



SAVE MONEY ON FLIGHT TRAINING...



Are you looking to save money on flight training, well then this is the article to read. On the average, U.S. pilots spend 60-80 hours of training for their private license. That amount of training can cost anywhere from \$5,000 to \$7,000 dollars, "a long ways from advertised prices". Sadly, many pilots quit halfway through their training due to financial reasons. This article is written in the hope that you, the reader, can keep your dreams and your career at full throttle with these cost-saving tips.

I am not an exception to the above mentioned national average, I had to struggle financially in achieving all of my licenses, but now as a teacher (CFI) I have gained a new perspective and point of view. Given the chance to do it all over again; I estimate I could have saved almost 3,000 dollars!!! From analyzing my, and all my students', training I will pass on my knowledge onto you.

Find a flight school with an organized curriculum where you meet 1-on-1 with your instructor. You will not save money by going to a second rate flight school with second rate aircraft and instructors. In the end you will have minimal flying skills and you will need remedial training to correct all the bad habits you learned. By the same token, going to a "pilot factory" won't save you money. A Query of NTSB records shows many accidents, even fatal ones, due to student error by

lack of training in those big flight schools known for pushing people through with minimum times. That said, find a Flight school certificated in Part 141 FAA standards, these are closely overseen by FAA inspectors ensuring maximum safety and peace of mind.

If possible save your money and pay your training in full, save at least 15% more than the package price from your flight school. Stopping amid training can cost you thousands because you will forget what you learned in the interim. The best solution is to get a large student loan from companies like Sallie-Mae or Key Bank USA. ADF can set you up with all the paperwork, "it's an investment in your future."

Never settle for an instructor you think is bad. If you feel your Instructor does not promote an environment in which you can learn, take action as soon as practical. First talk honestly with your CFI; most CFIs appreciate an honest critique. If nothing changes, talk to the owner or chief pilot and tell them you need to switch, always be polite and diplomatic.

Buy a simulator and a good joystick for your computer. Nothing fancy, and fly the hell out of it. You can practice and learn cross-country navigation and instrument flying. Learn VOR, NDB and GPS procedures along with holds and approaches. If used seriously instead of as a game you will save thousands.

Buy flight training literature and watch videos. I don't mean manuals because most of the time they are written too technical for the beginning pilot. Go to your bookstore and find a good "easy-to-read" book that you can use along with your manuals. Most schools, like ADF Airways, have videos of flight training. Watch these over and over because videos will provide a whole new point of view.

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LANDINGS 101



So you want landings that have your friends saying things like "That landing was softer than on American Airlines, <your name here> is an awesome pilot." While you give your admirers a big aviator smile, a wink, and a wave. Look no further; here are some tips that will take your landings to the next level.

➤ The first thing you must always remember is that "practice makes perfect". No matter how good you are, prepare to be rusty if you have not flown in 3-4 weeks. But you can assure yourself near perfect landings every time by following the following suggestions that I have picked up from my years of experience in training and teaching.

➤ The golden rule of landings, which I firmly stand by, is that "a good landing begins with a good approach". Perfect landings truly begin in the downwind leg. Your goal should be to establish a pattern that you can carry-over to every airport. You might be an ACE in Tamiami's (TMB) endless pavement and land-marked pattern. But try your hand at Everglades city (X01) and you will find yourself humbled. You must learn to maintain uniform altitudes and distances from your intended runway every time.

➤ You will need to "practice using your eyes to accurately judge distance and altitude", this is a skill you must attain and is not innate.

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SAVE YOUR MONEY TODAY!

(Continued from pg 1)

Spend your time at the airport. Immerse yourself in the aviation environment and you will learn plenty. From listening to the radio with a scanner to talking with other pilots and getting insight. From observing other pilots and aircraft operate, to maybe meeting flying buddies, your time here is priceless.

Become a Chair pilot. “Chair flying” means sitting down in the aircraft and practicing your procedures. Most schools, like ADF, will let you do this as long as you don’t move critical controls or use up the battery. Sit in your airplane, buckle your seat belt, and act-out maneuvers like slow flight or starting. Needless to say you will get familiar with your aircraft consequently learning maneuvers more rapidly.

Memorize those checklists! Hopefully you’re in a school, such as ADF, with organized checklists that run “flow patterns”. The airlines organize checklists so that the pilot checks instruments and controls in chronological order; i.e. left to right. Take your time and memorize these checklists on your own; chair-fly them. Remember “70% of flight training is procedural; the other 30% involves developing skill”

If you have a busy schedule with work or school, keep a light flight schedule; about three lessons per week with days off to study in between. If you were unable to study the night before tell your instructor and decide whether you guys can practice something else; don’t waste your time.

