



Audience Oath...





I

“State your name”
When Gary says
something different
than I have
been taught before

Will Not Throw Anything At Him...

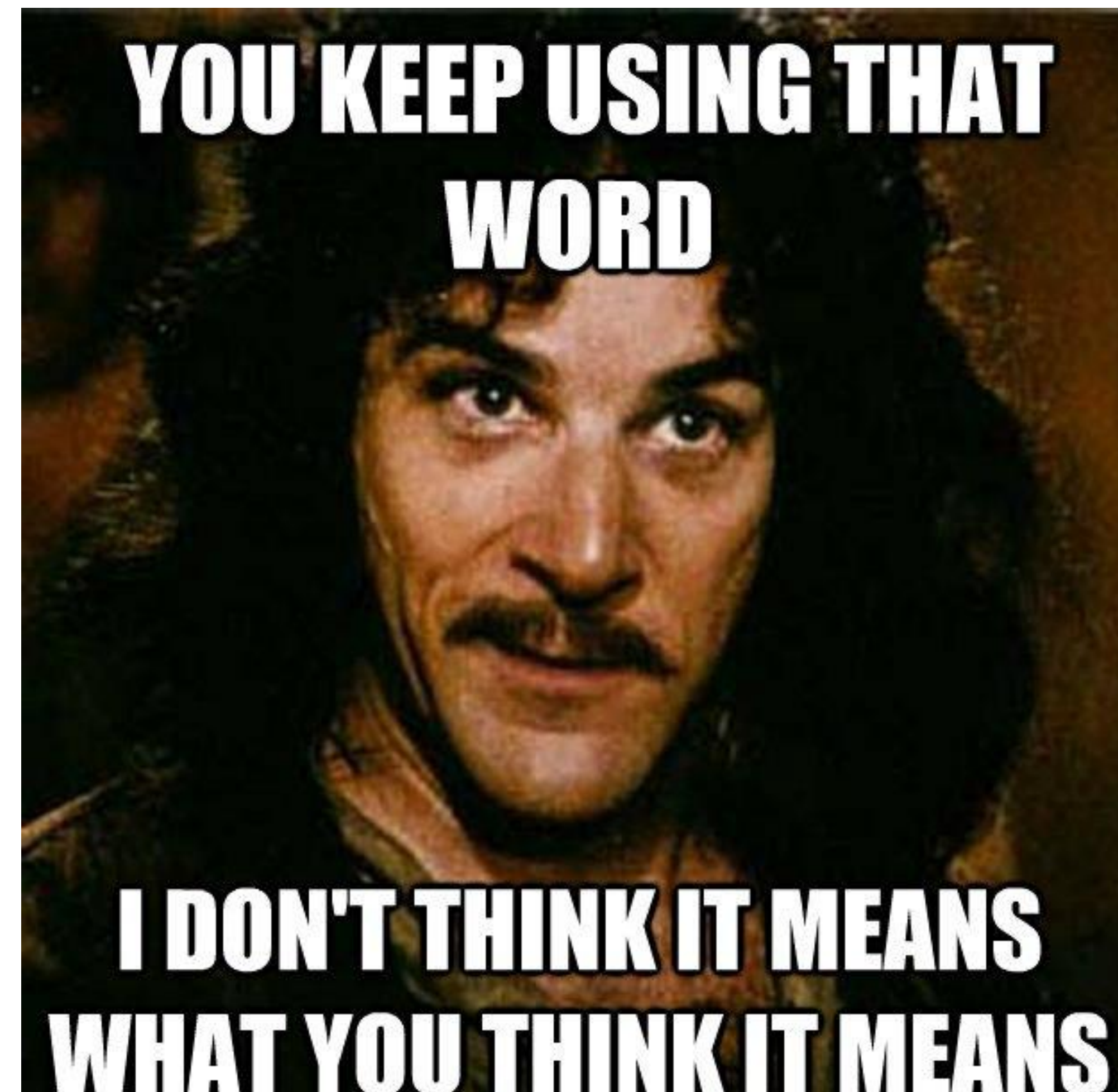


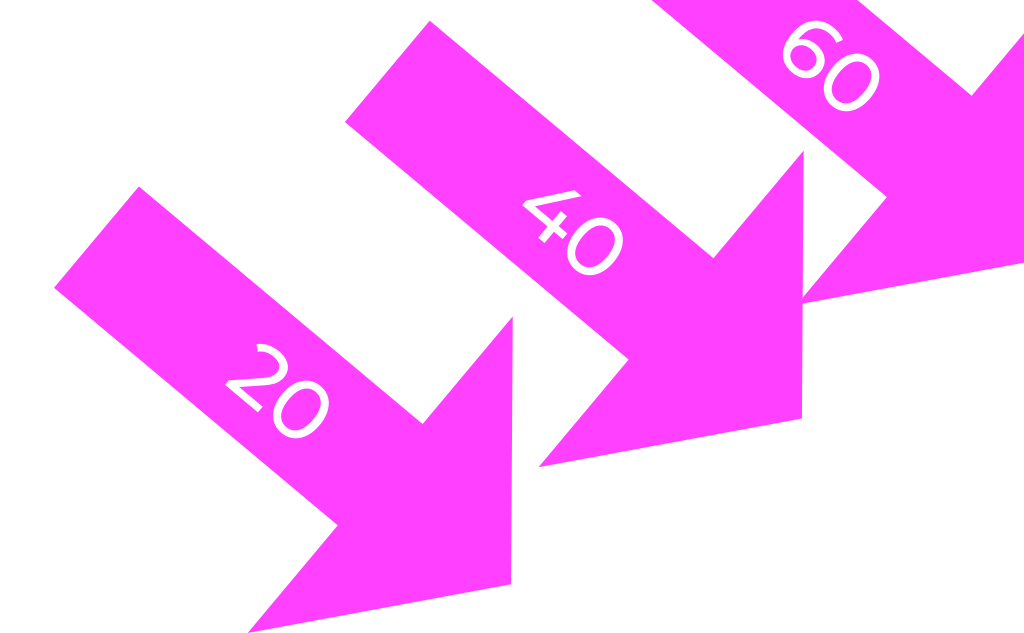
Green Means
~~STOP~~



VFR

- What does VFR mean to forecasters?
- What does VFR mean to pilots?

