



# ***Getting the Most From Your Flight Training***

**Become a better pilot,  
Pay the least, Get the most,  
and Finish quickly.**

**2nd Edition**

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*“...the safety of the operator is more important than any other point.  
Greater prudence is needed rather than greater skill.”*  
— Wilbur Wright, 1901

Purpose of this guide: This guide is meant for pilots to prepare for flight training & Checkrides. As a review and reference book for all pilots, it strives to present the information to keep you current. I would love to hear from you regarding your experience with this guide. Often pilots comment about the right way, the wrong way, and the FAA way. The result is most pilots chose the “practical way” which is a combination of all three. I caution all pilots to err on the side of the “safe way” so that you do not become a statistic.

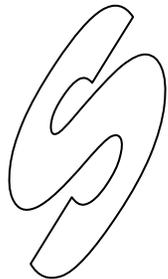
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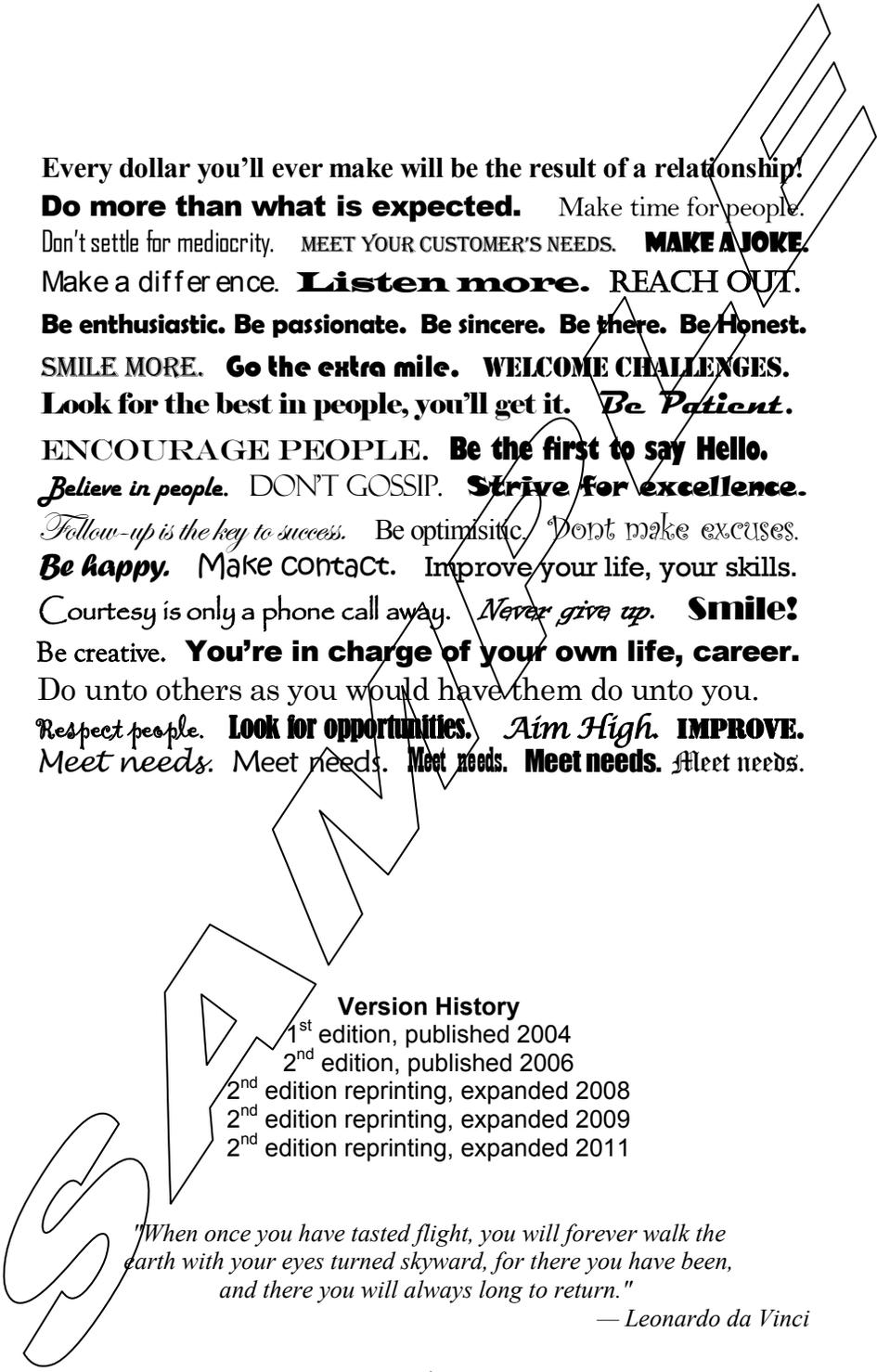
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Every dollar you'll ever make will be the result of a relationship!  
**Do more than what is expected.** Make time for people.  
Don't settle for mediocrity. **MEET YOUR CUSTOMER'S NEEDS. MAKE A JOKE.**  
Make a difference. **Listen more. REACH OUT.**  
**Be enthusiastic. Be passionate. Be sincere. Be there. Be Honest.**  
**SMILE MORE. Go the extra mile. WELCOME CHALLENGES.**  
**Look for the best in people, you'll get it. Be Patient.**  
**ENCOURAGE PEOPLE. Be the first to say Hello.**  
*Believe in people.* **DON'T GOSSIP. Strive for excellence.**  
*Follow-up is the key to success.* Be optimistic. *Don't make excuses.*  
**Be happy.** Make contact. Improve your life, your skills.  
Courtesy is only a phone call away. *Never give up.* **Smile!**  
Be creative. **You're in charge of your own life, career.**  
Do unto others as you would have them do unto you.  
*Respect people.* **Look for opportunities. Aim High. IMPROVE.**  
*Meet needs.* Meet needs. **Meet needs. Meet needs.** Meet needs.

