

Accelerate Your Training



Scott Connelly, A

by Kevin Garrison

Doing your flight training in dribs and drabs is very often a recipe for disaster. You lose a percentage of what you've learned if you wait significant periods of time between lessons. Also, if you are pacing your training based on how often you can afford a lesson it could literally take years to complete a rating, if you complete it at all.

In the world of instrument training, concentrated constant effort coupled

with professional instruction and total immersion is the answer to completing the rating with the real world knowledge necessary to succeed in today's tough flying environment.

One flight training company, Accelerated Flight & Instrument Training (AFIT), is the gold standard of high-paced, competent and successful learning. This company provides a ten-day complete instrument course tailored to



AFIT graduate, under the hood..

the general aviation pilot, not the airline wannabe.

Even though AFIT does not train airline crews they do follow a basic tenant of airline flight crew training. In the airline world, pilots also don't have their flight training scheduled in once a week lessons. They are totally immersed in their program until they graduate with a type rating.

It really is the best way to learn. You

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don't lose your edge between lessons. What you learned yesterday can be recalled and built upon in today's lesson.

The Money Trap

AFIT's concentrated courses solve another big problem in the flight training business. Often, students who pay lesson by weekly lesson find other uses for their disposable income. Also, since they have to re-learn much of what they were taught during their lesson two weeks ago, many students lose interest and fall behind and finally out.

By concentrating the course and charging its fee upfront, AFIT takes the onus of money out of the equation. There are no hourly charges for instruction like at traditional flight schools. AFIT charges a daily fee and its instructors work very hard to make sure its students learn the material and are able to use it in the real world.

What you need is what you get

Prior to beginning your training, AFIT consults with you on such things as your aircraft, prior experience, background, anticipated IFR environments, and any special equipment (HSI, GPS, auto flight systems, etc) you may want included in your training.

Once they have a grasp on your needs, AFIT staff designs and schedules a course specifically made for your situation.

An instructor can be sent to your location so you can train in your area with your aircraft. Sometimes, due to restrictive FBO rental policies, you might travel to an AFIT location and use its aircraft for training as Tom Dolan, President of Homeland Security Aviation did.

"The next change in the course came about when I tried to schedule an aircraft here on Long Island, New York," said Dolan. "Most FBOs would only rent me an aircraft if their instructors would train me, citing clauses in their insurance policies. Mark made the suggestion to train near him in the St. Louis area, where AFIT had an aircraft available at a very reasonable rate compared to New York prices."

How it is scheduled.

The ten day syllabus was designed with busy, successful pilots in mind—pilots who couldn't afford the time usually required for this kind of training. With the AFIT course, you work 8 to 10 hours a day with the time divided between ground and flight instruction. The 10 day course provides 20 to 30 hours of ground instruction and 40 to 50 hours in your aircraft.

There is some flexibility built into the schedule. If you need to start your training day at 7am or 3pm, the instructors can work with you. If a student needs to take a short break to handle something at the office, AFIT instructors can oblige.

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Having a student distracted by business concerns doesn't benefit the instructor or the student. AFIT scheduling allows for this so the student can concentrate on the training when they are being trained.

There is no substitute for a great instructor.

Dylan Krassensky, an AFIT graduate, had nothing but good things to say about his instructor. (Ed had been a flight instructor for 19 years)

"My experiences with Ed were nothing short of awesome. He is a very enjoyable person to work with, and someone who you can really just sit and have a good conversation with. He really likes what he is doing, and his previous experience as a teacher shines extremely well through his flight instruction. His knowledge and first hand experiences with icing were extremely helpful, especially when we ran into some icing ourselves during the training. Ed was extremely knowledgeable, and made the training a great learning experience and a fun one as well."

In the world of instrument training, concentrated constant effort coupled with professional instruction and total immersion is the answer to completing the rating with the real world knowledge necessary to succeed in today's tough flying environment.

The instructors at AFIT are hired based on their teaching ability, IFR experience and maturity. They are usually in their mid 50's and have quite a bit of flying experience—an average total time of over 8,000 hours with more than 2,000 IFR hours. These aren't guys looking for a part-time instructing job at the local airport. They are total professionals, many of them have been with AFIT since the company's inception.

An investment in a safe future

Instrument training isn't just about being able to fly a pattern using only your panel for guidance. It is about flying your family through weather to a safe landing. Decision making skills and experience in the

real world system of IFR flight is vital to your future safety as a pilot.

AFIT is committed to developing a fully functional IFR pilot who can fly a real aircraft in the real world. The training its program offers is accelerated and sometimes intense but when you graduate from the program there should be no doubt in your mind that you are truly an instrument pilot.

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Tom Crane, a recent AFIT graduate, sums it up best:

“An instrument rating makes you a better pilot? I was told by many aviators. I was having trouble fitting the additional training into my schedule. I read an ad in an aviation magazine about AFIT and was more than intrigued. After a little more research I decided to immerse myself in my instrument training. I

Once they have a grasp on your needs, the AFIT staff designs and schedules a course specifically made for your situation. An instructor can be sent to your location so you can train in your area with your aircraft.

scheduled a block of ten days and committed myself to the training.

Bill, the trainer, an 8,000 hour plus pilot, and I formed a fast friendship and I learned about more than just instrument flying during those ten days. I passed my check ride with confidence. Now I am a better and safer pilot, thanks to AFIT.”

Success with Safety

AFIT trains 18 to 23 pilots per week. Ninety-eight percent of its students pass their check ride on the first attempt. Concentrated instrument training in your aircraft in your hometown following your schedule? What a concept!

Resources

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Kevin Garrison's aviation career began at age 15 as a lineboy in Lakeland, Florida. He came up through general aviation and after twenty seven years as an airline pilot, recently retired as a 767 captain. Now that he is done terrifying passengers, Kevin plays tennis, dabbles in flight instruction, carriage driving competitions and poetry readings. He lives with the most patient woman on the planet on a horse farm in Kentucky, where he writes unsold humor projects.