

# The Checklist

New England Aviation Academy quarterly  
Maine's premier Cirrus Training Center

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## WHAT WE DO, WHO WE ARE, WHY WE DO IT

Everything we do is based on our mission statement: *'New England Aviation Academy's mission is to train and educate our clients to fly the most advanced and safest General Aviation airplanes in the world with professionalism and standardization while employing encouragement and guidance in our teaching methods.'*

Our corps of six instructors have accumulated over 80,000 hours of flight time with backgrounds in the US Navy, Air Force, Marines, and General Aviation. In short, we didn't just get our wings.

We teach like we were trained; with safety, proficiency, and precision. We know how hard it is to learn how to fly. We take great strides to provide the proper pace, teaching techniques, and at the end of the day, keep it fun!



### From the Left Seat pg. 2

Earle Harvey: Chief Instructor Pilot talks about: *'Where we are, where we're going and how do we get there'*

### Ops Update pg. 3

Tony Alves: Ops Boss /Resident Marine  
Numbers, stats, and achievements

### CFI/II TCI Corner pg. 4

Chris Heminway on; Being your own training advocate improves the progress

**Video (s) of the Month** pg. 5 Short, worthy watches from both a Cirrus *and* aviation perspective

### Misc. Checklist items pg. 5

Achievements, upcoming events, looking ahead ....

## From the Left Seat

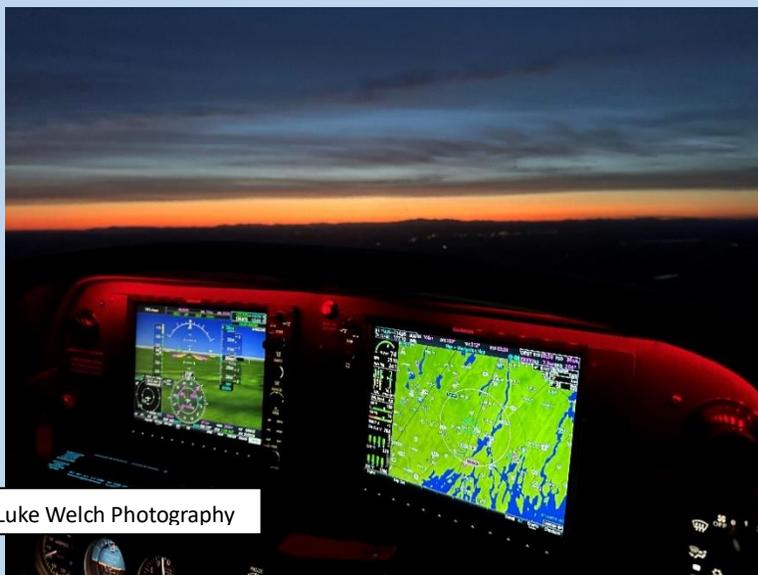
Hello everyone and welcome to Spring – *I think*. First of all, we at NEAA want to thank you for your continued business and interest in flying with us. Our business has grown substantially year over year since our start in 2020 and it is all because of you. As most of you know, we will take delivery of a new G7 SR20 aircraft on leaseback this summer and another one in mid-2025. The G7 is the newest version of Cirrus aircraft and greatly resembles the Vision Jet from the flightdeck and how flows and procedures are written and depicted, all while simplifying switchology. Even with these G7 advances, our G6 fleet remains the industry standard of a modern 21<sup>st</sup> century aircraft and will be flying for years to come. Keep in mind there are still G1 and G2 planes being flown every day, and we will continue to have our G6 fleet ready to roll.



We will be having a few major events this year at Hangar 5 at which we would like to open an invitation to you and your family. The first is **June 6<sup>th</sup>** at 4 PM, which is the 80<sup>th</sup> anniversary of the D-Day invasion at Normandy. We will be having a Cirrus Day where the latest and greatest planes will be on display, along with a catered buffet dinner and some speakers. We will be honoring a few veterans on this day as well to celebrate their contribution to our country. Secondly, on **August 2<sup>nd</sup>** we will be hosting a Great State of Maine Airshow party in our hangar to watch the Air Force Thunderbirds perform their practice show, which mimics the real show which will be held on that weekend. We will be having a burger and hotdog extravaganza, along with many other treats and refreshments. Please join us and bring your family and friends for an open hangar celebration. Many of you may recall that we held a similar event a few years ago for the Blue Angels.