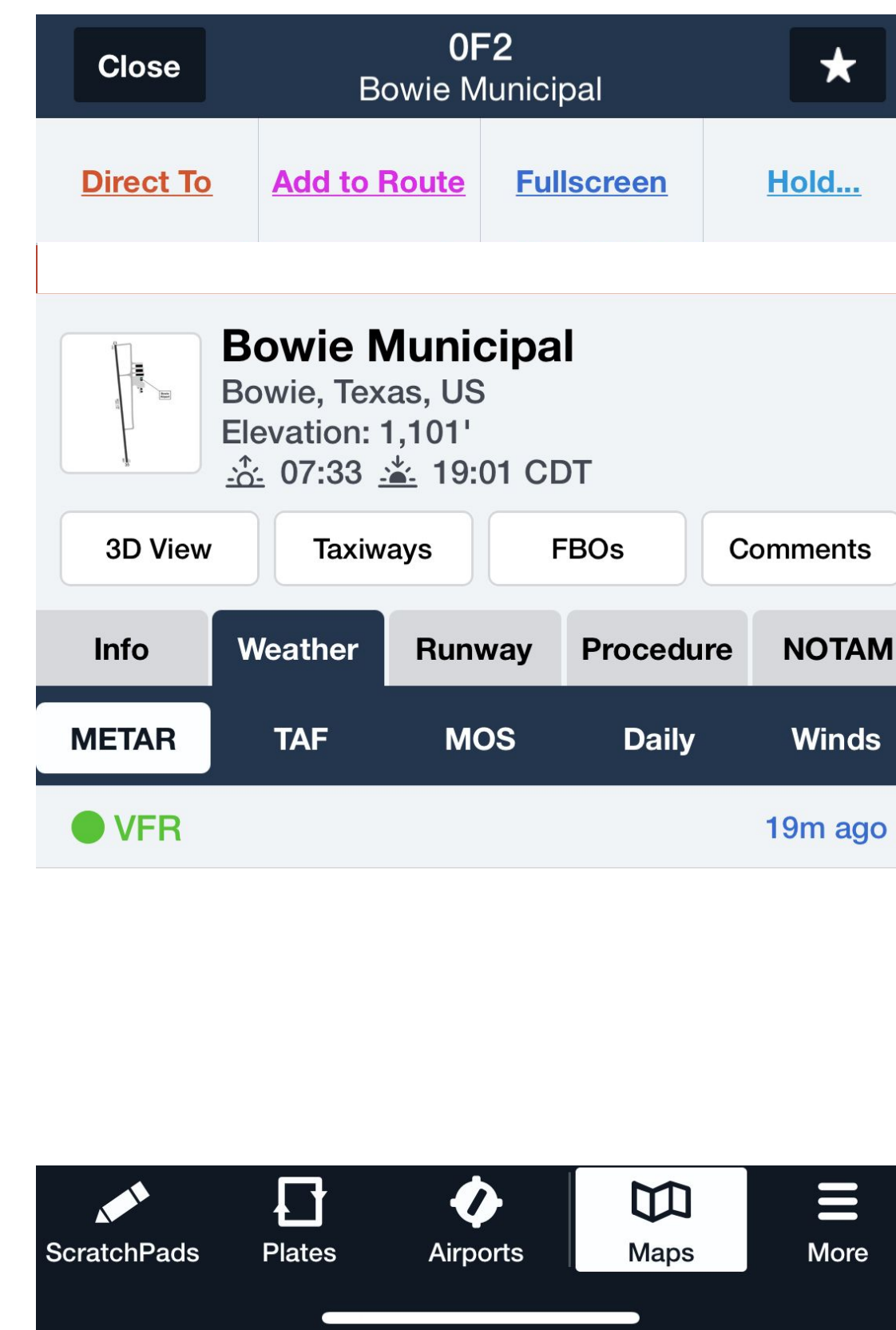




VFR

How fast is weather coming?

Is the airport open?

