

# Robinson Review

August, 2010

Holy hot out there, Batman

CONGRATS!!!

## Initial Solo!

Doris Bernardi  
Rob Visker  
Vicenzo Falcone  
Rob Visker

## Initial Solo X-Country!

Vicenzo Falcone  
Rob Visker  
Dawn Phan  
Rob Visker

## IOE at Colgan Air

Jeff Moskey  
Dave Shemella

## Hyannis / Dinner Flights Return

Well it only took three tries, but we did, finally, make it to HYA for our July Dinner Flight. And boy, was that worth the wait. Not only did the cab ride go without a hitch, it was cheap, and quick. Not only was the restaurant on the water by the marina, it was fantastic, and attentive. We had one of the best 'marina-side pub fare' dinners yet. The Dockside Restaurant does not stand out from the street; in fact, we were nervous it was a take-out joint. But once we

swung around back, we noticed the tables, umbrellas, and the unmistakable smell of Caribbean BBQ. And Oh. My. Gosh. It was fantastic.

Join us next month as we head to Newburgh for our triumphant return to Torches on the Hudson. Torches is one of the best restaurants we go to on Dinner Flights, and it's no wonder why: located right on the Hudson River, and with a deck completely lined with torches, and an enormous salt water fish tank wall inside, this place is out of control. RSVP ASAP!



## Cirrus Update



Attention all competitors! Robinson Flight would like to announce a competition regarding the newly-added Cirrus, N122FA. It's up and running and ready to go, so here's your challenge:

The first person to successfully complete and pass the ten (10) hour transition course, as defined by the Cirrus Transition Course ® syllabus, will be awarded **one free hour** in the aircraft!

Competitors may only take one lesson, with a maximum block-time of three hours, per day. For a complete list of details regarding the competition, contact Mike Romei.

Let the race begin!

## Welcome!

Two welcome columns in one week! Awesome!

We would like to extend a very warm welcome to our new Maintenance Department Manager, Ganesh Persaud.

Ganesh comes to us from 5B2, Saratoga County Airport in upstate New York. Ganesh has resounding experience from both his days in the service, and his work at Saratoga Springs. You can read some very nice comments about Ganesh and his professionalism on Airnav, under the 5B2 airport comments.

As always, if you have not stopped by to meet Ganesh yet, please do so. We think you will be very pleased with his knowledge base and professional care.

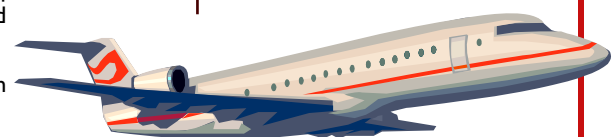
Please join us all in welcoming Ganesh to Robinson Aviation and New Haven, CT.



## Welcome!

Please welcome the following new students!

David Biller  
Steven Bronit  
James Lynch  
Donnie Mac  
Keith Marquis  
Richard Rodgers



## Pilot's Log

The Severe Weather Avoidance Plan is a relatively new program put in place by the FAA during any severe weather surrounding an airport; either departure or destination. During normal operations, for IFR flights, departure fixes, or "gates," are used to allow a smooth traffic egress from an airport, transitioning to the enroute portion of the flight. However, when severe weather threatens to close these departure fixes, SWAP comes into play. By closing the affected



fixes, and re-routing planes through different departure gates, ATC can control flow and keep them away from potentially hazardous weather.

While training, we often hear an ATIS broadcast that ends with, "severe weather avoidance procedures are in effect." This is SWAP. While it does not affect VFR travel, it is important to know what is going on. Not to mention, if an airport is in a severe weather program yet still VFR, one can expect some ugly weather to be rolling in sooner than later.

It is important not to confuse SWAP with regular traffic flow (referred to as 'flow' by ATC). Flow is just as it sounds; controlling the amount of aircraft inbound to a specific destination simultaneously. This helps reduce congestion, increase

safety, and allow a smoother overall traffic 'pattern,' if you will.

So be alert; if you hear any mention of SWAP, the nice VFR weather may quickly deteriorate into rather nasty thunderstorms, or other dangerous situations. As always, if you suspect poor weather approaching, it's best to stay put, rather than trying to outrun whatever is coming. More often than not, because of the cyclonic movement of air associated with a low pressure system, we cannot outrun the weather coming in from behind us. So why risk a potential accident? →



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