



# Robinson Review

May - 2012

Happy Spring!

## CONGRATS!!!

Milestones achieved this past month include:

Private Pilot!

Josh Morton

Joe Newkirk

Bob Oetjen

Aaron Mentkowski

Gene Brown

Aaron Mentkowski

Initial Solo!

Roger Levine

Cristian Banegas

Chris Mcneil

Cristian Banegas

Danny Silva

Aaron Mentkowski

Devin Tichy

Cristian Banegas

Initial Solo X-Country!

Chris Mcneil

Cristian Banegas

New Aircraft Owner!

Al Rossini

## The Return of Dinner Flights And More!

One of the joys of Summer flying is the monthly Robinson Aviation Dinner Flight! May 19th marks the return of Dinner Flights, with our kickoff to Lincoln Park Airport (N07) and the fabulous Sunset Pub and Grille. No drinking for pilots, but feel free to have a cocktail, passengers! This flight is sure to fill up fast, so please call the Flight Department ASAP to reserve your seats. As always, preference will be given to flying pilots over passengers, but we do encourage you to bring someone along!

We will depart HVN at 1730 sharp. Flying pilots should plan to arrive by 1700 to pre-flight.

If you have other friends off-airport that would like to fly in as well, please encourage them to join us!



## Summer Weather



Summer is almost here, and that means nice weather, vacations, and lots of flying! Like Winter however, Summer carries its own unique weather phenomena that need consideration in planning flights.

**Fog:** Anyone that has ever been to Nantucket may be very well familiar with its fog. Surrounded by cold water, Nantucket is very susceptible to advection fog. This occurs when a low-pressure system or a sea breeze brings in warm, moist air over the cold ocean. As this warm, moist air flows over the cold water around Nantucket, it gets cooled to its dewpoint, at which time water in the air condenses, forming fog. This rather thick fog can appear quite rapidly and can persist well into the afternoon, becoming a challenge, even for IFR pilots.

**Turbulence:** During the morning, the sky is often clear. As the day goes on, small cotton-ball-looking clouds (fair-weather cumulus) start to form, the result of warm, rising columns of air. These columns of air, called thermals, are caused by the Sun heating the Earth's surface as the day progresses. When the rising air in these thermals is cooled to the dew point, the water inside them condenses onto microscopic particles of dust, smoke, salt, pollen, etc. to form these clouds. As one can imagine, when trying to fly an airplane through these thermals, the ride can be quite bumpy. To seek relief, simply climb above these clouds, and the ride should become smoother.

**Thunderstorms:** Hot, sunny, humid days; perfect Summer weather, but also the perfect recipe for airmass thunderstorms. Like the example of turbulence above, as the Sun heats the Earth's surface, thermals of air start to rise. If the air is very unstable and humid, these cumulus clouds can grow and grow, eventually reaching the tipping point becoming cumulonimbus, aka thunderstorms. While these thunderstorms are usually small, weak, and short-lived (less than 30 minutes), they still pose a hazard for aircraft flying near them.

Part of planning a flight is obtaining a proper weather briefing. Using the information provided, we engage in aeronautical decision-making. If things don't look good now, try flying later, earlier, or even a different day. You have the whole summer to look forward to, so why risk it for a day?



## WELCOME!

Please welcome the following new students and renters!

Randy Brown  
Ruhullah Mehirdel  
Jorge Ubilluz  
David Phelps  
David Mc Grath  
Roger Levine  
Chris McNeil  
Valentina Greco  
Emily Swiatek  
Ryan Sabo  
Andrew Moore  
Joseph Mazzeo  
Devin Tichy  
Raymond Moy  
Sarah Azam  
Jim Kovak  
Leo Connors  
Jonas Littman

Evan Chai  
Alex Ziemkiewicz  
Ryan Schwartz  
Steve Rebillot

Even veterans  
need check-  
lists.

Why sterile cockpits save  
lives.



## The Importance of a Sterile Cockpit

Twenty four years ago, in 1988, the flight crew of Delta Air Lines Flight 1141, a Boeing 727, spent 17 minutes chatting with a flight attendant in the cockpit while taxiing for departure at DFW International Airport. During the two minutes between the flight attendant's departure from the cockpit and the initiation of take-off roll, the flight crew started the Nr. 3 engine and conducted the before-take-off checklist. In their haste to prepare for departure, the crew apparently failed to set the flaps for take-off, an omission that was not identified during the crew's checklist recital. Seven seconds after take-off rotation, the aircraft's stall warning system activated. Seconds later the aircraft plunged to the ground. There were 15 fatalities and 26 serious injuries.

Although the sterile cockpit has enhanced aviation safety, it is difficult to estimate the number of accidents and serious incidents that it has prevented. Where non-compliance has led to accidents and incidents, the unfortunate results are obvious. Delta Flight 1141 is one such example. Each year the ASRS receives scores of incident reports that illustrate deviations from the sterile cockpit. Typical are remarks such as "If we [had] adhered to the sterile cockpit this situation probably would not have occurred".

Do not forget that summer is near, and therefore on the ramp we'll have more aircraft of all types and sizes, thus creating a huge distraction for all who operate GA aircraft. Always comply with the checklist before moving on the ramp, remember to look outside while taxiing, and be ready to stop at all the times.



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