



Cirrus Full Motion Simulator

Our Cirrus Sim will soon be up and running in North Las Vegas. The simulator is full-motion and a great way to sharpen IFR & VFR procedures, practice emergencies, and maintain your proficiency. Check www.theflightacademy.com often to see our new courses and promotions.

Join Us For An Alaskan Fishing Expedition!!!

The Flight Academy is leading a trip to Southeast Alaska at the end of August for a 4-day, 3-night flying and fishing excursion. Please visit our Web site for more information. www.TheFlightAcademy.com/alaska.html



Article Tips

If you have a great flying adventure you'd like to share with The Flight Academy group, please email it to us at newsletter@TheFlightAcademy.com

The Flight Academy's 1st Edition...

Welcome to the first edition of The Flight Academy Newsletter! This newsletter represents our effort to share some of our experience as pilots and flight instructors of Cirrus aircraft, as well as keep in touch with our clients and friends. We hope that you will find our tips and insights beneficial. Enjoy!

Flying in These Hot Summer Months

We are now solidly in the summer flying season and that means conquering the mysterious hot start. There are many different techniques floating around and The Flight Academy is willing to concede that there may be more than one way to skin a continental; however, here is our technique and a brief description of what is happening to your engine.

(For aircraft with the high pressure prime switch)

Hot Start

- Mixture full rich
- Throttle full open
- Prime long enough to see the fuel flow needle spike, this means you have broken through the vapor lock. Release the Prime as soon as the needle rises so you don't flood the engine.
- Throttle ½ to 1 inch open (more than a cold start)
- Crank starter.
- Reduce RPM to 1000 when the engine is running smoothly (just a few seconds)

What's happening?

During the normal hot start the engine is vapor locked because the fuel injection lines run above the cylinders. When the engine is shut down the heat from the cylinders vaporizes the fuel that is stagnant in the lines.

How does this technique help?

The reason we open the mixture full rich is to allow the fuel to have the most force when we use the high pressure prime switch to break the vapor lock in the fuel line. The throttle is opened full while priming to allow the most air to reach the cylinders so that we don't flood the engine. During the hot start there is plenty of fuel in the cylinders and more air is needed so that there isn't an over-rich mixture. This is the reason for the throttle to be open more than a normal start.

Things to watch out for:

If the prime is left on for too long while breaking the vapor lock, the engine will be flooded. If this occurs, start the engine with the mixture closed and the throttle full open. When the engine catches, set the mixture to full and quickly reduce the throttle to 1000 RPM (a quick reversal of the levers' positions).

Cranking should be limited to 10 seconds so as not to overheat the starter. If all of this fails, get an eyelash from a toad, a newt's whisker and a live chicken ... then read the next issue where we describe the voodoo hot start potion.

The World's ...

During our more than 12,000 flight hours in the Cirrus, we have had the pleasure of visiting many of the wonderful places in North America, the Caribbean and even Europe. In our travels, we've noticed a uniquely American trait in which towns pride themselves as being world famous for a particular food, structure, or geographic novelty. Within each edition of our newsletter, in addition to bringing you relevant flight information, we will highlight amusing facts about towns that feature some of the World's biggest and best. Examples include "Home of the World's Largest Burger", "Home of the World's Longest All Wooden Bridge", and our first feature...

Pierre, South Dakota:



*Home of the World's
Largest Earth Rolled
Dam.*

It's like 'Pier" though spelled like a French name. The locals will lynch you for saying it wrong.

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Newsletter@TheFlightAcademy.com

Good Grub

Why do we fly? There have been many philosophical musings on this topic, but let's face it: The \$400,000 hamburger is a force stronger than the gravity that pulls us to the ground. If you are looking for a unique, fun restaurant that you likely wouldn't encounter unless you were flying, then stick with us. Each edition, we'll introduce you to a different restaurant that's worth a stopover. We believe the greatest and most memorable meals are often found in the most out of the way places. What better reason to break the surly bonds of earth than a great sandwich in San Antonio?

San Antonio, T.X.

The Brown Bag Sandwich Shop is a quant little lunch spot located next to San Antonio international (KSAT). We landed at KSAT and parked over at Million Air where they have a Jaguar for a crew car. We drove about 2 miles to The Brown Bag Sandwich Shop. Exit the Million Air, take a left, go 2 miles and it's on your left. This restaurant is a small operation in an old building, which looks like it was a house at one time. Each day they have a different hot sandwich special, which are very good. I would recommend the Chicken Fajita Pita pocket, Chicken Salad, or the Turkey Avocado and sprouts.

Where is this?

Our many training sessions have taken us across the globe, to beautiful and interesting places that have been forever captured on film. Do you think you can identify this location?

Please send your guess to Picture@TheFlightAcademy.com.

The answer will be in the next issue.



Garmin Tips of the Month

The Extended Centerline

Tip#1:

When trying to figure out where final is for an unfamiliar airport or when trying to find a particular radial from a VOR, it can be useful to have the Garmin represent an extended line from that place to increase situational awareness.

Example: You are flying into First Flight Field at Kill Devil Hills, N.C. and you want to land on runway 02... but you aren't sure where the final approach course is and haven't picked out the runway.

Method 1

- In the flight plan chapter (FPL button), turn your cursor on by pressing in the right hand knob.
- Rotate the large outer knob to highlight KFFA.
- Press direct.
- Rotate that same right hand outer knob 5 clicks to highlight the course (CRS) field.
- With the small inner knob rotate until you have selected 02 (We're setting the heading of the runway).
- Use the large outer knob to move one place setting to the right.
- Use the small inner knob to select 0.
- Now press enter twice and viola! You now have an extended centerline for runway 02.

Method 2

- Ensure the KFFA is the point you are navigating to either as part of you flight plan or by selecting Direct To.
- Ensure the Garmin is in GPS mode (toggled with the CDI key between GPS and VLOC).
- Press the OBS key on your Garmin.
- Rotate the * NAV CDI needle on your PFD, Sandel, or Century HSI to 020 (the runway heading).
- The course will be displayed on the Garmin's map (NAV group, page 2) but not on the MFD
- Press the OBS again to display the course on the * MFD.

Tip # 2

Example: You have attempted an IFR approach and went missed. You decide to try a different approach and want to go about selecting that approach from the Proc page. What nonstandard occurrence happens?

After attempting an IFR approach, upon loading another approach the Garmin will automatically activate the new approach even if you only selected load. Be careful in this situation as it will remove the current approach and delete the current hold you are in or headed toward. Wait until you are cleared for the second approach before loading it in the Garmin.

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