



# RWR Pilot Training

**Matrix - Malibu - Mirage - Meridian**

*Providing Excellent Training & Related Services  
to PA46 Owners & Pilots Worldwide*



## Excellent PA46 Training Ten Things to Consider

All PA46 flight schools, training programs and instructors are not the same. It is up to you to be proactive in choosing a school, a program, and a specific instructor to fulfill this critical role in your life. You should choose carefully. Here are ten things you may wish to consider:

✓ **1 – Choosing an instructor is arguably the most important factor:**

- **Consider an instructor with the proper amount of relevant experience:** Your PA46 instructor should have, at a minimum, an ATP (airline transport pilot) certificate, at least one single pilot type rating, 5,000 hours in the PA46 as pilot-in-command and 5,000 hours flight instruction given. Instructors without this minimum aviation experience will be unable to provide proper guidance to help you transition to the unique paradigm of the PA46 aircraft. In this case, you may, at best, be “kicking the can down the road”. You may even receive information and advice which is incorrect. Be sure to ask for a current resume which reliably documents these important experience requirements. Do not consider any organization that won’t identify the individual instructor or provide an instructor resume prior to committing to the training.
- **Consider an instructor working exclusively with PA46 owners, pilots and aircraft on a full-time basis:** This will ensure technical excellence. Ask for references and follow up on them.
- **Consider an instructor who asks you for a certificate of insurance with a waiver of subrogation:** This is standard practice for all professional flight schools. This practice allows your insurance broker and underwriter the opportunity to know who is providing the training and it helps to protect your interests. Additionally, if you are uninsured, self-insured or if your underwriter requires it, be prepared to sign an “indemnification” agreement. This is a professional standard as well, and you should be wary of any instructor who does not routinely adhere to these standard professional procedures.
- **Consider an instructor who carries insurance for liability, personal injury, and property damage specifically for PA46 aircraft:** It is entirely appropriate to ask for a current certificate of insurance (COI) from your instructor to document this essential coverage. Remember, if the instructor’s COI doesn’t specifically state that PA46 aircraft are included, the policy almost certainly will not be in force for you and your training. This is because the “pro forma” non-owned and instructor policies exclude all turbine powered aircraft and all pressurized aircraft. Stay far away from uninsured instructors.
- **Consider an instructor who is willing to travel to your home airport 24/7 anywhere in the world,** so that you can train in the environment you will be encountering most often. An enthusiastic full-time professional flight instructor will have no problem with this concept.
- **Consider an instructor who is prepared with the equipment necessary to produce a professional training program on schedule, in any environment, anywhere you choose;** such as state-of-the-art presentation equipment; a portable power supply, air conditioner, and heater for CPT (cockpit procedures training) in all climates.
- **Consider an instructor who has the confidence, flexibility, patience and teaching ability to present tactical, practical, memorable methods;** providing you with the opportunity for the

repetition needed to master proper procedures, regardless of your current level of proficiency. This approach will challenge you, improve your level of confidence and make you a safer pilot. Remember, an experienced pilot with a flight instructor rating does not necessarily make good flight instructor. These are two completely different professions.

- **Consider an instructor who is willing to spend the majority of the training time in and around your aircraft, flying in the kind of weather environments that you are most likely to encounter.** Beware if you are not being encouraged to train in weather conditions which are within aircraft limitations. This instructor may be inexperienced and/or lack confidence.
- **Consider an instructor who actively serves the aviation training community on a volunteer basis, such as:**
  - FAASTeam membership at the local level and/or national level
  - Teaching at community aviation safety seminars and conventions on a volunteer basis
  - Master CFI accreditation through NAFI (National Association of Flight Instructors)
  - Producing, publishing and actively sharing books, DVDs, videos, magazine articles and other informational items on a regular basis to improve PA46 flight safety.

All of these things are strong indications that your instructor enjoys coaching and mentoring pilots and has a genuine interest in sharing processes and techniques to make the PA46 fleet safer. Instructors who don't have time for volunteer activity are unlikely to possess the enthusiasm required to teach effectively. Verify this by conducting an internet search on the instructor's name (be sure to use quotes; for example: "Dick Rochfort"). Established, active instructors will dominate the search results for 100 pages with thousands of relevant returns in multiple languages from all over the world.

- ✓ **2 – A well organized, approved PA46-specific training program:** Look for a PA46 program which is FAA Industry Training Standards (FITS) approved and FAA Wings approved. Ask to see a copy of the training course outline (TCO) which is derived from the syllabus. All PA46 training organizations and instructors should have one, and they should be happy to share it with you. The TCO should be centered on the use of your aircraft for all training because there is no other device that will give you the specific environment you need to learn effectively. Proper use of your aircraft for training must include CPT (cockpit procedures training) and video highlights for effective iteration. I suggest that you review the TCO and verify that 85% or more of your initial training time is spent in and around your aircraft (50% for recurrent training). The TCO should optionally include AATD (advanced aviation training device) training. This option ensures that your training will precisely meet your needs and those of your chosen insurance underwriter and broker. Beware of the instructor who insists on days of aircraft systems & classroom work, or those who avoid sharing their TCO with you. Stay away from programs that provide mostly ground and sim training.
- ✓ **3 – Reliable, validated pre-training assessment:** Your trainer should use a validated diagnostic tool, such as a risk assessment survey to measure what training is needed specifically for you. The survey should have an established minimum score threshold to identify candidates who may require pre-delivery training. When this assessment is done correctly, a custom TCO can be prepared from the risk assessment survey and provided to your broker. This custom training plan may help your broker save you money and/or get the coverage you want. Beware of instructors who cannot or will not perform a written assessment and training plan.
- ✓ **4 - Training to proper standards:** You will want to consider an instructor with experience evaluating pilots; one who has the knowledge and ability to train you properly using proper checklists, flows, memory items and SOP. Training to the minimum FAA Part 91 Private Instrument