Finally the most important thing is preparation, preparation, preparation. Your flight school should have a curriculum-based training program. Every night before your lesson, use your syllabus to study all the items included in that lesson. Use your PC simulator to practice, “chairfly” the maneuver in your couch, and memorize the checklists. Remember the average flight hour costs about \$100.00 USD; don’t waste your money trying to learn what you should have memorized for free the night before.

Follow these guidelines and not only will you save money but you will become a better pilot!

LANDINGS 101

(Continued from pg 1)

➤ *Make power reductions and flap settings standard for each leg of the pattern.* ADF teaches standard

power reductions and flap settings at specific positions like abeam the numbers, on base, and on final. The main Idea to learn here is to have a standard pattern up your sleeve and then most importantly stick by it.

➤ Your base leg is the most underrated part of the approach. *Learn to keep your patterns square,* using proper wind correction, so that you actually have a base leg long enough to judge your height from the runway. In the base leg you will determine if your standard pattern will work or if any refinement is needed. In case of the latter, you will advance or delay power and flap settings to correct for high or low approaches respectively.

➤ Power changes should be no more than 200 RPM, *the smaller and the earlier a power correction is made the better.* That goes for pitch, yaw, and bank as well. My saying is “Precision yields Perfection”.



➤ Your final approach should be established in a way that no further control inputs are needed. *Basically the airplane should glide itself into the runway.* Perfect landings come from precision and finesse, regardless of wind and turbulence you must learn to make small and timely changes in pitch, power, bank, and yaw rather than making those big control movements beloved by student pilots. Remember timing is everything, you must learn to make small corrections early before big control movements are needed. You should be able to fly the approach with your fingertips using sound trimming techniques. Keep your aiming point always in sight and the landing should be effortless.

➤ A bad flare begets a bad landing. *Master flaring and you will master landings.* Become a master by practicing in ground effect. Practice with 10 knots or less of headwind and no crosswind. Fly the length of the runway in ground effect, as close to the runway as possible. Start by flying at five feet off the ground, once you master that fly lower and lower until you can hold the aircraft inches from the ground without touching the pavement. This practice will increase your visual acuity and your feel for flaring. You will learn to identify descent rates and movement along the centerline. Remember to use a flight instructor if you never practiced this before, leave the runway with sufficient time to climb, perform this at airports with no obstacles, visually check that the flaps retract, Use different flap settings, and make sure to advise the Tower or Unicom of your intentions. Remember this maneuver is about precision and safety, DO NOT RUSH IT!

➤ The touchdown here is just as important as in a football game. *Your vision should be focused on the end of the runway, while using your peripheral vision to judge height above touchdown.* Touch the main gears first and take your time in lowering the nose wheel. “Think Space-Shuttle landings”. Make sure to keep your crosswind correction and apply smooth and even braking action. Always remember “It ain’t over until the fat lady sings”. Don’t waste a perfect approach by slamming down the nose or braking unevenly.

And that’s all there is to it. With a little practice your landings will leave your passengers wondering “Are we on the ground yet?” And don’t be surprised to find yourself being asked by other pilots for advice on landings. Fly Safe!

ADF GAZETTE

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Suggestions or comments
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STUDENT SPOTLIGHT

September-October

First Solo Flights

The latest batch of pilots; all of who receive the traditional ADF Airways “soaking”. Welcome to the skies!

Carlos Cortez
Juan Montano
Carlos Inguina
Jose Gonzales
Paul Bottari
Magdiel Ortiz
Victor Hugo
Magda Roque
Robert Regalado
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Marco Carraro

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Our latest graduates of the Private pilot program. The nostalgia, the freedom!

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Peter Brabeck
Ted Santiesteban
Armando Hurtado
Miles Wint
Luis Cabrera
Richard Grillo

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These guys heads are always in the clouds, literally. Congratulations!

Luis Urquia
Joshua Cruse
James Partridge
Aaron Farber

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The airline pilots of tomorrow!

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Yazmell Troche
Dana Nowell

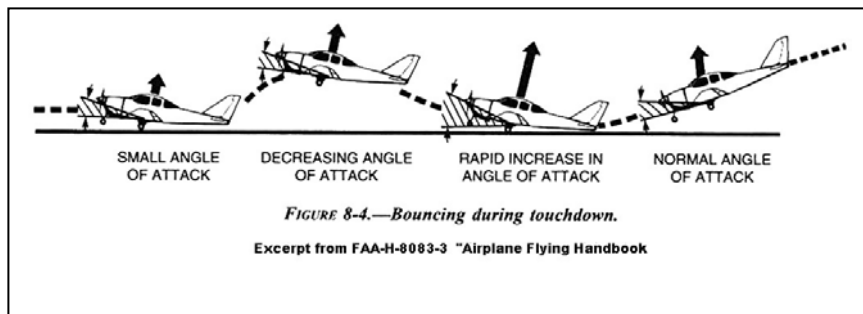
FAA Certified Flight Instructors (CFIs)

The few, the proud...