Flight activity has been brisk (in between days of Maine

snow/rain/wind/sleet) with many checkride success stories which will be shared in a separate communication. Luke Welch has joined our team full time as a CFI and we look to add one more instructor this summer. My tip to all of you, whether you are a seasoned 3,000-hour pilot or a newbie, is to continue to learn the trade. Read Boldmethod emails and articles, become a member of AOPA and get their publications, get the IFR Training monthly magazine and read it religiously, join COPA to get all the benefits, and work on another rating to advance your skills and safety. The License to Learn is an axiom that we all need to live by as licensed pilots and members of the GA community.



Thanks again for all your support and see you around the Hangar. Earle

## Ops Update

Despite the toughest season of the year to fly in Maine, our fleet flew over 146 hours in February alone. This is a worthy accomplishment as at least one of our assets was in scheduled maintenance at any given time for a majority of last quarter. The hangar is back to full occupancy as our fleet gets ready for summer. Our new SR 20 G7 is expected to arrive early summer. The G7 has much improved avionics and will be a great addition to the fleet.

The NEAA Private Pilot ground school that kicked off in January with 11 students will conclude on May 15<sup>th</sup>. Students range in age from 13 to 70 years old. Our next ground school class begins in September. We're getting inquiries about the next instrument ground school, but will need at least 5 people to hold class. If you're thinking about getting an instrument rating in the future, let us know.

### **A few safety notes from Cirrus**

Cirrus' accident rate is 1/3 of the general aviation rate which is mainly due to Cirrus's insistence on training of each Cirrus pilot as well as the standardization of their instructors. The good news is both GA and Cirrus rates per 100,000 flight hours have been trending down since 2012.

In 2023 Cirrus aircraft experienced 33 accidents of which 12 were fatal. There were 6 CAPS events which saved 17 lives. In total since inception, there have been 126 CAPS pulls and 258 people went home to their families.

The down side is that there were two fatal accidents involving go-arounds. Make sure you keep up in your proficiency with this seldom but useful maneuver.

Cirrus Owners and Pilots Association, COPA, has been keeping track of over 40,000 SR 22 landings. Of these 25% had an excessive sink rate of at least 1,000 fpm below 500 ft AGL, an unstable approach. 10% had pitch attitudes of 3 degrees or less, (not enough flare), and 10 kts above stall speed, which would lead to risking nose gear 1<sup>st</sup> touchdown, prop strike nose shimmy, bounce or porpoising and loss of control.

These statistics are important to anyone who flies an airplane. It emphasizes the need to train, train, train every chance you get .... and never get complacent.

### **Tony Alves TCI, CFI/II**



Ever wonder where/how CAPS is housed?

Rocket and parachute exposed.

*This viewing port option is very cool but not available!*



## **CFI Corner**

### **The Importance of Self-Advocacy in Flight Training: A CFI's Perspective**

As a Certified Flight Instructor (CFI) with over three decades of experience, I've had the privilege of guiding countless beginner and advanced students through the intricacies of aviation. Over the years, I've witnessed a wide spectrum of learning styles and paces, reinforcing the notion that everyone absorbs knowledge differently. However, one crucial lesson stands out above all: the significance of self-advocacy in flight training.

Since I began teaching in 1989, I've encountered numerous instances where I, as an instructor, believed a student was ready to progress after mastering a particular maneuver. Yet, I've come to realize that what may seem like proficiency from my perspective may not necessarily reflect the student's level of comfort or readiness. This realization underscores the importance of effective communication between student and instructor.

As an instructor, my primary goal is to foster a safe and supportive learning environment. However, I cannot emphasize enough the role of the student in their own education. While I strive to gauge each student's progress accurately, I rely on their feedback to ensure that they are truly mastering the material and techniques.

Flight training demands a certain level of assertiveness from students. It's essential for them to voice any concerns or uncertainties they may have regarding maneuvers or concepts. This open dialogue allows instructors to tailor their approach to better suit the individual needs of each student. After all, the student's confidence and proficiency are paramount to their success as a pilot.

For students, it's crucial to recognize that flight training is not a one-size-fits-all endeavor. If a maneuver doesn't feel quite right or if further practice is desired, speak up. Don't hesitate to request additional instruction or repetition until you feel completely comfortable and confident. Remember, your success as a pilot hinges on your ability to advocate for yourself in the learning process.

Moreover, self-advocacy extends beyond individual maneuvers. It encompasses various aspects of flight training, including scheduling, lesson plans, and overall progress. Students should feel empowered to communicate their preferences, concerns, and goals openly with their instructor. This proactive approach fosters a collaborative learning dynamic, ultimately enhancing the educational experience for both parties.

In my years as a CFI, I've witnessed firsthand the transformative impact of self-advocacy in flight training. Those who actively engage in advocating for their own learning tend to excel and develop into confident, competent pilots. Conversely, students who remain passive or hesitant to speak up may find themselves struggling to reach their full potential.

In conclusion, effective communication and self-advocacy are cornerstones of successful flight training. As a CFI, I encourage all students to take ownership of their learning journey and assertively communicate their needs and preferences. By doing so, you'll not only enhance your learning experience but also lay the foundation for a lifetime of safe and enjoyable flying.

**Chris Heminway TCI, CFI/II,**

## Video of the Month

### [Tour the new Cirrus SR22 G7](#)

Hot off the assembly line: Introducing the new Generation 7 ... arriving at NEAA this Spring

## Misc. Checklist items

Solo, Instrument rating, Private Pilot License, and assorted written tests head the list of accomplishments our students have attained this past quarter. Congrats to Scotty Linscott, Bennett Johns, Collin McCarver, Max Gramins (Inst), Patrick Dimick, Jesse Laughlin, Matt Kendall (Advanced Transition), Mike Verville (Inst written), Jerry Zinni and Sam Rice (PPL written). They put in the work and got the intended result! Getting to the point of flying without your CFI in VMC or IMC is when the enjoyment begins.

## Afghan Air Force Pilot Lands at New England Aviation Academy



Meet **Farooq Safi**, a recent asylee from Afghanistan. On 15 August 2021 his life changed drastically when he went to work as an Afghanistan Air Force Blackhawk pilot in Kabul. As he left for work, he remembers his father saying two words which became prescient, “Be careful”. Arriving at the airport for work, he realized that the Taliban had taken total control of Kabul. Everywhere he looked he saw chaos. Once at his base of operations, seven pilots and a handful of maintenance technicians sensed the ‘handwriting on the wall’. They quietly signed out two C-130 Hercules aircraft and quickly loaded them with essentials. They took off and flew towards Uzbekistan airspace not knowing what would come next. Once there they entered a lengthy holding pattern until the country of Uzbekistan would grant their entry. On the ground they declared their desire to apply for asylum status. Many months, various asylee camps, and mounds of paperwork later, Farooq arrived in Lewiston, Maine as an approved asylee. He now works at the Maine Immigrant and Refugee Services simply to make ends meet. He is hopeful to receive Green Card status in the near future.

NEAA met Mr. Safi via Jen Fulmer, former Executive Director at ‘Boots2Roots’. It became immediately evident that Farooq is passionate about the prospect of life in the US and that his sole desire is to continue his aviation career. Whereas other pilot friends from Afghanistan have chosen to go into other fields of endeavor, Farooq is focused on his love of flying. Fleeing his home country left him with virtually nothing but the clothes on his back and scant records from his initial flight training. The bulk of his training came from US military and defense contractors assigned to the Afghanistan Air Force.

New England Aviation Academy has taken an interest in Mr. Safi following standard Department of Homeland Security protocols and has donated his ground school enrollment costs. Our cadre of CFI’s have also bought his first Cirrus flight. It’s a long road ahead of Farooq, and an expensive one. A GoFundMe page is being set up by Ms. Jen Fulmer to address this issue. If interested in promoting Farooq’s journey, please reach out to Tony or Earle at NEAA to get contact information for Jen Fulmer.

**New England Aviation Academy, 112 Orion Street Suite 305, Brunswick, ME 04011**