



AYERS AVIATION
WORLD'S FINEST FLIGHT TRAINING
www.ayersaviation.com

Dear Student,

I wanted to take the time to thank you for beginning your flight training with us here at Ayers Aviation and pass on a few tips as you begin your flight training journey. One thing that I believe sets us apart from other flight schools is our dedication to our students. If you at any point, day or night, have any questions, feel free to text, call, or email us with questions. That even includes after you have completed your training with us. We are always here to help. Here are some tips that I can't stress enough that must be done if you want to get the most out of your flight training and to make you the best pilot possible.

1. Be engaged with your ground studies!! You have to put in the time studying on the ground.
PERIOD.
2. Take notes during ground instruction. Ground instruction is a lot of information, and if you're not writing it down to look over when you get home then you are missing 80% of the information we just introduced to you and more importantly that you just paid for. So get your note pad out, and start taking notes.
3. Our office is always open, and we encourage you to come in and study by yourself or with a buddy at any time. The best way to study is with multiple people.
4. Be engaged at the airport. Don't just show up for a lesson and leave immediately. We encourage you to show up to our EAA Chapter Gainesville Flyers 1556 Meetings. This is a local aviation club that meets on the 2nd Saturday of each month at 8:30am for a free breakfast and safety seminar at our hanger. It's a wonderful way to meet local pilots and get more engaged with aviation and is free.
5. Watch people landing, flying traffic patterns, etc. You can learn a lot from watching people flying. You can see what they are doing correctly, but you can also see what they are doing wrong or what mistakes they make.
6. Electronics. We have some incredible technology at our finger tips to use for aviation, but you have to be able to know how everything works on it. I can't tell you how many people have begged me to let them use their **foreflight** on their 2nd dual cross country instead of their paper chart. I tell them each time, if you go home and put in the time to learn the program inside and out then you can. On the 2nd flight as soon as we take off, they are lost on how to use the program or even forgot to download the charts so the screen is blank. I can't even begin to explain how incredible foreflight is. Everything from cross country planning, weather, Notams, TFR's, airport information, traffic information, etc. However, you have to put in lots of time to learn the program. When you get in the plane, you need to be 100% flying the airplane and not

10% flying the plane and 90% trying to figure out how to operate a program on your ipad. Remember, ipads overheat and the batteries die. You need to learn basic navigation skills incase this ever happens to you.

7. Subscribe to BoldMethod.com. This is a daily email that is sent to you with some very good information. I highly suggest you go to their website and watch their videos and take their quizzes. It's the best information on the market these days and 90% of it is free!
8. Subscribe to www.faasafety.gov. This is the FAA WINGS Program. It's the faa's safety program. Each month they have local safety members put on local seminars that you can attend either in person or webinars. It is an excellent program and I want each of you to register. This program sends out emails of local TFRs in the area to be aware of and other really important safety of flight information. They will also alert you on events where you can register to get a tour of the air traffic control center near the DFW Airport where you have the chance to sit right beside the air traffic controller and watch them handle the aircraft. If you don't register a faasafety.gov you will never be notified that these events are taking place.
9. www.profpilot.co.uk is a website that has the best videos on aerodynamics and are hilarious. You will really enjoy them!
10. Be engaged with the weather. Everyday be looking at the weather conditions. Use the apps foreflight, MyRadar, and Aeroweather. The weather may look great at the airport for a flight, but did you check the radar and see that there is a line of storms 20 miles away approaching? Or the winds are out of the south, it's clear in Gainesville but it's IFR from Denton - South and the forecast shows Gainesville to be IFR at 9am? Also look at the 7 day weather forecast. That tells you a lot about forecasted wind conditions, chances for rain or thunderstorms, etc. It's very valuable. I personally prefer www.noaa.gov. Watch your local TV weather man in the mornings. To me this is the best weather briefing you can get for forecasted conditions and weather patterns nationally and in your specific region.
11. Flying Tips -
 - Hands on the Throttle 90% of the time and feet on the rudder.
 - Look outside as much as you can for other aircraft, birds, towers, etc
 - Study the maneuvers. We have videos on our website for most of the maneuvers. Watch them and educate yourself before and/or after your flight lessons.
 - Don't "Ride" the Brakes!!! Keep your feet off the brakes unless you need them. Brake parts are expensive, they can overheat and catch on fire. It extends your take off distance, and you do not want to be the guy that lands with your feet on the tops of the pedals, lands with the brakes on, and ruins the tread or has a blow out on the runway. If this happens, you're stranded on the runway, and the runway will have to be closed until maintenance personnel can move the aircraft.
 - Always know what the wind conditions are doing, winds aloft and surface winds. Always look at the windsock on take offs, downwind and when on final. Don't wreck an airplane because you didn't check the windsock and landed downwind, or because there was a crosswind that you weren't expecting.

- One step at a time – a lot of people are consumed with getting finished and completing their checkride. Just take it one step at a time. Let's focus first on getting you to where you solo the aircraft first. Next goal should be the written test, cross countries, night time, hood, then preparing for the checkride.
- After you complete your license, build time and experience before you make the jump to the next bigger, faster and more complex aircraft. I tell everyone I made all my mistakes the first 150 hours flying around at 90 knots in a Cessna 150 before I jumped in and completed 20 hours of dual instruction in the bonanza. By the time I made that jump, my radio communication skills were where they needed to be, my cross country flying skills were solid, etc. Don't jump in a 170 knot aircraft and still struggle with making radio communication calls, cross country flying, etc. To be safe (which is what we are constantly shooting for) you need your fundamentals solid and have some experience flying. Why do you think the Airforce doesn't put their pilots straight into an F-16 or C-130? They start out on smaller platforms and build their knowledge, skill levels and experience before making the next jump up.

We have been flight instructing for a long time and feel that these tips are very critical to make your flight training as safe and efficient as possible and to make you the best pilot that we can. We are not just trying to make you a safe pilot to pass the checkride. We are making you safe for your solo flights, cross countries, night flights, hood, etc. They say a private pilot license is your license to learn. And that is 100% true. After your checkride, you're going to be doing a lot more flying in different areas and different scenarios. We just have to make sure your fundamental skills and knowledge are there so you can fly the aircraft safely and proficiently and make good judgement calls while you are out building time and experience. We will prepare you so you pass the checkride, but we are preparing you for so much more.

Sincerely,

Brandon Ayers