

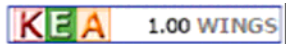


A Better and Safer Approach and Landing

More accidents occur in the landing phase of flight than any other. This Advanced Level briefing is designed to review approach and landing principles, plus examine how some airline-type procedures might be used to improve general aviation approach and landing operations. Open to pilots of any certificate level.

Have you ever wondered why some pilots seem to almost always make good landings while others... Well, let's just say there is always need to review and always room for improvement. This seminar will review some basic and some not-so-basic principles of making good approaches and landings. The effects of headwinds, tailwinds, crosswinds, and wind shear will be discussed. It will also introduce some airline practices such as briefing the approach (even to one self), making callouts, and the use of additional checklists.

This seminar counts for 1 knowledge-elective-advanced credit in the Wings program.

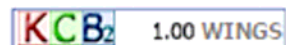


Where It All Begins And Ends - The Airport

Regardless of the destination, almost all flights will begin and end at an airport. This seminar explores some of the safety aspects of operating on, and in the vicinity of, airports.

Whether a busy airport in Class B Airspace, a sleepy rural non-towered airport, or anything in between, most of our flights will begin and end at an airport. This seminar will discuss operational considerations at all kinds of airports. Runway safety, collision avoidance, airspace concerns, communications, clearances, and wildlife issues will all be included.

This seminar counts for 1 knowledge-elective-basic 2 credit in the Wings program.



Maneuvering Fundamentals

What exactly is the power curve and why should I care? How does maneuvering speed change as the weight of the airplane changes? Why do most airplanes drop the left wing in a stall? Why is making a coordinated turn so important? Whether you fly a light sport airplane or a technically advanced aircraft, the fundamentals of flight are unchanged. This seminar will explore some fundamentals that may have been forgotten or maybe weren't thoroughly learned in ground school.

This seminar counts for 1 knowledge-elective-basic credit in the Wings program.



Flying Abnormally

This seminar is designed to help pilots deal with non-critical, in-flight situations. The failure of an alternator, engine instrument, or vacuum pump should not develop into an emergency, yet that often happens. In this seminar, pilots will learn how to develop their own set of "abnormals" for the type of airplane and kind of flying typically done.

This seminar counts for 1 knowledge-elective-basic credit in the Wings program.



Defensive Flying

Runway Safety is an issue at every airport, both towered and non-towered and including the airport where you fly. This practical seminar will address the most frequent causes of runway incursions and present some useful ideas to help pilots avoid this hazard.

This seminar counts for 1 knowledge-elective-basic credit in the Wings program.

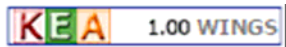


Avoiding Some Sneaky Dangers

Inadequate preflight planning, improper fuel management, poor checklist usage, insufficient collision avoidance, or a lack of wake turbulence avoidance can play an important role in starting or continuing the error chain. It is easy to let one or more of these errors sneak up and ruin the day. Each of these areas will be discussed, basics will be reviewed, and accident examples will be presented.

Risk management will also be discussed both as a theory and as a practical application. Life can never be free of risk. Flying is but one form of risk that we face. Understanding the theory behind risk and learning to objectively evaluate risk are essential elements of risk management. This seminar will address individual differences in risk tolerance, how our assessment of risk can be affected by the situation, and practical ways to avoid unacceptable risk.

This seminar counts for 1 knowledge-elective-advanced credit in the Wings program.



The Third Domain

Would you brag to your fellow pilots that you never bother to visually check the fuel before a flight? Would you tell everyone at the airport café that doing a preflight inspection is a waste of time? Would you say that scud-running is OK if it's really important to get to your destination? Of course pilots would not make these statements. So why do competent, well-trained, experienced pilots sometimes have easily avoidable accidents? It's in our psychology and we are all susceptible. Attend this entertaining seminar with a serious message and learn how to avoid some of the traps that our brains try to spring on us.

This seminar counts for 1 knowledge-elective-basic credit in the Wings program.



How Not To Hit Stuff

Ever heard of an aircraft that wandered into a cloud formation called Cumulo-Granite? It's sometimes referred to as a cloud with a mountain hiding inside and can be very unforgiving to aircraft that stray too close. The FAA categorizes this type of accident as CFIT, or controlled flight into terrain. CFIT accidents account for 17% of all general aviation fatalities. A CFIT accident has an 85% probability of being fatal. This seminar explores some practical ways that pilots can avoid both VFR and IFR CFIT accidents.

This seminar counts for 1 knowledge-elective-basic credit in the Wings program.



Additional Information

All events, unless otherwise specified, are designed to last approximately two hours with a fifteen-minute break. The time can be adjusted to meet individual event requirements.

Unless otherwise noted, all programs qualify for FAA Pilot Proficiency Program (Wings) credit.

Programs can be presented to any size group. All costs associated with the use of a suitable facility, set-up, cleaning, chairs, and refreshments for participants are the responsibility of the program sponsor. Projection and sound equipment adequate for events with up to approximately 150 attendees is provided. The sponsor may be responsible for additional costs for rental of sound and projection equipment for events with anticipated attendance in excess of 150 people.