standards in the PA46 is a really bad idea because it will not adequately prepare you for the environments in which you will be operating. You should only consider an instructor who will encourage you to meet the highest standard which you are able to achieve in the time allotted with expert coaching; but no less than that which will result in the issuance of a certificate of completion for the program and endorsements for the Flight Review and IPC (instrument proficiency check) in accordance with FAA standards. If you are unable to meet the minimum FAA standards for any reason, your instructor should be able to construct and implement a remedial program which ensures your unmitigated success. Excellent training does not exist everywhere. Stay away from instructors with minimum expectations who may lack familiarity with the standards for advanced ratings.

✓ **5 - Training to ProCard (airline transport pilot) standards:**

I encourage you to identify a program which optionally offers you an opportunity to train to ATP standards and operate with an SOP. It is widely observed and understood that the ATP pilot using standard operating procedures (SOPs) is, by far, a safer pilot. Successful completion of the ProCard program should require three things:

1. Consistently meeting or exceeding ATP standards in knowledge, skills and procedural discipline.
2. A commitment to operate within the limits of established PA46 Standard Operating Procedures
3. A commitment to train on a 6 month schedule

✓ **6 – Excellent materials:**

- A make/model specific Pilot Information Manual
- A PA46 pilot reference library available online & in DVD format
- A personal training website with aircraft specific documents and video from your training flights. This extraordinary learning tool can help you master new habits and procedures
- PA46 specific standard operating procedures (SOPs)
- An aircraft ECTM (engine condition trend monitoring) Data and Cycle Log

✓ **7 - Excellent training methods:**

- **A well-defined training philosophy:** Standardized training provided in the aircraft; one-on-one with an experienced type-specific mentor; using proper checklists, flows, memory items & SOP; derived from programs with demonstrably excellent safety records
- **A world class website** dedicated to training PA46 pilots
- **Formal classroom training** with live video demonstrations to illustrate systems and techniques
- **Expanded walk-around exercises** which will reinforce systems learning and introduce real-world pre-flight activity
- **Cockpit Procedures Training (CPT)** for an effective introduction to you specific PA46 panel and systems. The CPT method is also very effective for the development of concise checklists, flows and memory items
- **Familiarization flights** one-on-one to learn the characteristics of the PA46 aircraft and to discover proper pitch/power/configurations
- **IFR procedures brief and flight** iterated as needed to achieve consistently excellent results
- **Line Oriented Flight Training (LOFT):** cross-country flights which take advantage of the real world - discovering weather avoidance, physiology, Fuel and alternate planning and putting it all together (including emergency scenarios) until the desired comfort level is reached
- **Full-motion advanced aviation training device (AATD) training:** A good instructor will know, based on your pre-training assessment survey, whether or not you need basic aircraft control (BAC) drills in an AATD to develop or improve basic flying skills. Pilots meeting the PA46

course prerequisites will ordinarily not require this training; however any program you consider should offer full-motion AATD training as an option. I recommend you train primarily in your own aircraft one-on-one with a fully insured, experienced PA46 specific flight instructor. You will learn faster and retain skills longer. Additionally, your insurance underwriter may require it.

- **Mentoring** is the best way to improve as pilot in command. Your instructor should offer you discounts on training in an effort to encourage you to benefit from this time honored method. Beware if you are unable to schedule your trainer for a day or two within 2 or 3 weeks.
- ✓ **8 - Post-training evaluation, assessment and a plan for the future:** A Self Evaluation Survey is the best way to correlate the pre-training survey and your instructor should be using this method. It will help you recognize the areas where additional emphasis may be needed. This highly successful method is preferential because not every pilot can get the information and skills they need in the same amount of time. Your instructor's evaluation should be based on the same validated diagnostic tool and these scores should be compared and agreed upon. Recommendations for future training should always be given. If remedial training is needed in order to meet FAA minimum standards, your instructor should be able to create a plan for successful completion of that training.
- ✓ **9 - Consistent follow-up:** The instructor you choose should be proactive by contacting you at regular intervals throughout the years to check on your progress, answer questions and to encourage you to train at least twice per year.
- ✓ **10 – An around-the-clock mentor:** excellent training + excellent mentoring = safer pilot. Your instructor should actively encourage you to call at anytime whenever advice is need. You should seek an instructor who will offer you an opportunity to train two or more times per year. This is proven to be effective at reducing the number and severity of PA46 accidents. Beware of instructors who are not available both weekdays and on weekends. They are part-timers.

Find an instructor with these attributes and cultivate a relationship; the same as you would with your maintenance shop. This life-long relationship will serve you well. Remember; excellent training does not exist everywhere. It is also true that excellent training does not have to take any longer or cost any more.

If you follow this advice, I am certain you will get the excellent training you need and deserve. You will gain confidence and enjoy your aircraft, all while being a better, safer pilot.

Feel free to contact me directly with your comments and questions.

Sincerely,



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