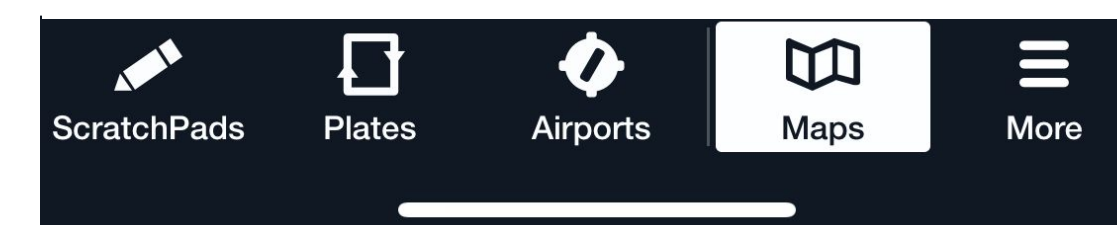
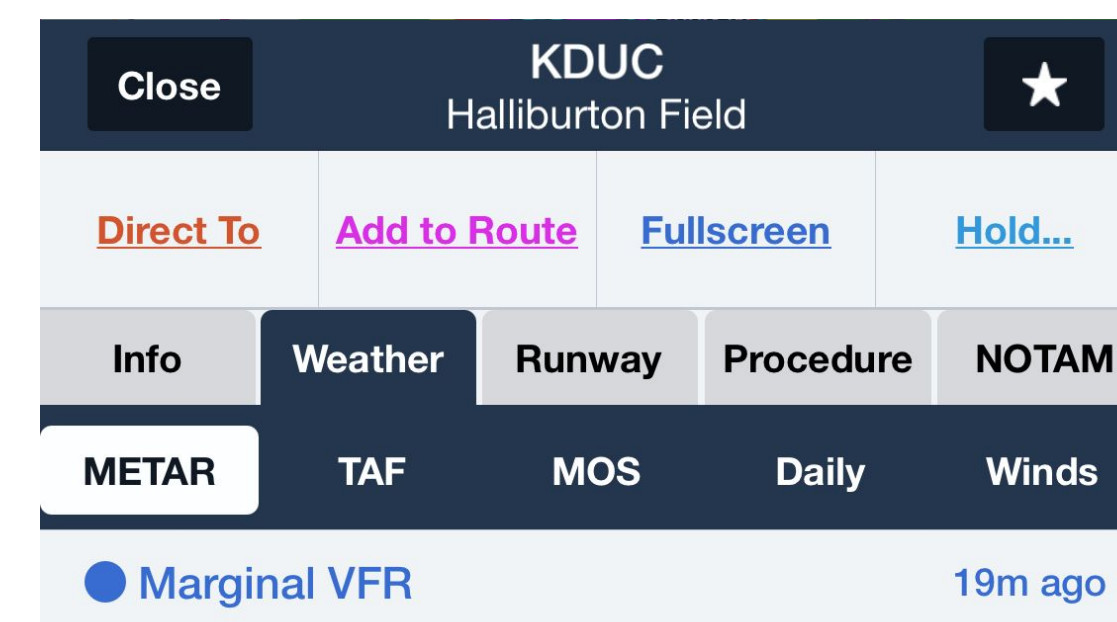


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MVFR

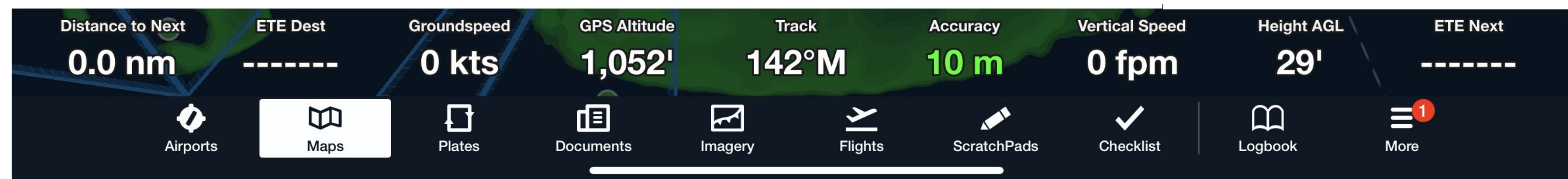
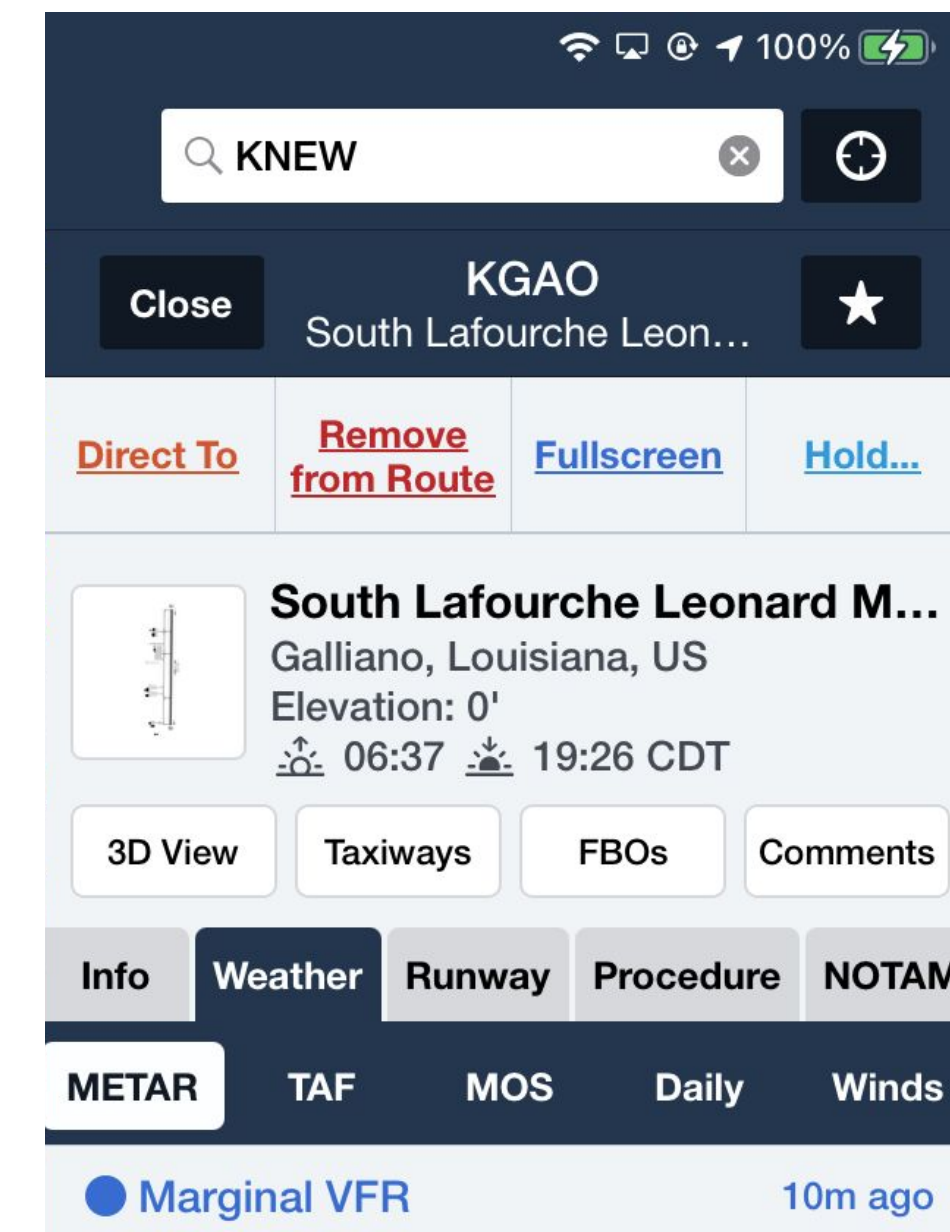
What was I thinking?



