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CFA TODAY

“To provide superior flight training services and create exceptional learning experiences for customers interested in becoming the safest and most competent pilots.”



WELCOME!

CFA is gaining altitude and inspiring all types of people to get into the air and discover what the aviation industry has to offer. CFA’s knowledgeable and friendly staff can cater to just about anyone, from anywhere, no matter what their pilot skill level is. Whether you have never seen the inside of a cockpit or have several hundred hours of flight time, CFA has a program that will help you attain your goals.

Don’t Be A Fuel Fool!

“Don’t forget to site your sources!”



Saying, “my instructor told me...”, isn’t good enough, you need to know where to find information to reference it, that makes you an Ace! If you’re not an AOPA Member already you should be, because it is free. New student pilots can receive a free six month AOPA membership. As a member you get access to an enormous network of databases to search everything from FAR/AIM’s, to the Pilots Handbook of Aeronautical Knowledge; you can calculate your cross country trips, and receive e-mails that concentrate on particular topics that EVERY pilot needs to know. And yes!, the AOPA sites their sources—you should not trust anyone who doesn’t; it is your duty as PIC!

What does 91.103 mean? If you do not know the an-

swer that’s OK, if you don’t know where to find the answer you have a big problem, you’re not capable of making a safe flight. 91.103 is a Federal Aviation Regulation that states, a pilot must familiarize themselves with all available information concerning that flight, including runway lengths at airports of intended use, and takeoff and landing data under existing conditions. What does this mean? Well, you should know current weather (METAR), and forecasts (FA), look at you’re AFD, review charts, know how much reserve fuel you need, and review your POH, etc. If you have any questions, you should know where you can find the answers).

This month, the AOPA concentrated on “fuel” as a topic of safety. As silly as this sounds, fuel is one of the most important things a pilot should be concerned with. Unfortunately, pilots do not take fuel seriously enough; the AOPA cited statistical data from the FAA that states, on average, once a week an “incident” re-

lated to fuel occurs. These weekly mishaps are almost 100% avoidable had a pre-flight been thorough and FAR 91.103 was followed. Dirty fuel, improper octane grades, failure to lean mixture properly, forgetting to switch tanks, turning your fuel off accidentally, and just running out of gas are all related to these weekly mishaps. Following your checklist during preflight and having a well organized flight plan will keep you off the ground until you’re ready to land. Fuel is a simple tool that you can manipulate; take the time to read up on fuel safety, you’ll be surprised how much you can actually learn so you don’t become a weekly statistic. (For information about fuel and fuel starvation go to: <http://download.aopa.org/epilot/2007/sa16.pdf>).



Veterans Day Celebration



Historic Flabob Airport, in Riverside, is having a party and you're invited! With free admission and a little sense of adventure you have nothing to lose; check out old war birds, military vehicles, and hot air balloons; shoot paintballs at flying model airplanes while listening to live music, and a stand up comic. For further information check out a flyer at the CFA lounge or call Kathy at 951-683-2309, or visit www.flabob.org for more information.

Ready to Take Advantage of Your 61.113 Privileges?

On November 17th, a non-profit organization is looking for volunteers and pilots for the 7th annual "Fly Day" at Brown Field, hosted by San Diego Jet Center.

San Diego Jet Center needs pilots and other volunteers to work with physically challenged children with disabilities to help introduce them to the wonderful and whacky world of aviation.

Ground school, 30 minute flights over San Diego, face painting, clowns, lunch and more will occur and you are needed!

To register as a pilot volunteer, log onto www.challengeair.org, or contact Lonna Gibson at 818-741-6906-- lonna@challengeair.org for further details.



Since 1993, more than 23,000 children with special needs have participated in the Challenge Air program nationwide.

Mechanic's Corner



In this issue, we will discuss the CAUSE and PREVENTION of the "Always Fouling Spark Plug".

Cause:

"When you start your engine, especially the first start of the day when the engine is cold and you go to get gas, the plugs will get wet with fuel. Keeping the engine "full rich" while you taxi to the pumps and shut down, and then restart the engine and then taxi up to the run up area also at "full rich" does not enable the engine to warm up fast enough and allow the lead deposits from the gasoline to burn off. The excess lead deposits grounds the electrode, also known as: Fouling the plug.

Prevention:

After starting, LEAN your Mixture Knob

out at least two inches while you taxi out to the gas pumps and the run-up area. This will allow the Engine to heat up faster and in turn helps the plugs to burn off the excess lead thereby extending the life of the plugs which means less down time for maintenance."

"I will be happy to visit anyone with questions about this write up, Just talk to your instructor and have them schedule a time to see me"

"Blue Skies and Safe Flying"

Mike at Maintenance



"Ha! I get to play with airplanes everyday!"
-Mike

Try out the Flight Simulator

So what's new at CFA? A lot! Besides the welcomed new students that we are pleased to meet and excited to get to know, CFA also has a new machine in its already big fleet of Cessna 152's, 172's, 172 SP's, Pipers, and Twin engine Duchess'...oh, I almost forgot about the Parris Jet; but what I am getting at is our new simulator that is "environmentally friendly" running on electricity and not fossil fuels. So, why are we using our simulator when we could

