



On Approach

Avemco Policyholder News



FALL 2014



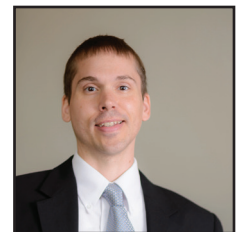
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The Examiner



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5 TIPS FROM THE EXAMINER

By Jason Blair, ATP, CFI-I, MEI-I, FAA Designated Pilot Examiner, AGI and consultant on aviation training and regulatory efforts.

Every pilot dreads checkrides. Personally, I don't think a checkride is something to be feared. Of course, my perspective may be skewed; I am an examiner and usually the one asking the questions. But I've been there and taken many checkrides myself. In fact, I took one recently and found that the following tips made it go more smoothly.

1 - MEET THE EXAMINER BEFORE THE CHECKRIDE

Many pilots are concerned about what the examiner will be like. Examiners are humans, pilots, instructors, that all started as scared pilots taking checkrides to obtain their certification.

Reduce checkride anxiety by taking the time to meet the examiner in advance of the test. This can also serve as an opportunity for you and your CFI to do a pre-checkride review of your experience, qualifications and paperwork. Most examiners are more than willing to spend a little time meeting with you, especially when they are already going to be at your flight school or airport. This helps eliminate any hiccups that could postpone the checkride. It also breaks the ice, letting you learn a little more about the examiner and takes the tension of a first meeting out of your checkride day.

2 - GET THE PAPERWORK RIGHT

A big part of an examiner's job is ensuring that all requirements for the rating or certificate have been completed. If the paperwork isn't correct, we cannot continue with a test. When an applicant arrives with scattered paperwork, poorly logged flight time, missing items, or incomplete application forms (now typically done online via the FAA's



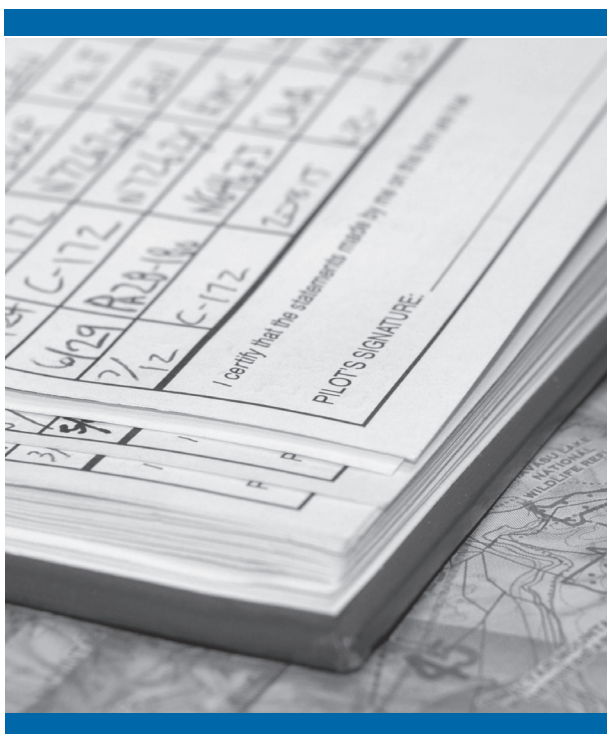
Integrated Airman Certification and Rating Application (IACRA) system), it slows the process of eligibility verification.

Anyone can make mistakes, but when this happens, it tends to increase the applicant's stress. Imagine the examiner digging through your logbook to find required times, calling your instructor to finish signing off your IACRA application, or you attempting to reach a vacationing maintenance person to access aircraft logbooks to demonstrate aircraft airworthiness. As time ticks by, you undoubtedly get more and more nervous. You are now focused on items that could have been done in advance of the checkride instead of demonstrating good knowledge and skill. In my experience, the added stress solving hiccups like these tends to significantly increase the failure rate of applicants. Not because the checkride is any harder, rather because of the distraction and stress it causes.

