals are issued to



flight instructors who have maintained a high level of flight training activity and who meet special criteria. Once issued, a gold seal flight instructor certificate will be reissued each time the instructor's certificate is renewed. In order to get the golden seal, a flight instructor must have accomplished the following within the previous 24 months:

- Trained and recommended at least 10 applicants for a practical test, at least 8 of whom passed their tests on the first at-

tempt.

- Conducted at least 20 practical tests as a designated pilot examiner, or graduation tests as chief instructor of a 14 CFR part 141 approved pilot school course

The flight instructor must also hold a commercial pilot certificate with an instrument rating or an ATP certificate; and the flight instructor must hold a ground instructor certificate with an advanced or instrument ground instructor rating.

The golden seal is not easy to get. Way to go Tatsu!



Accomplishments

- *Shalini Rao—PPL*
- *Satbir Singh—PPL*
- *Sanjana Jethwani—PPL*
- *Nisha Dadheech—PPL*
- *Nitin Nagpal—PPL*
- *Jack Chiou—PPL*
- *Ryota Tanei—PPL*
- *Jun-Rong Chen—PPL*
- *Rajput Yashpal—PPL*

- *Rohan Niphade—IFR*
- *Masato Itai—IFR*
- *Ashutosh Pandey—IFR*
- *Karan Parashar—IFR*
- *Karan Reddy—IFR*

- *Ryoichi Hagiwara—Commercial*
- *Kenneth D'Souza—Commercial/ Multi-Engine (Graduated)*

New Students

- *Akash Mehra—November 12*
- *Pankaj Chadha—November 15*
- *John Langley— November 27*

Happy Holidays from CFA

California Flight Academy wishes our students the best this holiday season and is looking forward to the New Year and the 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. We look forward to seeing you all!



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Laser Grade Testing Facility

CFA is a certified Laser Grade Testing Facility. The FAA requires that a written test be taken for any rating sought. To make this as easy as possible for our students, they can take these test right here at CFA. There is no wait to find out how you did. Within minutes, our students can not only find out what score they received, but they can also find out what questions they missed and then go over the

test with their flight instructor. Just ask Justin Crews, our Test Center Supervisor, if you have any questions. He is always willing to help answer them. Because we are a Laser Grade facility, anyone who needs to take an occupational test can also do it right here at CFA. Could you think of any better place to take a test and then take an introductory flight afterwards to celebrate?



Justin gives two thumbs up for Laser-grade Testing!

What's in your blind spot? (from AOPA's e Pilot)

Did you know that most midair collisions occur during the day, in visual meteorological conditions, and within five miles of an airport?

On Dec. 11, 2005, a Boeing Stearman and a Cessna 172 collided while on final approach to Corona Municipal Airport in Corona, California. Fortunately, the pilot of the Stearman and the pilot and passenger in the Cessna survived, but both airplanes were substantially damaged.

About 150 yards from the runway threshold, the Stearman announced that he was on short final, and shortly thereafter caught a glimpse of the Cessna's right wing rising toward his own left wing. He tried to arrest his descent to prevent a collision but was unsuccessful. The Cessna was forced to the ground, while the Stearman pilot was able to reenter the traffic pattern and make a normal landing.

Witnesses saw both airplanes on final approach, with the Stearman above and ahead of the Cessna. The Cessna overtook the Stearman from below and collided with it. Another pilot in the pattern heard the Stearman report all legs of the pattern, but did not hear any radio calls from the Cessna. The NTSB determined the probable cause of this accident to be the failure of both pilots to see and avoid each other during traffic pattern operations at a non-towered airport.

Both of these pilots are lucky to be alive. Most midair collisions end with fatalities. Many factors contributed to this accident, but the Cessna pilot's apparent failure to make traffic pattern calls was prominent among them. The respective designs of the aircraft involved didn't help matters. With the high wing aircraft flying below the biplane, a large blind spot was created, and neither pilot could

see the other airplane. Pilots need to be especially vigilant when scanning for traffic, especially in a busy traffic pattern.



