

Hello From Airfreddy



I will start of with my introduction to you. I would like to thank you for choosing me to help guide you thru the process of getting your pilot License. First I feel it is important to tell you a little bit about myself.

I first started flying when my brother got me a gift certificate for flying lesson as a Christmas gift. This was back in about 1985. The gift certificate was for \$300 and got me about 5 hours of flight time in a Cessna 152 with a flight instructor.

I went down to the flight school in Saratoga Springs, NY. and scheduled my first flight. A few days later, I went for my first flight and had that great feeling of freedom that comes when you get in a plane. After that I flew every Saturday until my flight time had run out. Since my brothers company had two airplanes I was always interested and flew with my brother in the company C-182.

At the time I was going to college and working construction at the same time. I did

look into the service and inquired about Joining the Navy (this was just after top gun came out) without a four year degree I was only eligible for one of their programs. That program would have kept me in the service for 14 years. I didn't have a problem with 4 years but 14? That was an awful long commitment for the chance of an F-14 No guarantees. So I decided to look at other options.

Eventually I decided on the Sierra Academy of Aeronautics in Oakland California. I went out to California for a weekend to look at the school. After I returned to New York I informed my friends and family I was going to move to California to go to flight school.

Within three weeks I was in California beginning my flight training at a FAA Approved Part 141 Flight school on the other side of the country. Within a year I had all of my ratings thru Multi engine flight instructor and was looking at Arizona.

I moved to Arizona and have been here ever since. I still go back to New York and would eventually like to go back and fourth once a month or so.

I started flight instructing for a local Flight School for about 2 years. At the same time I went back to school and Graduated from Embry Riddle Aeronautical University with two Degrees in Professional Aeronautics.

After that I was bouncing between Flight schools and Flying clubs as a free lance instructor. I was also working part time building experimental Glassair III Airplanes.

After a while I decided that I Should start leasing airplanes and eventually ended up owning 5 Airplanes and had three or four flight instructors working under me.

During the time I owned the flight school, I also donated my time to teach seminars for the FAA and The local EAA (Experimental Aircraft Association.)

In 1998 I was one of the First Flight instructors in the country that received the Master CFI designation Awarded by the National Association of Flight Instructors. I was right after my friend Greg Brown who was the first in the country. I don't know exactly what number I was but I was one of the First. This Designation was designed to award the most dedicated flight instructors in the country out of 29,000 flight instructors Nation Wide. At that point in time there were about 30 of us.

I continued running my flight school and flying with students. At one point in time I worked for a local air charter business for about a year also.

In 2004 I decided that there was no way I was going to retire owning a flight school and I closed the doors and stopped flying for about a year.

In 2005 I was still getting calls from students who I had been flying with for over 10 years. So I decided to get back in the air again and once again I am teaching students. I now fly locally out of three airports in the Metro Phoenix area and still fly with some students who I have flown with for over 15 years.

To date I have probably trained over 300 students in the airplane alone. That does not include seminars or ground school classes that I have taught. I have listed my rating and some of my times below.

Pilot Ratings: Airline Transport Pilot – Multi Engine land
Commercial Pilot – Single engine Land
Flight Instructor – Airplane single / multi engine
Flight Instructor – Instrument Airplane

Total Flight Time:	About 17,000 Hours
Flight instruction given:	15,000 Hours
Instrument Flight Instruction Given	2,000 Hours
Tailwheel Instruction Given	1,000 Hours
Aerobatic Instruction	500 Hours

I am telling you this to let you know that I have been around for a while and have helped hundreds of students get their pilot Certificates. Not only have I taught Private Pilots, I have taught many Instrument Ratings, Commercial Pilots, Flight Instructors and Airline Transport Pilots. I owned a flight school for years and know the industry inside and out. That doesn't mean that you can't stump me. If you come up with a question I don't know right off the bat. I will find an answer for you. I am human also so yes I still make mistakes. If I do I will share them with you in my newsletters and blog posts so you can learn from them. Part of being a safe pilot is learning from your mistakes and the mistakes of others.

Early on in life I realized that I liked helping people. There were many times that other flight instructors would give up on students and I ended up getting the students thru. That in itself is a great feeling. I was not an instructor that would allow a student to quit. At the same time I tried to keep it as cost effective as possible.

I have been debating writing an e-book for quite a while. Recently I have been posting on many aviation forums and other aviation groups. To my surprise I have received many requests to write, and mentor students. And you know what; I am having a blast doing it. I have also looked around the internet and found many of the e-books out there on learning to fly are written by Private Pilots. If you were

going into surgery to have a brain tumor removed, would you want the doctor who was doing his / her first surgery to operate on you or would you want someone who has done it a few hundred times?.

I have done this a few hundred times :) I am also in the process of putting a mentoring program together. If you are on my email list I will keep you informed. I am here to help you understand the process. You have to remember I was once in your shoes and was a student pilot. Before that I was just dreaming and didn't know how to go about it just like you are now!

Ok you have probably heard enough about me. So it is time to get to your training. You may be flying now or you might just be looking into it. Either way I will help you out with stories, tips and tricks to help you become a safer pilot. Your flight instructor is ultimately responsible, but I will help you keep on track. I will also show you warning signs of things getting off track.

First I have organized the book in a manner to best help you with your flight training. You may read ahead if you like but I am going to take you step by step thru the process. First we will start off with what you can expect to spend and why. Then I will tell you about all the different options you have so you can make an informed decision about your flight training. I will give you checklists and things to look for when inquiring about your flight training.

Throughout the book I also have written many stories. Some of them may scare you. Remember that is not the purpose. Part of becoming a safe pilot is learning from your mistakes and those of others. I have put stories in specific places of the book so you can learn from the many things I have seen over the years. I have seen quite a lot, I can't say I have seen it all because every once in a while a student will ask me some question that is out there and sometimes a student will surprise me in the plane.

I have also put the stories individually in one chapter so you can find them all in one spot.

I will begin with the cost of training and what is all needed for you to become a SAFE PILOT. Many times the student will just say OK lets start flying and that is it. Then two months later the student doesn't have any money left and never gets certified. So we will go thru step by step from the beginning.

I am not going to get technical about this. All the books in the links section and the course you decide to take will cover this. My purpose here is to help and mentor you thru the certificate. I learned a long time ago that students need things to be kept very simple. So I am going to help you make sure you are on track. Then in the different portions of your training I am going to tell you ways that I have made things very simple for students. In an Airplane you have one main focus "FLYING THE PLANE" I will hammer that point to death here. Flying it self is not that difficult. It gets difficult when you get distracted from your number one job of "FLYING THE PLANE"

I have gone thru every maneuver that you will have to do for this rating. I have made simple checklists that you can download throughout this book. Everything you need for each subject is linked in the book.



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