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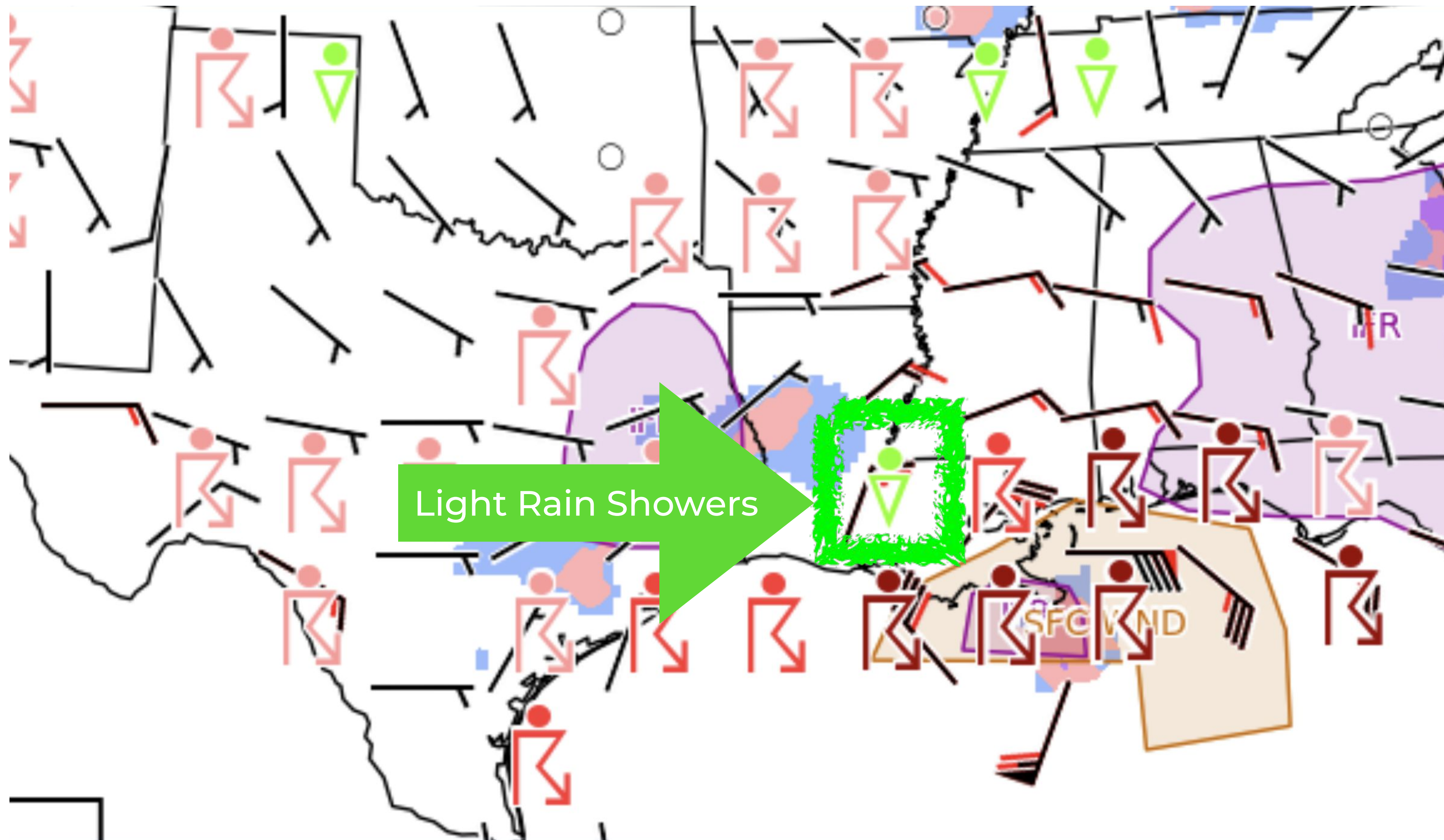


What is the
XW?



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Thunderstorms not predicted?



Real Time?