3 - BE PREPARED

I've heard too many pilots say, "I'm not certain I'm ready, but I'll give it a try and see how it goes." If you aren't ready, don't take the test. There will always be some apprehension and nervousness, but if you really don't think you are ready, take more time to study or practice. Artificial time constraints such as the fact that the checkride is already scheduled or that it has to be done due to travel, personal life or work schedules isn't a good reason to force a checkride. This often results in unnecessarily failing.

Also know what is on the test. The FAA



publishes Practical Test Standards (PTS). The PTS is the equivalent of a menu for what will be on your test. If you have never looked at it don't take the test. There is no reason for unexpected surprises.

4 - DON'T LET THE WEATHER DECIDE FOR YOU

Many checkrides I have given have resulted in failure because of weather. If you aren't sure you will be able to maintain VFR cloud minimums, or if the crosswinds are at or beyond the maximum demonstrated capabilities of your aircraft, reschedule. A big part of an examiner's job is to assess your decision making skills. This includes consideration of weather. Making

poor pilot decisions will result in a notice of disapproval. Show the examiner you are ready to make good Pilot in Command (PIC) decisions.

This is the Aeronautical Decision Making component of the PTS. Be the PIC on your checkride day.

5 - DON'T RUSH

A checkride is not a speed test. As a matter of fact, I prefer a more methodical approach. When you demonstrate maneuvers for the examiner, set them up the way that you have been trained and don't skip steps. This ensures you won't miss things, forget clearing turns, or rush your way through a maneuver. Rushing through maneuvers can lead to missed steps and an early disapproval issuance.

These may seem like very simple tips. But these little things regularly cause checkride days to be unsuccessful instead of resulting in the issuance of a new certificate.

Jason Blair is an active single and multi-engine instructor and FAA Designated Pilot Examiner with 4,800 hours total time and 2,700 hours instruction given. He serves on several FAA/ Industry aviation committees and is the past Executive Director of the National Association of Flight Instructors. He also consults on aviation training and regulatory efforts for the general aviation industry.

BRINGING YOUTH INSIDE THE AIRPORT FENCE

It started in 1997 when seven Boy Scouts in Columbus, Ohio asked Dan Kiser and Steve Wathen to help them earn their Aviation Merit Badge. The two general aviation pilots quickly agreed. The scouts had a great time...but so did Kiser and Wathen. So much so, they offered to do it again for other scout troops.

When the local scouting council put a blurb about the program in their newsletter, 450 kids showed up at the Ohio State University Airport to take part. That's when Kiser and Wathen realized they needed an organization to keep pace with the demand and the Youth Aviation Adventure (YAA) was born.

The mission of YAA is to introduce young people to the exciting world of aviation, unraveling the wonder and mystery of flight, in a high-quality, engaging and educational program. YAA also wants to bolster the ranks of young people learning to fly and/or choosing careers in aviation so the United States can maintain a viable domestic aviation industry and continue as a world leader in aviation technology, training and manufacturing.

YAA offers a unique half-day experience for boys and girls between 12 and 18 years of age. Using a curriculum developed in conjunction with the Ohio State University Department of Education, a YAA program consists of seven to ten instructional stations, including: aircraft instrumentation; aerodynamics; pre-flight; airport operations; and careers in aviation. The 20-minute station

sessions include time for Q&A with the pilots and aviation professionals.

In 2007, Wathen saw potential to expand the program. "I thought we can give the blueprint and curriculum to any pilot, anywhere, and they can do this program." That same year, Sporty's Pilot Shop in Cincinnati became the first "Partner Program."

There are currently 29 YAA Partner Programs, located in 17 states. While the majority of participants are Boy Scouts and Girl Scouts, the program is open to any young person interested in learning about aviation.

The original YAA program is designed to host from 50 - 350 youth at a time, requiring at least seven volunteers. In response to requests from pilots in smaller communities and those who don't have time to organize a larger event the YAA developed a new *Small Group Program (SGP)*, allowing one pilot to present the entire curriculum to a group of 8-12 youth. The SGP is currently being beta tested, with anticipation of a national rollout in the summer of 2015.

