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## Preparation for a Flight Review

Dear fellow aviator,

Thank you for scheduling a flight review with me. If this is your first flight review, don't worry! It's not nearly as stressful as an FAA checkride. In fact, I'm even able to assist you with CRM if it's appropriate to the scenario and you're still able to demonstrate your skills, coach you along the way, and actually have a fun time working together. There aren't regimented rules like the ACS/PTS, however the FAA does have a great document published which describes what I'll be looking for throughout the review ([click here to view](#), or search the FAA document "Conducting an Effective Flight Review). In a nutshell I'll be assessing throughout the flight review to make sure you're prepared on the ground, are aware of regulatory/airspace/security/weather/etc. related issues, have good aeronautical decision making, have good physical aircraft handling, and a good knowledge of systems. After all, you're already a certificated pilot so a flight review is simply to get a second set of eyes on your flying and provide feedback to make sure you're safe, legal, and aware of recent changes.

A flight review isn't very tough if you're flying regularly (active CFIs tend to have no problem) but either way there might be some weaker areas of knowledge or performance. As such, if you review the FAA recommended resources, POH, and airspace regulations beforehand it'll greatly improve your chances of first-time success. Please note, this is for a **flight review** (biennial flight review or other), NOT an IPC, renter checkout, or any other purpose. The flight will be conducted VFR, but feel free to use whatever planning tools are available to you and within your scope of ratings. Also note that I charge day fees rather than the hourly rates posted on my website, because I believe in spending as much time as you need to become a better pilot, clarify any questions, or work through problems you're having. Here are some important notes and steps to prepare for your review.

- The scheduling will be similar to a checkride, ground school first and the flight after. If all goes well, both chunks usually take about 3 hours total.
- **SHOW UP WITH YOUR LOG BOOK!!!** I can't endorse you if there's nothing to endorse.
- Please also email prior to the flight or have with you the Student information sheet completed.
- Ensure that you have **with you all documents required to act as PIC**.
- I weigh **230lbs** and I will have a **10lb** bag in the back-seat.
- My fee for the day (first attempt, **paid prior to the start of the flight review**) is **\$85** and the aircraft fees will be communicated to you before scheduling your flight.
  - In the event there's an area which is unsatisfactory for a sign-off, no worries... it happens to everyone sometimes! My "retest" fee for every day with follow-up attempts will be **\$55**.
  - Please make checks payable to "**DW Aviation, LLC**", or you may pay with cash/PayPal.
- I want to see 3 successful unassisted take-offs and landings during the flight, along with safe and competent aircraft handling and ADM.
- Be ready to talk about PAVE/IMSAFE/AVIATES/91.205. I'd also recommend being familiar with the FAA's [Airport Watch program](#).

**Scenario: You and I are flying to Flagstaff, AZ (KFLG) to see a concert starting at 17:00 the day of our flight and tickets are non-refundable. We'll be heading back home when it's over at 23:00 that night. There's a fly-in for GA pilots at the Flagstaff-Pulliam Airport that afternoon so it might be pretty busy. Plan using whatever tools and methods you prefer.**