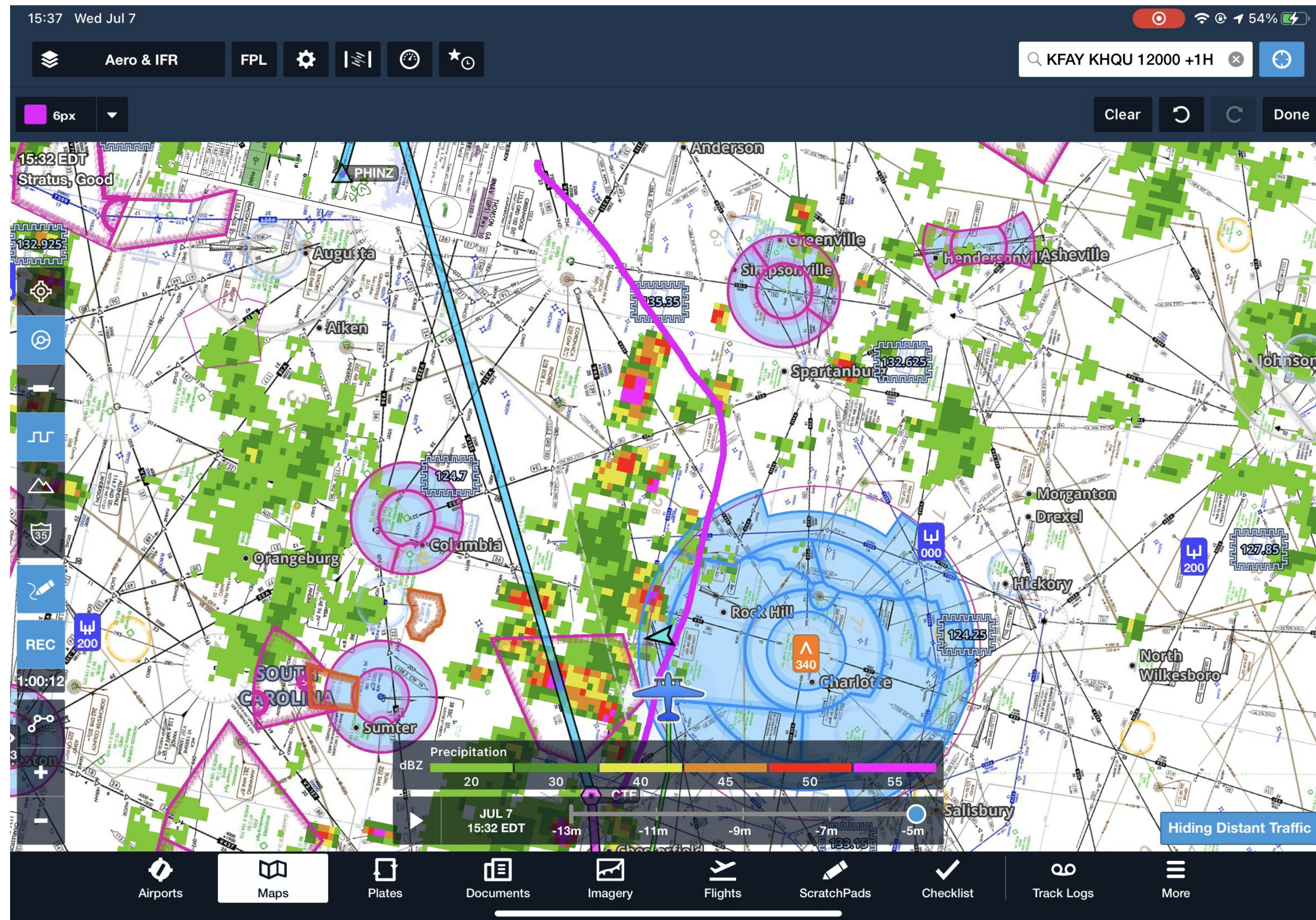


May be up to 28 min old



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Plan Around only visually



Navigate through visually





Radar Review

- FIS-B/XM Radar = up to 28 minutes old
- Airborne Radar = live but subject to attenuation
- ATC Radar = live but moderate may be extreme
- THE BEST = ALL of the above

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Get your brief!

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91.103 Preflight Action

Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include -

- (a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC;
- (b) For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information:

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What is a Standard Brief?

AIM 7-1-4

- Adverse Conditions
- VFR Flight Not Recommended
- Synopsis
- Current Conditions
- En-Route Forecast
- Destination Forecast
- Winds Aloft
- NOTAMs
- ATC Delays

