



National Association of Flight Instructors



**National
Transportation
Safety Board**

GENERAL AVIATION SAFETY SEMINAR
SATURDAY DECEMBER 2ND, 2017



Rick Todd

- President for National Association of Flight Instructors
- Private Pilot in 2004
- CFI, CFII, MEI, AGI, IGI in 2008
- Over 3,500 flying hours
- 3,000 Instructing hours
- Flown over 40 different models of aircraft
- FAASTeam Rep for Dupage FSDO



Tips and Tricks for Transitioning to New Aircraft and Avionics

FROM NAFI MEMBERS!



Why you need to “ACE”!

- Analyze
- Create
- Execute



Analyze

- Take a deep dive in and chart out your piloting and avionics experience.
- What is the performance delta between airspeed, HP, etc.?
- Are there idiosyncrasies that need to be identified?
- How do you manage risk?
- Where do you find the right CFI?
- Are there type clubs available?
- Do you have the right insurance?
 - (CFI & Pilot) Named Pilot on Owner Plan with a Waiver of Subrogation



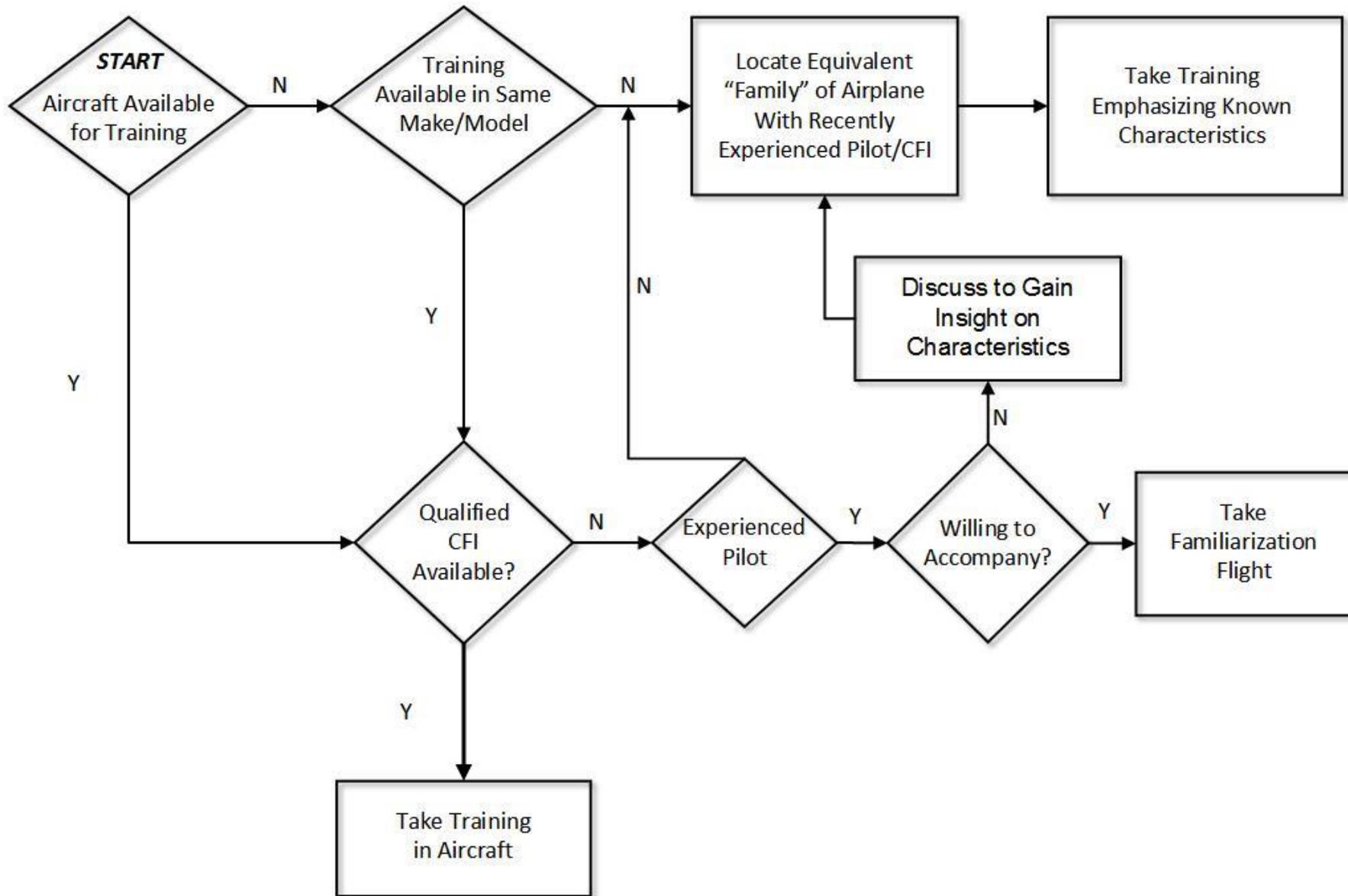
Create

- Make a list of items you have concerns over.
- Work with your CFI/Client to establish a training syllabus for the items identified in your analysis as well as
- Get or make a digital version of the POH.
 - Mark it up!
 - Is a standard checklist available or will you need to make your own?
 - Integrate into your EFB if you can



Execute

- Is a simulator available for your aircraft?
- If safety is compromised or you feel unsafe at any time, stop the flight, land and debrief on the ground in a non threatening environment.
- CRM, CRM, CRM!
 - An organized pilot is a cool pilot.



