



Sample Flight Training Schedule Contact Questions

Update 3 November 2024

This is a suggested series of questions for when you are first contacted by a pilot to schedule a training flight. It's designed for you to get model-specific information you need to help you better prepare for the flight, and ensure the pilot comes to training in an airplane suitable for training.

1. Ask the model, registration and serial number of the airplane that will be used for training.
 - a. After the contact, check the aircraft registration at <http://registry.faa.gov/aircraftinquiry/> to ensure the registration is valid (you do not get the "Registration Status" warning)
 - b. If the registration is not valid, contact the pilot and refer him/her to their local FSDO.
2. Arrange date/time/location for the flight training you'll provide.
3. Negotiate your fee and payment for travel expenses.
4. Ask if the pilot has completed or nearly completed the ABS online BEST or FOCUS training, if you've built flight training syllabi around the information presented in these courses.
5. Ask the pilot:
 - a. His or her pilot experience and experience in type.
 - b. How the airplane is equipped, including avionics and autopilot
6. Discuss the training you will provide:
 - a. Ask whether the pilot has taken type-specific training in this airplane before.
 - b. Ask if there are any specific skills or topics the pilot would like to cover during the flight.
 - c. Discuss tailoring the flight syllabus to address the pilot's training goals.
7. Ask whether the airplane has dual flight controls. If not, are both the pilot and you are:
 - a. Qualified and current to act as pilot-in-command of the aircraft, including a current Flight Review, IPC if the flight will be on an IFR clearance, and FAA medical certificate, and High Performance and Complex endorsements?
 - i. If "yes" to all, 91.109 permits instruction in single control airplanes.
 - ii. If "no" to any, 91.109 requires dual flight controls. Refer the pilot to ABS for sources to rent a dual control for temporary installation.
 - b. Note: The instructor is required to have at least 25 hours in make and model of aircraft in order to provide dual flight instruction in single-control aircraft (91.109).
 - i. FAA has clarified "make and model" to mean BE33, BE35, BE36, BE55, BE56, BE58 or BE95, as applicable to the airplane to be flown.
 - c. If you do not meet the requirements to conduct instruction in the pilot's aircraft, or you choose not to do so, assist the pilot in finding another instructor.
8. (Bonanza/Debonair) Ask whether the airplane has tip tanks.
 - a. If "yes," direct the pilot to arrive for training with the tip tanks empty. Fuel in tip tanks can significantly aggravate stall characteristics, so ABS Air Safety Foundation recommends the tips be empty for instructional flights.
9. Direct the pilot to bring the airplane and engine logs to the training appointment. If he or she does not wish to bring the logbooks, direct him/her to bring a copy of the current Annual Inspection, Transponder inspection and Static System inspection endorsements.

10. Provide your weight so the pilot can complete a weight and balance calculation before the flight.
11. Review your completion standards:
 - a. If in your opinion the pilot successfully completes all items required by 61.56, you will endorse him/her for a Flight Review.
 - b. If in your opinion the pilot demonstrates proficiency in all areas required by 61.57 and the Ratings Task Table of the FAA Instrument Practical Test Standards (p. 1-vii), you will endorse him/her for an Instrument Proficiency Check.
 - c. If the pilot satisfactorily completes all items required for a level of FAA WINGS and he/she wishes, you will validate his/her WINGS credit.
 - d. If you provide a course completion certificate, the pilot may upload it to his/her member profile on the ABS website for credit toward a level of ABS AVIATOR.
12. Remind the pilot to send a copy of all certificates received after training to his/her insurance agent or broker.
13. Access the applicable POH at www.bonanza.org for review prior to the flight.