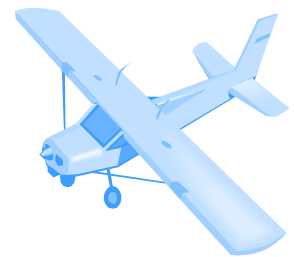
be flying? The reasons are as follows:

Overall, it is a very economic alternative to actually flying an airplane and it can do a lot for you in regards to training and keeping current on ratings. A student can count a certain percentage of their required log hours for ratings in a simulator. Our simulator is effective in training students and instructors by enabling them to "fly", but it can also help with teaching instrument training. One can stay IFR current and it is

IPC legal. One can practice VOR tracking, intercepting, holds, dips, STAR's, and Approaches. Other benefits include availability, for example, if you just want to "fly" but are not on the schedule and there are no planes to rent, there is our simulator; and if your scheduled plane is in maintenance and unavailable, all is not lost, and a good practice is still feasible—get in the simulator... plus its in an air conditioned room!



"You learn more in a chair, than in the air". Our Flight Simulator uses realistic graphics and you actually feel like you are flying a plane!



"Remember you're always a Student in an airplane"

Safety Corner

"Always remember you fly an airplane with your head, not your hands."

With all the flying we do, we know that safety is imperative and CFA has a PERFECT SAFETY RECORD with OVER 40,000 hours of flight time! CFA has high standards and demands a lot of its students and staff. The

reason why we have a PERFECT safety record is simple; if a student is not ready for a particular task they do not perform the task until ready to do so! With our high standards CFA believes in going beyond what traditional flight schools offer and surely this too has had a profound effect on CFA's safety record.

Communications Class



CFA's "communications class", run by instructor Marie Hamann, who also happens to be part of the 99's Omni chapter here in San Diego (The Ninety-Nines are a women's aviation club). So what is the communication class?

This class is for ALL students who use an aircraft radio and who will speak to Air Traffic Controllers (every student needs to know how to use a radio). You will learn WHAT to say, WHEN to say it, and HOW to

say it—proper aviation phraseology. Any student no matter what rating they're working on, will benefit from the class and all levels of pilots are welcome to attend. All international students with difficulty with English are especially encouraged to attend these classes... English is the "universal language" in aviation and EVERY pilot must speak it. The communication class can focus on pronunciation, prepositions, vocabulary and other miscellaneous topics to help students at

any level.

So how can this class benefit the seasoned pilot? Well one can practice for their oral exams which are conducted by FAA examiners...its better to get the question wrong with Marie now then with an FAA examiner later! There is an "Instrument" class for advanced clearances. To take this class contact Marie at 760-788-1502, or, just speak with Len or Elizabeth to get enrolled.

Accomplishments

- **Upkar Kharbanda—PPL**
- **Sameer Meshram—PPL**
- **Yasumasa Yamanaka—PPL**
- **(Bob) Hsiao Min-Chih—PPL**
- **Nikhil Kusoorkar – PPL**
- **Ranjan Kumar – PPL**
- **Dhaval Shah – PPL**
- **Pradeep Ghorpade – PPL**
- **Sameer Deshpande—PPL**
- **Anil Kainth—PPL**

- **Shalini Rao—1st Solo**
- **Abhay Shanker—1st solo**
- **Nitin Nagpal—1st solo**
- **Amrit Johal—1st solo**
- **Satbir Singh—1st solo**

- **Eddie Lee—IFR**
- **Pravin Kishore—IFR**
- **Mave Koolarzadeh—IFR**
- **Sameer Hamid—IFR**
- **Amandeep Singh—IFR**

New Students

- **Gaurav Bhasin— October 4**
- **Joseph Yeh—October 10**
- **Samir Shah—October 15**
- **Nirav Shah—October 15**
- **Kunal Parikh—October 15**
- **Arjun Batra—October 16**
- **Apoorvajit Garewal—October 22**

Cartoon of the Day:



County in Flames

A fast-moving brushfire, driven by Santa Ana winds as high as 60 miles per hour, has ripped its way through San Diego County, destroying everything in its path. It stretched as far north as Fallbrook, and as far south as the Mexican border. It destroyed over 200,000 acres as well as over 1,500 homes.

Gillespie Field acted as the base camp for CAL Fire Operations. With only one runway open, it was difficult and frustrating for students to work. There was also thick smoke covering the entire San Diego County, that made it difficult to even go outside.

All over San Diego, the fires were pushing more than 300,000 people out of their houses, and into shelter facilities. During this fire, all of San Diego seemed to come together and provide relief and support for each other. Donations were given out so often, that some facilities had to reject them.

Imagine the devastation of losing everything. Reports indicate that less than 10 percent of homeowners have the right documentation to file a claim. That means that 90 percent of the people that had their homes burnt down, did not have the right documents for insurance.



Flames get very close to a home in San Diego Country Estates near the intersection of Wildcat Canyon Road and San Vicente Road in Ramona.

In 2003, the Cedar Fire wiped through San Diego, and nobody was prepared for the devastation it brought with it. This time, firefighters were expecting it. San Diego was much more prepared this time around.

Places everywhere offered a site of refuge for evacuees. Parkway Plaza, for example, became an evacuation site. There were trailers and cars everywhere, as well as dogs tied up to trailer hitches and worried parents looking towards the direction of the smoke, hoping their homes were still there. Fires like these are not fires that you can fight. These kind of fires are the ones that you run from.