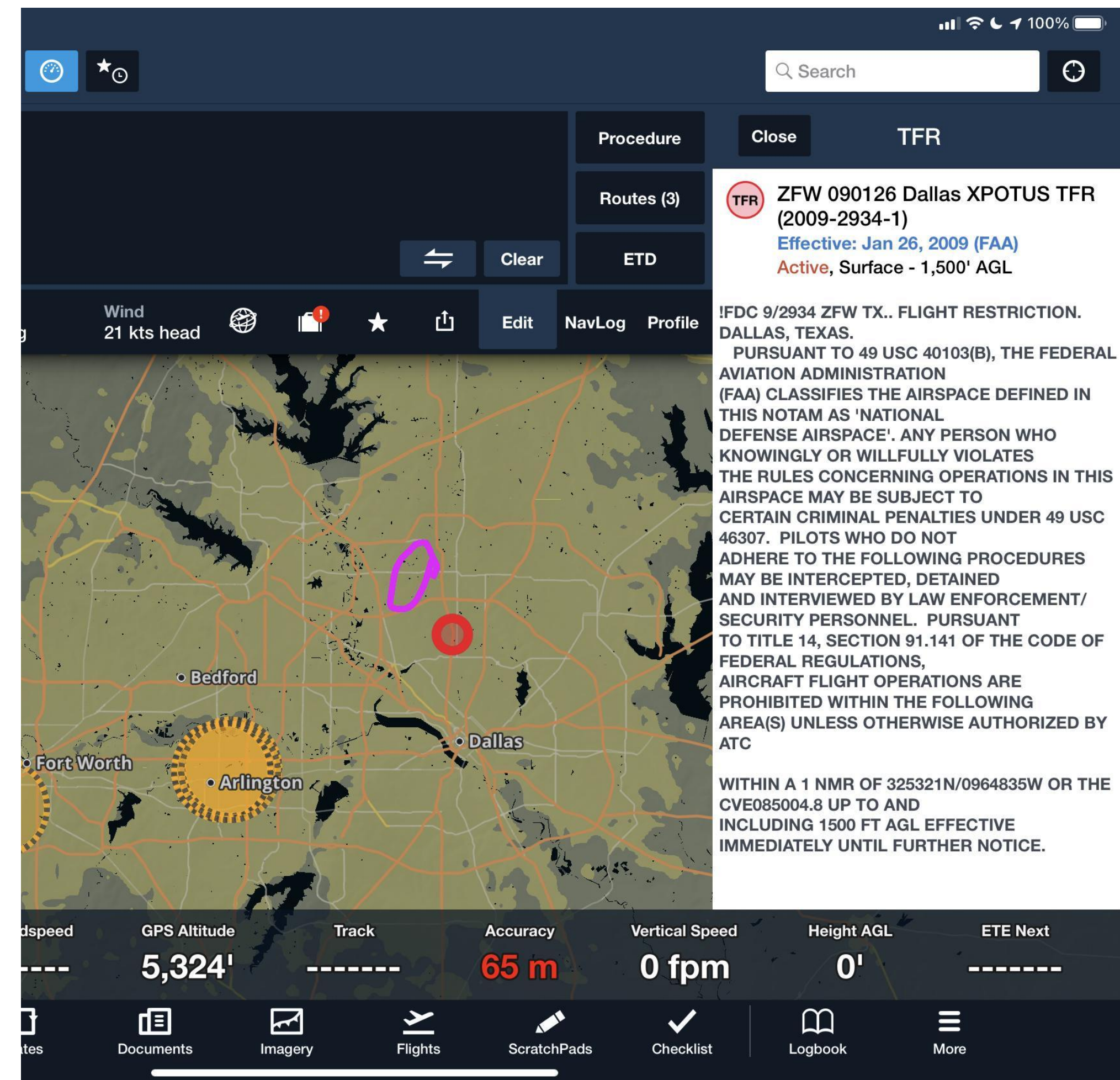
• **TFRs**





- Not all are shown FIS-B / XM
- Defined as knowingly or willfully violation
- May include **CRIMINAL PENALTIES**

TFR



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Ways to get a wx brief

FlightService Home Dashb

Featured Capabilities

New Briefing



1-800-WX-BRIEF
www.1800wxbrief.com

DUATS II
www.duatsii.com

Where do you want to fly?



leidos **FlightService**

ForeFlight A Boeing Company

BRIEF
KLUD to KADM

BRIEFING SUMMARY

KLUD to KADM
6,000' MSL in N4941F
ETD 14:45 CDT
ETE 1h5m, ETA 15:50 CDT
FUZ BLECO RRDEE

18 unread sections

STANDARD BRIEFING

- Adverse Conditions
- Temporary Flight Restrictions
- Closed/Unsafe NOTAMs
- Convective SIGMETs
- SIGMETs
- AIRMETs
- Urgent PIREPs
- Synopsis
- Current Weather
- Forecasts
- NOTAMs

ZFW 090126 Dallas XPOTUS
Jan 26, 2213Z to Perm
IFDC 9/2934 ZFW TX.. FLIGHT RESTRICTION DALLAS, TEXAS. PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL.

ACTIVE DURING PASSING TIME
Oct 23, 1956Z to Oct 23, 2010Z

Apogee Stadium
Oct 23, 1900Z to Oct 24, 0200Z
Event: Liberty Flames at North Texas Mean Green Football Venue: Apogee Stad

ACTIVE DURING PASSING TIME
Oct 23, 1945Z to Oct 23, 2012Z

ZFW AFW 10/21-24/2021
Oct 21, 1630Z to Oct 21, 2300Z Oct 22, 1630Z to Oct 22, 2300Z Oct 23, 1630Z to Oct 23, 2300Z Oct 24, 1630Z to Oct 24, 2300Z
United states navy blue angels and other high speed aerial demonstrations a

ACTIVE DURING PASSING TIME
Oct 23, 1945Z to Oct 23, 2016Z

Amon G Carter Stadium
Oct 23, 2230Z to Oct 24, 0530Z
Event: West Virginia Mountaineers at TCU Horned Frogs Football Venue: Amon

INACTIVE DURING PASSING TIME
Oct 23, 1949Z to Oct 23, 2008Z

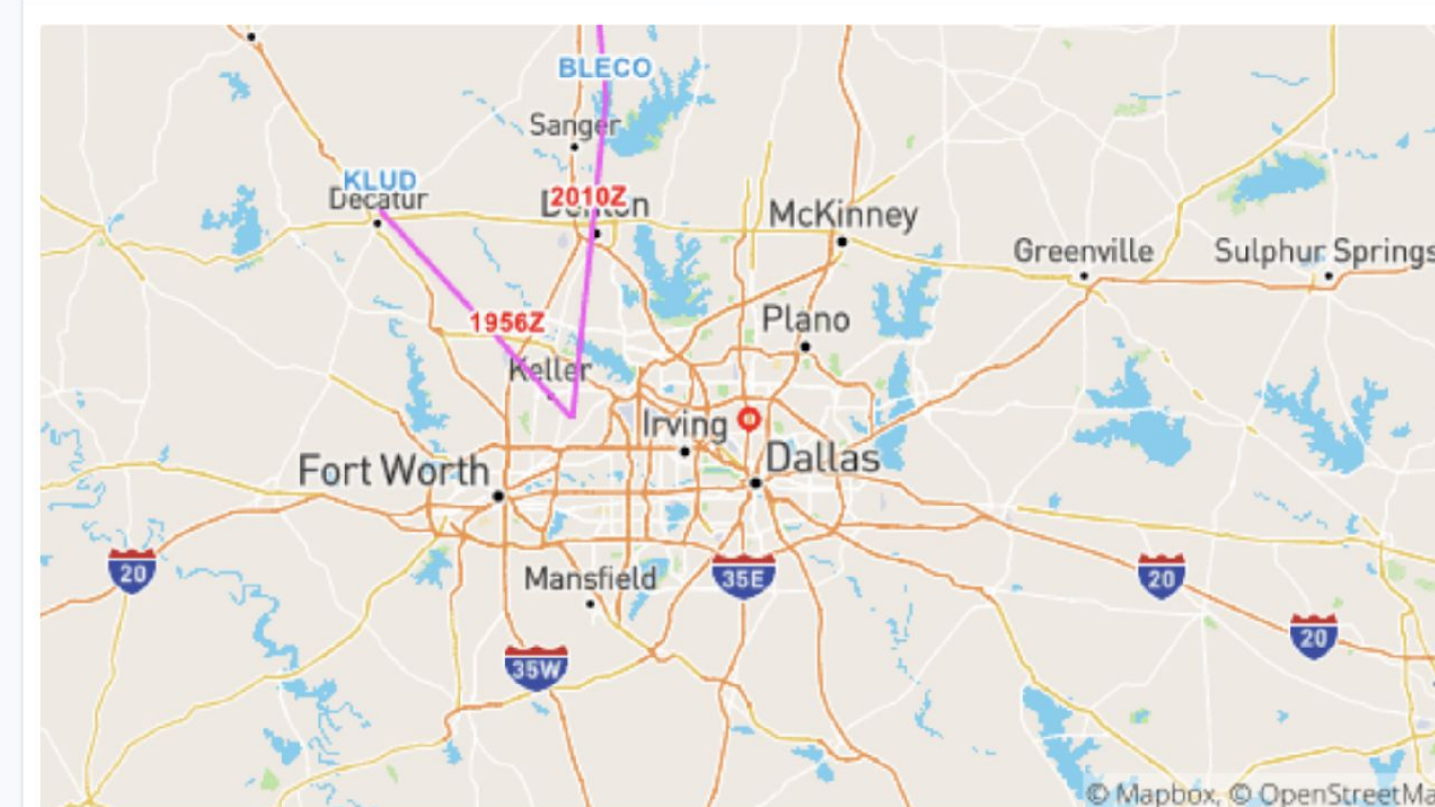
Temporary Flight Restriction
ZFW 090126 DALLAS XPOTUS