#### Version History

- 1<sup>st</sup> edition, published 2004
- 2<sup>nd</sup> edition, published 2006
- 2<sup>nd</sup> edition reprinting, expanded 2008
- 2<sup>nd</sup> edition reprinting, expanded 2009
- 2<sup>nd</sup> edition reprinting, expanded 2011

*"When once you have tasted flight, you will forever walk the  
earth with your eyes turned skyward, for there you have been,  
and there you will always long to return."*

— Leonardo da Vinci

*“How many more years I shall be able to work on the problem I do not know; I hope, as long as I live. There can be no thought of finishing, for 'aiming at the stars' both literally and figuratively, is a problem to occupy generations, so that no matter how much progress one makes, there is always the thrill of just beginning.”*

— Robert H. Goddard in 1932 (1882-1945)  
The Father of Modern Rocket Propulsion

# Beginnings



# Being a Better Aviation Consumer

Here's how the story starts:

SAMPLE

# Getting Started as a Private Pilot

SAMPLE

**Step Three: What it costs**

SAMPLE

## Learning Modality

SAMPLE

*“There are two kinds of airplanes -- Those You Fly and Those That Fly You . . . You must have a distinct understanding at the very start as to who is the boss.”*

*— Ernest K. Gann*

# **Becoming a Better Pilot**

## How Do We Rate Pilots?

SAMPLE

# Flying Discipline

SAMPLE

### #3 - Running Out of Fuel

Metal Bender Prevention

SAMPLE

## A Few Thoughts on Collision Avoidance

SAMPLE

# Flight Operations Threat Analysis

A great way to avoid threat and resist error is performing a briefing. Briefings can bring an added element of safety to your flight by reviewing the threats for your flight, your takeoff, your approach, etc. Pilots who perform quality briefings, even single pilot, exhibit active leadership, airmanship, and professionalism. Much has been written in these pages about Threat & Error Management. This article introduces a tool you can use on every flight. The FOTA briefing.

The Flight Operations Threat Analysis (FOTA) briefing analyzes the threats facing the flight so that pilots can perform active avoidance of potential problems that can occur during a flight. You learned from the Threat & Error Management model that if you avoid the threat, it usually doesn't occur. Your avoidance activities will go a long way to minimizing a threat even if it does occur and results in easier threat management. If your threat management is successful, then the error is resisted and prevented.