Santiago Malagon
Albert Bencosme

We thank you all, Congratulations...

N6115Q; A HARD LESSON IN LANDINGS



Porpoising is defined by the FAA as “A bounced landing that is improperly recovered, the airplane comes in nose first setting off a series of motions that imitate the jumps and dives of a porpoise”. A porpoise is a mammal related, and very similar, to the dolphin. And the motion described is one of fast nose-up and nose-down jumps. If left uncorrected or if improper correction is applied, they will usually result in a propeller striking the ground, the nose wheel buckling, and a subsequent loss of control where the airplane might end up upside down.

Corrective action for porpoising is very simple; there are only two correct options. One, GO AROUND as soon as a nose-wheel bounces down before the main gears. Do not try to go around after one or two bounces because you might add power on a nose down position and ensure yourself contact with the ground. Two, if porpoising has started reduce POWER TO IDLE and apply BACK ELEVATOR PRESSURE as needed to regain control of the landing. Ensure that you do not inadvertently stall the aircraft as that will only produce a very hard landing and buckling of the main gears. Add just enough back pressure to lift the nose and land the aircraft on the main gears again.

Read some literature on “porpoising” and bounced landings then ask your instructor to demonstrate porpoising, or take a flight with an experienced CFI and ask him to show you recovery from improper landings. Never try to practice porpoising on your own.

In September, an ADF Airways student pilot making his second solo flight made an improper landing which lead to “porpoising”, as explained above, and a subsequent loss of control

on the runway. The student was uninjured and the aircraft suffered a limited amount of damage. None of the damage is considered substantial because all the parts are easily replaceable. The engine will be Overhauled by the Lycoming-Textron factory. A new nose gear, propeller, and wing tip will also be installed. Furthermore, The airplane will be tested and retuned back to service. The NTSB and the FAA have classified this as an incident; see FAR NTSB 830.

The reason behind this article is to increase awareness about porpoising. This year alone there have been 12 accidents, and who knows how many more incidents like N6115Q, involving porpoising. Most of these accidents involve student pilots. One of the accidents resulted in a fatal injury to its pilot, who was ATP rated. So don't believe that having a private license makes you invulnerable. Be safe...

NEW AIRCRAFT JOINS ADF FLEET!



ADF Airways is proud to welcome this beautiful Cessna 182RG to our fleet, It is being prepped with a new interior and paint. It is a High Performance Complex Single and it will be used for training and rental. Expect the aircraft to be ready in November and look for more details next issue!

**INSTRUCTOR SPOTLIGHT
RANDALL GARRO**



Randall Garro was Born in San Jose, Costa Rica. A country well known for beautiful beaches and the best surfing in this continent, Costa Ricans are usually referred to as “Tico’s” which he doesn’t mind being called. At 6’6” Randall was drafted by the L.A. Lakers but turned it down to work at ADF Airways. (not!)

He is currently working on a Bachelor’s degree from Embry-Riddle Aeronautical university. A graduate of the M-DCC Eig-Watson school of aviation. He is a commercial pilot and a Flight Instructor with Instrument and MEL ratings in both certificates.

He has been happily married for 10 years (sorry girls!) to Ligia Garro and together they have a 7 year old boy; Randall Garro jr. Whom he loves very much and playfully describes as his very own “mini-me”.

**ADF STAFF SPOTLIGHT
YAZMIN FARKAS**



Yazmin Farkas is the Vice-president of ADF Airways, she personally handles all the finances; including the students flight accounts. All students will at one time or another pass through her office.

Yazmin was born in Ibague, Colombia, and graduated from Forest Hills High school, New York, in 1972.

She then graduated with a Major in accounting from a university in Colombia and began working in ADF Airways in 1995. What you may not know is that Yazmin is very active within the community, once the president of the Coral Way Colombian Lion’s Club, she currently remains an active member of over 12 years.

She describes herself as having a strong character while remaining friendly and professional. She loves her work, reading books, and Bowling.

Next Issue

We will work hard to make the ADF Gazette better and better with each issue. We thank you for your support, your comments and suggestions, pg. 3 Next issue look for other articles on:

- The M-DCC flight team and their regional competitions
- The DCPS “wings” program
- Articles suggested by you; the reader.

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