Jan 26, 2213Z To Perm
ACTIVE TIME

Oct 23, 1956Z To Oct 23, 2010Z;
ACTIVE DURING PASSING TIME

RAW TEXT

IFDC 9/2934 ZFW TX.. FLIGHT RESTRICTION. DALLAS, TEXAS. PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL.



If you're not sure....

- Call 1-800-WX-Brief
- Call a Master Flight Instructor with real world weather experience
- Call the destination airport manager ****Especially in the mountains



ICING





Four Levels of Icing

Anti-Icing Equipment	
Trace	Pitot Heat
Light	On Low
Moderate	On High
Severe	Not enough Emergency Diversion



Airmet For Icing

WAUS45 KPCI 041445

SLCZ WA 041445

AIRMET ZULU UPDT 2 FOR ICE AND FRZLVL VALID UNTIL 042100

AIRMET ICE...ID MT NV UT WA OR CA AND CSTL WTRS

FROM YDC TO 50WSW YXC TO 20S YQL TO 50E DLN TO 30W MLD TO 20NE

BAM TO 60SW REO TO 40SSW FMG TO 20WNW MOD TO 40E FOT TO 20NW FOT

TO 90SW FOT TO 140WNW FOT TO 120WNW ONP TO 150W TOU TO YDC

~~MOD ICE BTN FRZLVL AND FL220. FRZLVL 060-110.~~ CONDS CONTG BYD 21Z

THRU 03Z.

OTLK VALID 2100-0300Z...ICE ID MT WY NV UT WA OR CA AND CSTL WTRS

BOUNDED BY YDC-50WSW YXC-70S YYN-70WNW MLS-20NNW BOY-40N

SLC-50NW BVL-40E REO-40SW REO-80NNW FMG-40NNW RBL-70W

ONP-150W TOU-20NNW TOU-YDC

MOD ICE BTN FRZLVL AND FL220. FRZLVL 060-110.

03Z.