If you would like to participate in the beta test, or want more information about YAA, visit their website at www.youthaviationadventure.org or call their office at (614) 212 3147.

Avemco Insurance Company is proud to be a sponsor of YAA.



Dan Kiser and Steve Wathen, founders of Youth Aviation Adventure.

READBACK

Readback is your chance to tell us what you think about everything we have to say and do - including our PIREPs, articles, emails and previous issues of *On Approach* newsletter.

Response to “Making Safer Decisions with Onboard Weather”

I learned to fly in Alaska and my trainer was a 1946 Taylorcraft, on skis in the wintertime. I have owned our 1946 BC-12D for a long time and I try

to fly once a week even if it's just a few landings. One thing I have learned is that anyone in the right seat can and will distract; there are times that we must forget they are there. Thanks for your safety tips. *(Ron Sawyer)*

We received a number of responses to our “Instructing in Your Plane Doesn't Have to be Risky.” Here is are several of them:

Hey folks, very informative PIREP for this month regarding the ability to be able to use my own airplane to teach the occasional student without breaking the bank through premiums. Keep up the good work. *(Ray Moeller)*

Thanks for putting out your Avemco news and PIREPs, I always read them in their entirety. It's one reason I have insured with Avemco for many years now. *(Julian Johnson)*

Very good article “Instructing in Your Own Plane Doesn't Have to be Risky.” As a part-time CFI, and a possible C-150 owner in the future, this helps with a possible approach. *(Steven J. Kiester, CFI)*

We welcome your comments and feedback. Email avemco@avemco.com. Comments will be considered for inclusion in our next newsletter. You will be notified of our interest to obtain your approval prior to being published. Your comments may be edited for length and style before publication. Edited copy will be sent to you to ensure accuracy.

AVEMCO'S PEOPLE - JEREMY GOLDEN, AVIATION UNDERWRITER

Jeremy came to Avemco in January 2014 from a general insurance background and an aviation family. His brother, who attended Embry-Riddle Aeronautical University and is a GA pilot, is constructing a homebuilt of his own design in his basement.

Jeremy graduated from Shepherd University, in historic Shepherdstown, West Virginia, with a degree in psychology and a minor in education. He spent 4 years teaching special education, and then moved on to a 10 year career performing title research for a real estate law firm. Before joining Avemco, Jeremy spent a year selling home, auto, business, commercial, life and health insurance for a local agent. Such a broad range of experience helped Jeremy

learn the insurance business, but he kept feeling he could accomplish more if he focused on one area of insurance. That led him to Avemco. Jeremy says, “You can't get a lot more focused than aviation insurance. It is detailed, precise, unlike anything else. Pilots and aircraft owners are a different breed and very passionate about their planes. It is a real joy to talk with Avemco's customers. I ask them how they got into flying and frequently they tell me their dad was a pilot. It is interesting to see how one generation of pilots turns into another generation.”

Jeremy currently holds the unfortunate title of “longest commute” to the home office of Avemco. It's a two hour round trip from his home in West Virginia, where he lives with his wife

of 13 years and their six year old daughter. He spends as much free time as possible with his family, while enjoying gardening and landscaping his property.



COMING TO A HANGAR NEAR YOU

The most fun we have all year is meeting our customers in person and strengthening our ties within the aviation community.

We will be participating in the following events:

AOPA Fly-In (KFDK)
Saturday, October 4
9:00 a.m. to 4:00 p.m.
Booth #42

Stop by and talk with an Aviation Insurance Specialist and pick up an Avemco hat. Enter to win an Avemco plush blanket!

Aviation Education & Career Expo
Friday, October 24
10:00 a.m. to 2:00 p.m.
Leesburg, VA
For high school students.

Avemco is a proud participant in the 9th Annual Aviation Education & Career Expo. Over 100 high schools are invited to hand select 10-20 students to attend. The event introduces students to the aviation industry prior to making college and career choices. The day is packed with industry leaders, vendors, aircraft displays, guest speakers, prizes, demonstrations and scholarship opportunities.

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