This picture illustrates where the blind spot is below a Piper and above a Cessna. Please be aware of your surroundings while in the air. Recognize what is above and below you at all times.



“A good pilot learns from their mistakes, but the best pilots learn from others”

As we all know, our Cessna’s have a “high wing”, this gives the pilots and passenger many advantages such as great visibility, shade, and easy to use fuel sumps. However, with these advantages, there is also one big disadvantage, a “blind spot”. You can not see above you, nor can you see to the side when your wing is down in a banking turn. To mitigate the inherent hazard that a high wing presents, one can use clearing turns and bank angles (looking to the side of the high wing) to enhance visibility and situational awareness. There is also a blind spot on low wing aircraft, you can not see below you, clearing turns and bank angles can also be used to mitigate the hazards of a low wing blind spot.

Most mid-air collisions occur during VFR weather, on sunny clear days when air traffic is the busiest—good

weather equals good flying, and good flying means more planes in the air. And almost all mid-air collisions occur



within five miles of an airport and when ATC is in operation. In Delta and Charlie Airspace, ATC is not responsible for separating VFR air traffic, they can only give “advisories workload permitting”, but they are responsible for separating traffic on

the ground (In Charlie, ATC is responsible for separating IFR air traffic from IFR traffic, and IFR traffic from VFR traffic. There is no separation between VFR to VFR traffic). To mitigate the hazards of flying in a traffic pattern or near an airport, the best thing you can do is communicate with ATC and on CTAF frequencies and pay attention. Tell everyone your location and intentions. It is important to communicate your altitude, direction of flight, and where you are when approaching controlled airspace or entering a traffic pattern at a non-controlled airport. It is equally important to listen to other pilot’s radio calls and react to changing situations—always been in control and be prepared for the unexpected.

Please read the following and do not become an “article” or statistic.

A Message from Len Mooney

As you all know, MY NUMBER ONE PRIORITY IS KEEPING YOU ALIVE! Read carefully and ponder the accident report below. It happened many years ago but IT DID HAPPEN! Please remember to exercise the utmost caution while flying at all times and especially around Gillespie. Remember we are all student pilots, no matter how much experience we have! (By the way, the student in the Cessna 172 was killed while the two occupants of the Cessna 152 miraculously survived).

A Cessna 152 (C-152) and a Cessna 172 (C-172) collided in mid-air while in a closed traffic pattern at Gillespie Field.. A student and flight instructor were aboard the C-152, and a stu-

dent pilot was the sole occupant of the C-172. The C-172 was cleared to takeoff with instructions to follow the C-152. A third aircraft was also in the traffic pattern at the time. After takeoff, the air traffic controller looked away to check on other traffic but when he looked back, neither aircraft was visible. He made several unsuccessful calls to both the pilots. The student in the C-152 reported that he had turned crosswind as he came abeam of the third aircraft. When he reached pattern altitude, he began his downwind turn. He was trimming the aircraft when he saw the C-172 approaching his position. He banked hard to avoid the aircraft, but felt an impact. The instructor attempted to take the controls and, with both pilots on the controls, they executed an

emergency forced landing on a surface street. The aircraft elevator control lost effectiveness and the aircraft landed hard. They did not report any other mechanical abnormalities before or after the collision. Witnesses reported that both aircraft were on a converging flight path. The student pilot in the C-172 was making his second solo flight but had not advised the controller. The controller did not specify that he was number 3 in the pattern. Haze was reported in all quadrants. The Brite radar repeater in the tower cab is not capable of monitoring traffic on the south side of the airport due to terrain height.

-Len Mooney
(Owner of California Flight Academy)



Stop the Press, Did you get your Ad?

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!

Want to advertise your business? Ask about our new business section.

See your ad on the back of next month's newsletter. Stop by dispatch or give us a call and we would be happy to put your ad in our classified section.



Cartoon of the Day



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 \$59, 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. Do not think these gift certificates are just for new pilots, do you know a pilot who needs to stay current and proficient? Help get that pilot back in the air! We're looking forward to the holidays and New Year, and hoping to fly with you all.