

California Flight Academy International

CFA TODAY

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New Students

- Oliver Fleig—
December 15
- Faisal Khan—
December 17
- Kunwarjit Singh—
December 18
- David Morales—
December 28

Accomplishments

- Simon Liang—IFR
- Yougank Panwar—
IFR
- Arjun Talwar—IFR
- Anil Kainth—IFR
- Anshuka Parwani—
IFR
- Mike Chiou—IFR
- Yamanaka Yasumasa—IFR
- Vaibhav Gaur—IFR
- Ranjan Kumar—
Multi-Engine
- Kiran Challa—Multi-
Engine
- Husein Koolar-
zadem—Multi-Engine

Winter Wonderland, Fly Accordingly!

Winter in southern California is pretty mild compared to other parts of the country. Sunny days and mild temperatures allow for fantastic visibility and overall airplane performance. Cold air is dense, and dense air means more air molecules that your prop, wings, and engine have at their disposal to perform. Good performance from a plane makes a pilot's job easier and more enjoyable; it is easy to become spoiled from San Diego weather! However, the Golden State, the land famous for its sunny days, clear blue skies, and light winds can have its fair share of less than ideal flying conditions. Perhaps your piloting skills are

not as keen as you may think... you're used to flying in "perfect" conditions, don't forget! Take advantage of the winter months and prepare for your flights accordingly.

Have you had the opportunity to take off and land with cross winds and in gusting conditions? If not, these upcoming weeks will hopefully give us all the experience to fly in not so great of weather and make us all better pilots. Pay attention to weather trends and what time of the day winds and clouds tend to form. If you can predict and acknowledge what is happening, you will be ahead of the game and should not be surprised when



weather conditions suddenly change.

Wind shear, turbulence, and quickly changing visibility are some things to keep in mind and you should have a plan on dealing with changing weather before you take off.

Tips and Tricks

So you planned your cross country flight to a new location you wanted to check out, but you haven't been there before. During your flight planning you looked at your Airport Facility Directory and noted runway lengths, radio frequencies, traffic pattern altitudes, and gathered all other necessary information to conduct your flight safely AND legally. After landing at your destination airport, you realize the taxi-ways are puzzling and you feel as though your in a maze, you're lost at the Airport!, what can you do? All you have

to do is ask for "**Progressive Taxi Instructions**" and ATC will talk you through each phase of getting you where you want to be. So be



confident on the radio and at unknown airports, ATC will be happy to talk to you, all you have to know is a little "phraseology" and ATC will guide you through all intersec-

tions and taxiways, all you need to do is follow their instructions.

What if your close to your destination airport but can not find the runway or do not understand instructions from ATC who is directing you in (or trying to get into) the traffic pattern? All you have to do is say, "**Unfamiliar**", and ATC will also give you step by step directions. "Phraseology" can be a great tool, use it to your advantage!



In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks.

- Wilbur Wright

How Bad Weather Can Affect You

“A novice pilot is surprised when things do not go as planned, a good pilot is as equally surprised when things go as planned.” (A quote from an unknown Test Pilot.)

One of the leading causes of aviation accidents is continued flight into deteriorating weather conditions. Whether you’re flying VFR or IFR, bad weather is bad weather and Mother Nature is unforgiving. If you suspect that weather is getting worse and you can not complete a flight as originally planned, you should have

a back up plan and initiate it as at the first signs of deteriorating weather conditions. If the weather ahead of you looks bad, turn around! If the weather at your local airport is poor but your cross country flight destination is good, you should probably cancel your flight because you may not be able to get back to Gillespie. Think of what is going to happen before it happens, and most importantly expect and prepare for the unexpected.

Today, we as pilots have so many

tools to use at our disposal to get weather reports and forecasts; there is no excuse for getting yourself in a position where you can not complete a flight safely, because we should already know before we even leave the ground if a flight CAN be made safely. We can use weather briefers- 1-800-WXBRIEF, ATIS, DUATS, METERS, TAF’s, Prognostic, Radar, and Satellite charts to help us make a go no go decision. Use your brain and your eyes and look outside, these are your best “instruments”.



Mechanics Corner

HAPPY NEW YEAR!!!!

The Maintenance Department wishes you happiness and Prosperity!!!!

We all have at one time or another had a HARD landing. When we bring our Aircraft in for their Inspection cycle (Annual and 100 hour) we regularly find evidence of hard landings. This is usually evident by crushed motor mounts and occasionally cracks in motor mount frame at the oleo strut.

The main landing gear system is very robust on most aircraft, however the

nose strut (oleo strut) is an integral part of many things on the aircraft and is very delicate: it holds the nose off the ground and handles limited compression stress, and the metal portion of the engine mount collars to the Oleo pressing against the strut from the weight of the engine and the added G Forces from landings.

If a landing is hard enough to get your

undivided attention, please report it to Maintenance, it only takes a few minutes to inspect the aircraft. This is for your safety and those who fly that aircraft after you.

Practicing SAFETY every moment of your day will keep you Healthy, Alive, and out of the News.

Blue Skies!

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.

Cartoon of the Day:

