

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!

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

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Pro tips, opinions, 'Been there / done that' stories ... because they have!

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Achievements, upcoming events, looking ahead

From the Left Seat

Happy New Year to everyone! All of us want to thank you for making NEAA possible by choosing to fly with us. We appreciate your business and interest in flying the best GA aircraft in the world.

NEAA has put an order in for a new SR20. Delivery date: mid-2025. We continuously need to update the fleet as time and hours wear on. We will be leasing another new SR20 which will be delivered in mid-2024. Our SR22, N888FU, is flying a lot and is a great tool to get somewhere fast and with icing protection.

Luke Welch has joined the CFI ranks at NEAA after his graduation from Embry Riddle Aeronautical University. Luke is a welcome 'youthful' presence at NEAA He's currently working on his CFII and A&P. He will be a valuable asset to NEAA.

Follow the checklists, fly safe, and do not forget to check icing reports and runway FICON NOTAMs this winter.

Earle Harvey
NEAA Founder and Chief Instructor
Pilot

Ops Update

Getting our students across the finish line of their objectives is of primary importance right behind safety of flight. To that end we (and Cirrus) are getting the job done.

Finishing 2023, we have 26 active students on board with more waiting to begin their training. We guided 7 pilots to achieving their Private Pilot license and as of this writing, 3 to pass their Instrument checkride.

In 2023 our Cirrus SR20's and 22's flew just under 2000 hours of flight time with another 300 hours devoted to our Cirrus simulator. In addition, our team of TCI's completed 2 Private Pilot and 1 Instrument ground school. The next PPL ground school is scheduled for February '24.

Student progress is taken very seriously by our team of CFI/II's at NEAA. This makes scheduling of training events, CFI/II time, and aircraft assets critical with regard to keeping students on track with persistent repetition; therefore, requests and changes can only be approved through the Director of Flight Ops.

Tony Alves
Director of Flight Operations

CFI Corner

Putting Yourself in Your Student's Position

Briefing a student pilot for a couple minutes on the wing of the airplane won't cut it anymore in the age of glass cockpits, ADS-B, and composite fiber airplanes. Your students deserve better in the complexity of aviation in the 21st century. My previous lives in aviation ingrained in me the necessity for a thorough preflight briefing. It never mattered how mundane or how many times the mission had been done in the past, a briefing not only laid out the specifics of 'the plan' but allowed for questions, concerns, and comments from other crew members. Student pilots under a CFI's guidance are not in the same category as these former crew members in terms of their experience and therefore, we should not expect the same level of overall understanding. As a CFI we need to be vigilant for the *underlying* question that may loom in a student pilot's mind, but only sometimes gets asked. Why are we doing this? What's the point of this exercise? Why is this important?

I remember being introduced to the Chandelle, S-Turn, Turns about a Point maneuvers. After 40 years of flying outside of the GA arena, I had never seen them and wondered aloud 'what's the point of this exercise'. An explanation of the 'why' by my CFI made it clear and gave it meaning, thus making it more important in my mind and a valid learning device. It wasn't so much about the maneuver as it was about why the maneuver was important to some other aviation skill; instrument scan, winds aloft, essential eye-hand motor skills, etc.

I distinctly remember my initial spin training in the Navy's T-34 Mentor back in the 70's. While the recovery procedure was hammered into my brain, the reason 'Why' it would happen became primary. It led to the subjects of wing aerodynamics, critical AOA, and rudder control – essential (new) concepts considering my low level of experience.

Pro-tip for CFIs: Be proactive: Think about the questions your student's may have regarding the elements of their lesson. Remember back to your days as a student pilot and how you felt about new experiences: excitement, anxiety, anticipation, maybe even outright fear. Give them an idea of what to expect, when it will happen, and especially the 'Why'. And then, always follow up with encouragement and confidence that you have their back in the learning process. Know that most of what you teach them is in the category of being 'a first' and by addressing these questions in the Preflight Briefing it will enrich their overall aviation knowledge.

Finally, lets address the importance of the preflight briefing. The typical pilot mentality wants a detailed plan, wants to minimize inflight surprises, and has a certain need to mentally fly the mission before he/she ever gets to the airplane. Put yourself in your student's position. The student pilot really needs this clear vision as to what will transpire in his/her life over the next hour or so. Give them the same picture that you envision.

Scott Ruppert CFI/II, TCI, ATP

Video (s) of the Month

[Min or Max: Maneuvering Speeds and How We Train for Uncontrolled Flight](#)

Recovery from Uncontrolled Flight is important but let's focus on it's Prevention --- Sent in by NEAA's newest instrument rated pilot, Max Gramins

[Cirrus CAPS: To Pull or Not to Pull - The answer should not be that hard](#)

Low altitude emergency requiring a critical PIC decision: QUICK! What would you do?

[Tour the new Cirrus SR22 G7](#)

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

Misc. Checklist items

Instrument rating, Private Pilot License, assorted written tests, and an A&P license head the list of accomplishments our students have attained this past quarter. Scotty Linscott, Madison Nortz, Alex Martinez, Luke Welch, Max Gramins, and Damien Sacanni 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.

How does NEAA rank in the 'Cirrus-verse'?: (Hint: pretty darn good!)

Stats just announced for the year ending in December 2023. **NEAA was the #1 Cirrus Training Center (CTC) in 3 out of 5 categories in the national Small Market division.** A Small Market on a national scale is defined by Experian as the number of 'qualified individuals within a 30-minute drive of each respective CTC. NEAA didn't score below 8th in the other 2 categories. Quality of instruction, ability to use our resources efficiently, and word of mouth from our students are the driving factor in our success. And we have no thought of pulling back on the throttle!



Creator: Michiel Kneefel

SR22 G6 Perspective+ w/QWERTY



Creator: PRNewswire

SR22 G7 Perspective+ with 14" touchscreen displays

Present and future cockpits of the NEAA fleet

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

