

Frequently Asked Question's

1. Why a flight school?

Q. My friend has an airplane and is a flight instructor. He says he can teach me to fly at the airport where he keeps his airplane.

A. Here are some questions you should ask your friend.

- Does he use an FAA approved syllabus? Does he teach you to “pass the test” or to be a Pilot in Command
- Is his airplane FAA inspected? Check out the AC maintenance log. Does he do the required 100-hour inspections?
- What facilities are available for flight planning-weather, NOTAMS, filing?
- How many students has he taught? What is the average time to obtain a certificate?

2. What does it mean to be a Part 141 flight school?

Q. Are not all flight schools inspected by the FAA?

A. No. Only schools that have been inspected by the local FAA Flight Standards District Office and found to meet the requirements of Federal Air Regulation Part 141 are designated. These standards have to be maintained and the school is inspected regularly. The requirements include an approved syllabus that is adhered to, strict record keeping, regularly inspected aircraft and demonstrated success.

3. Why use an Advanced Aviation Training Device (AATD)?

Q. I want to fly an airplane. What purpose does this device serve?

A. Why Sonoran Wings uses an AATD?

- Risk reduction - Flying has risks. The AATD has no hazards or vulnerability so the risk for accidents is nil. Students can be introduced to each maneuver or situation without risk to the student or instructor. The student can learn without safety concerns.
- Cost - The AATD costs less than an aircraft. There is no taxi or hold time or ATC delays. The meter stops running when the Instructor presses the pause button
- No distractions - There are no other A/C or communications to interrupt student/instructor interaction or student thought process.
- Pause/Reset - The pause button allows the instructor to stop action and provide instruction. The reset button places the aircraft back at the starting point.
- More iteration - The use of saved scenarios, reset button and the ability to move the A/C on a map allows for many more repetitions of a maneuver in a shorter time.

- Better retention - Instant feedback, multiple repetitions and the lack of distractions allow the student to focus on the tasks.
- Increased rate of learning - Focus on maneuvers and instant instructor feedback accelerate and reinforce retention.
- Anytime use - The AATD can be used anytime. Weather and time of day are no concern.
- Many, varied situations - Normal and emergency situations can be created. Any flight environment can be created and saved. Weather, systems and communications anomalies can be created. Time of day and location can be changed to fit the training scenario.

4. Why train at TIA?

Q. I have been told that TIA is a complicated airport and a difficult place to learn. Why would I want the hassle?

A. TIA is a Class C airspace airport. This means that it has a control tower with ATIS, clearance delivery, ground control and radar service. The area around the airport is covered with radar control by ARTC. If you want to learn to fly so you can travel, you must learn to fly at a controlled airport. If all of your flying will be to airports located in cotton fields then this is not important. Our flight training program makes learning at TIA “no problem”, and once you learn here, you can fly anywhere in the US.

5. What is “Scenario based training”?

Q. I read that SW does something called “Scenario based flight training”. What does that mean?

A. The simple description is we train you like you will fly when you achieve your certificate. Traditional flight training has been focused on learning individual maneuvers in a practice area. Many traditional instructors rarely take their students to any other airport than the one where they are located. Sonoran Wings uses its AATD to teach maneuvers. Flying is done to other airports and the maneuvers are incorporated during the flight, as you will use them in your flying.

6. Private Pilot Certificate vs. Sport Pilot Certificate.

Q. Why should I spend the time and money to get a PPC when I can get a SPC for less money, and I don’t have to pass a medical exam.

A. If all you want to do is fly an airplane with two seats, no more than 50 miles from the airport, during daylight hours only, then SPC may be for you. Don’t be fooled by the no-physical. The FAR on medical requirements still applies as it pertains to knowledge of any condition that is disqualifying.