Use this
when/before
purchasing
aircraft!

AC 90-109A Figure 1



CFI Stuff!



Responsibilities

- Know the systems inside and out.
- Join a type club if available, connect with other instructors and get your lesson from the pros! Often these type clubs have syllabi already available.
- Become familiar with the maintenance properties and talk to a A&P familiar with the model. There may be specific AD's to look out for.
- What are the idiosyncrasies of the model and how do you go about teaching it?
 - (Left engine failure on PA-23 requires manual flap and gear operation)
- Know when to teach and when to make a referral.



What our members say to CFI's

- Sue Wolber #20347
 - “Know your limitations – what to teach and when to say “no, I do not know that well enough to teach it.” Nobody can specialize in everything, there is no shame in saying no!”
- Travis Tharp #215165
 - “Be sure the student understands the abstract concept and how it applies to both the previous platform and the new platform. e.g., for landplane to amphibian transition, the ‘U’ in GUMPFS does not mean ‘undercarriage down’, but rather ‘undercarriage in correct position’.”
- Dick Nelson #26353
 - “Please check the required endorsements for the student, this is an excellent time to review the required material. Some times this is overlooked.”



What our members say to CFI's

- Steven Goetz #24906
 - “Search through the NTSB and FAA accident and incident databases to see how pilots get themselves into trouble with that particular airplane. Emphasize those areas since they are shown to be troublesome.”
- Craig O’Mara #21765
 - “I teach all of my students that two of the most important things that I could ever teach them is to accurately control the two things that they have in their hands, and the same two things apply to J-3 Cubs through the SR-71 - **the stick and throttle.**”
- Tom Turner #22787
 - The best professionals maintain a list of referrals for pilots who need specialists. A true professional admits when he/she is not the right resource, and helps the customer find the right person.



Attributes to look for in a CFI

- Charlie Smith #216372
 - Look for a CFI with either a bunch of time in make and model or having completed some sort of manufacturer's course [or type club]. Evaluate whether they have prepared materials on the type of aircraft.
- Gary Eich #217130
 - First is demonstrated experience in the new aircraft, second is the professionalism, integrity, and personal characteristics of the CFI.
- Steve Rutland #16626
 - What does a high risk and delicate surgery patient look for when choosing a doctor? The most competent, experienced, dedicated one they can find with the best success record.

Use the FAA Wings Program!



- Look for specific seminars.

The screenshot shows the FAA Learning Center website. At the top left is the Federal Aviation Administration logo. To its right is a search bar with the text "Searches Only Learning Center". Below the search bar is a navigation menu with "Activities, Courses, Seminars & Webinars" highlighted in blue, and "Maintenance Hangar", "Pilots", and "Resources" in white on a dark blue background. Below the navigation menu is a breadcrumb trail: "Activities | Courses | Seminars & Webinars | Topic Suggestions". The main heading is "Event Details and Registration". Below this heading is a paragraph: "Below you will find the details for this seminar or webinar. You may register by clicking the 'Register' link. [\(Print-friendly version\)](#)". The event details are as follows:

Title: The TBM 900 A Jet With a Prop
Topic: Transition from piston single aircraft to a Turboprop
Date and Time: Saturday, December 2, 2017, starting at 12:00 Pacific Standard Time [Download Calendar File](#)
Speaker(s): Tom McGrath

Brief Description: Let's face it, these airplanes are really cool. Pilatus Aircraft Ltd makes the Pilatus we see at San Carlos and DAHER-SOCATA makes a similar plane called the TBM. Either way, they are jet engines with props capable of flying in the flight levels. And now you too can fly them. Here is your chance to find out how and see one up close.

In this seminar, Mr. McGrath will describe the transition from high performance single engine piston aircraft to single engine turboprops. Mr. McGrath made the transition from Bonanza to TBM 850 in 2012 and continues to fly the TBM for business and pleasure.



Wings Flight topics

- Beechcraft Pilot Proficiency Program (BPPP) - Flight & Ground Training
- Initial Pilot Training for Owners and Pilots of the Piper PA46 Matrix, Malibu, Mirage, Meridian and JetProp DLX Aircraft (By NAFI MEMBER Dick Rochfort)
- King Air 5 Day Initial or 6 Day Advanced Initial Training
- Advanced Extra 300L Checkout



Watch Club Webinars!

- <http://www.eaavideo.org/>
- <https://www.nafinet.org/naficalendar.aspx>
- [December 20, 2017 "CFI War Stories- Learning From our Peers"](#)



Gauges to Glass: Transitioning to 21st Century Avionics



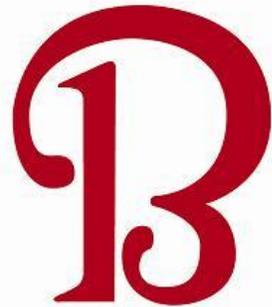
July 12, 2017

EAA Webinar Series 

WEBINAR- GAUGES TO GLASS: TRANSITIONING TO 21ST CENTURY AVIONICS

1:21:09

CFI Paul Shuch discusses glass panel avionics and how to effectively transition from traditional gauges and avionics to modern glass panels.



AMERICAN
BONANZA
SOCIETY



Join the
type clubs!

Thank you!



Rick Todd

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