An active Threat & Error Management mindset is required for today's complex operating environment. The FOTA briefing model used for every flight will go a long way to bringing an "airline level of safety" to your flying.

## The briefing items include:

**Security:** any security related concerns, TFRs, etc.

**Weather:** departure, enroute, and arrival weather conditions were reviewed during your flight planning. The high points are covered here. Any items from your Personal Minimums Checklist which are at your limits should be included also.

**Airport:** conditions such as runway/LZ slope, size, type, and condition were reviewed during your preflight planning. Concerns should be listed here along with any parameter near its limits. For example wind conditions may be at or near your maximum demonstrated crosswind limitations for your aircraft.

**Pilot:** your experience considering the parameters of your flight, including recency, and any items from your Personal Minimums Checklist which are at your limits should be included also.

**Aircraft:** any airworthiness issues, inoperative equipment should be listed. Any performance considerations from your preflight planning

should also be listed (i.e. takeoff and landing charts, etc).

**Flight Plan:** any concerns in your fuel plan, altitudes in use, enroute emergency plans, and time available for the flight should be considered and listed.

**Other:** any other considerations that affect the safety of your flight should be listed.

There is a blank form in the back of this book that you can photocopy to use for your briefing purposes.

To the right is a sample form.

See the end of the book for some blank forms you can photocopy for your flights.

## Flight Ops Threat Analysis

Security

No concerns

Weather

- Low IFR expected 1 hour after scheduled arrival.  
- Thunderstorms south of course.

Airport

Arrival: taxiway F closed

Pilot

Low IFR experience > 1 year ago.

Aircraft

ADF in-op

Flight Plan

No concerns

Other

FBO closed at alternate at ETA

# Introduction to the Flight Review

SAMPLE

## Losing the Edge

SAMPLE

# Please Register

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[www.cfidarren.com/register.htm](http://www.cfidarren.com/register.htm)

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Protect your investment and register so that you can receive free publication updates, monthly newsletters, aviation safety notices, and free video training.

*“More than anything else, the sensation of flying is one of perfect peace mingled with an excitement that strains every nerve to the utmost ~ if you can conceive of such a combination.”*

*— Wilbur Wright (1867-1912)*

# **Ground & Flight Instruction**

## Researching Flight Schools

When you call flight schools these days, its hard to get the information you're looking for. They don't have the time or motivation to spend hours with prospective students talking about their 10 hours of accumulated

SAMPLE

## **You're In the Driver's Seat**

We're in a consumer society filled with self-designed 'needs' and feed-me, make it easy mentality. We want the shortcuts, the easy path of minimal pain, so we can focus on our own wants. This has students

## You Get What You Pay For

Flight training sure is expensive! Every year, I watch rental rates increase. Gas costs more. Insurance costs more. Flight Instructors cost

SAMPLE

## Things Flight Instructors Worry About

The most amazing job in the world is being paid to fly. It doesn't matter if it's riding in a tinder-box 172 or an air-conditioned King Air, the best

SAMPLE

## Tactics for the Professional CFI

Professional CFIs take to heart key goals in their mission of providing the very best professional instruction.

SAMPLE

*"Aeronautics was neither an industry nor a science.  
It was a miracle." – Igo Ivan Sikorsky (1889-1972)*

# **Earning Certificates & Ratings**

## Why You Should Do Your IFR Rating in a Twin

At least weekly, I'm asked:

- I want an airline career. When should I get my multi rating? After

SAMPLE

## Working Together on Your IFR Ticket

The instrument rating requires 40 hours of hood time, but only 15 hours must be with a CFI. Is it really possible, that you could pay a CFI for 15 hours and still accomplish an instrument rating? Yes! Working with

SAMPLE

*“What freedom lies in flying, what Godlike power it gives  
to men . . . I lose all consciousness in this strong immortal  
space crowded with beauty, pierced with danger.  
— Charles A. Lindbergh (1902-1974)*

# Appendices

- Topics
- A. Personal Minimums Checklist
- B. Metric Conversion Tables
- C. Aviation Mnemonics
- Forms