FRZLVL...RANGING FROM SFC-160 ACRS AREA

080 ALG 80SSE GEG-20NNW MLP-20S YXC

080 ALG 50NE GGW-40SSW ISN

080 ALG 50E AKO-40ESE LAA

120 ALG 40SSW FMG-20SW MLD-50E RSK-30NE ABQ-60SSE ABQ-70E ELP

ADVISORY

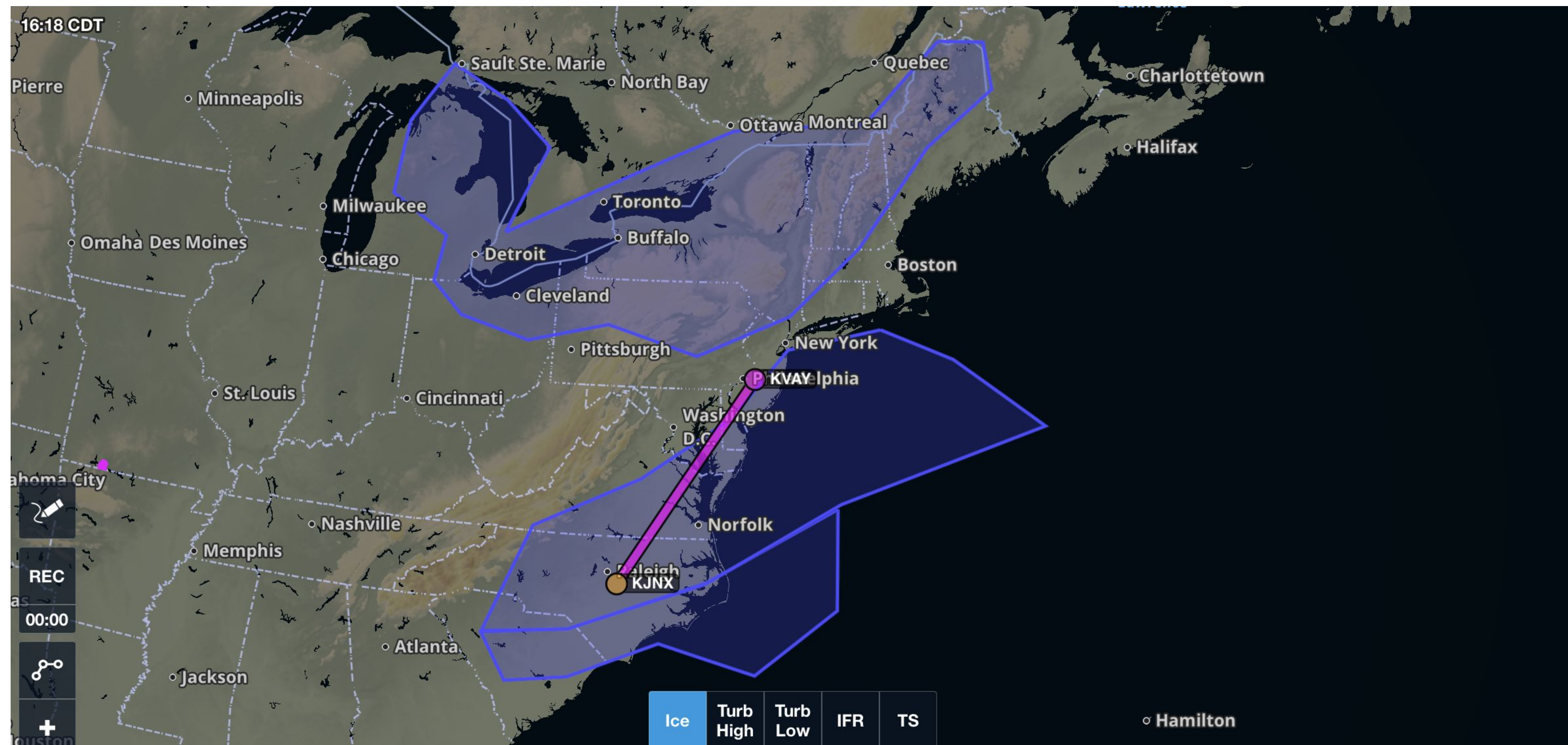
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FIKI vs non FIKI

- Flight Into Known Icing
- Known = PIREPS
- Different Capabilities

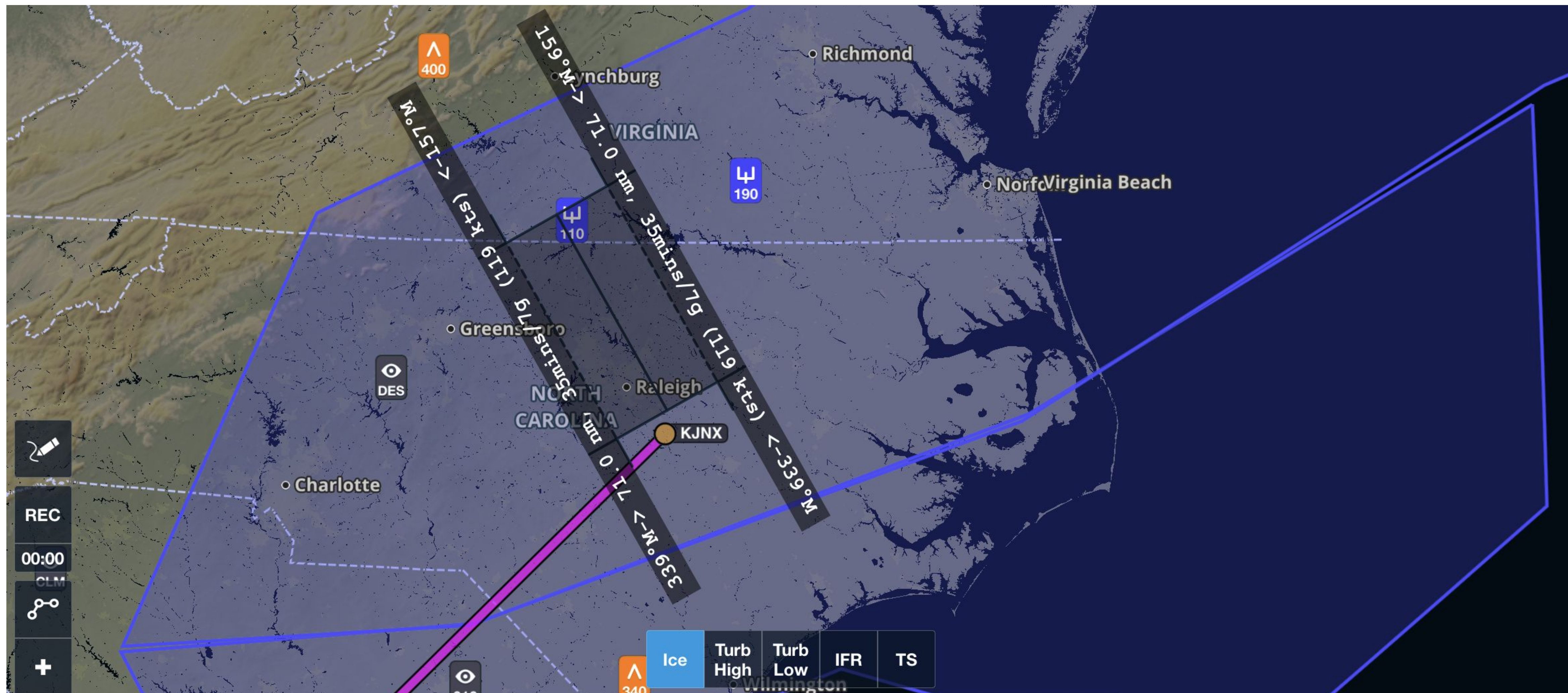


Airmet is Advisory

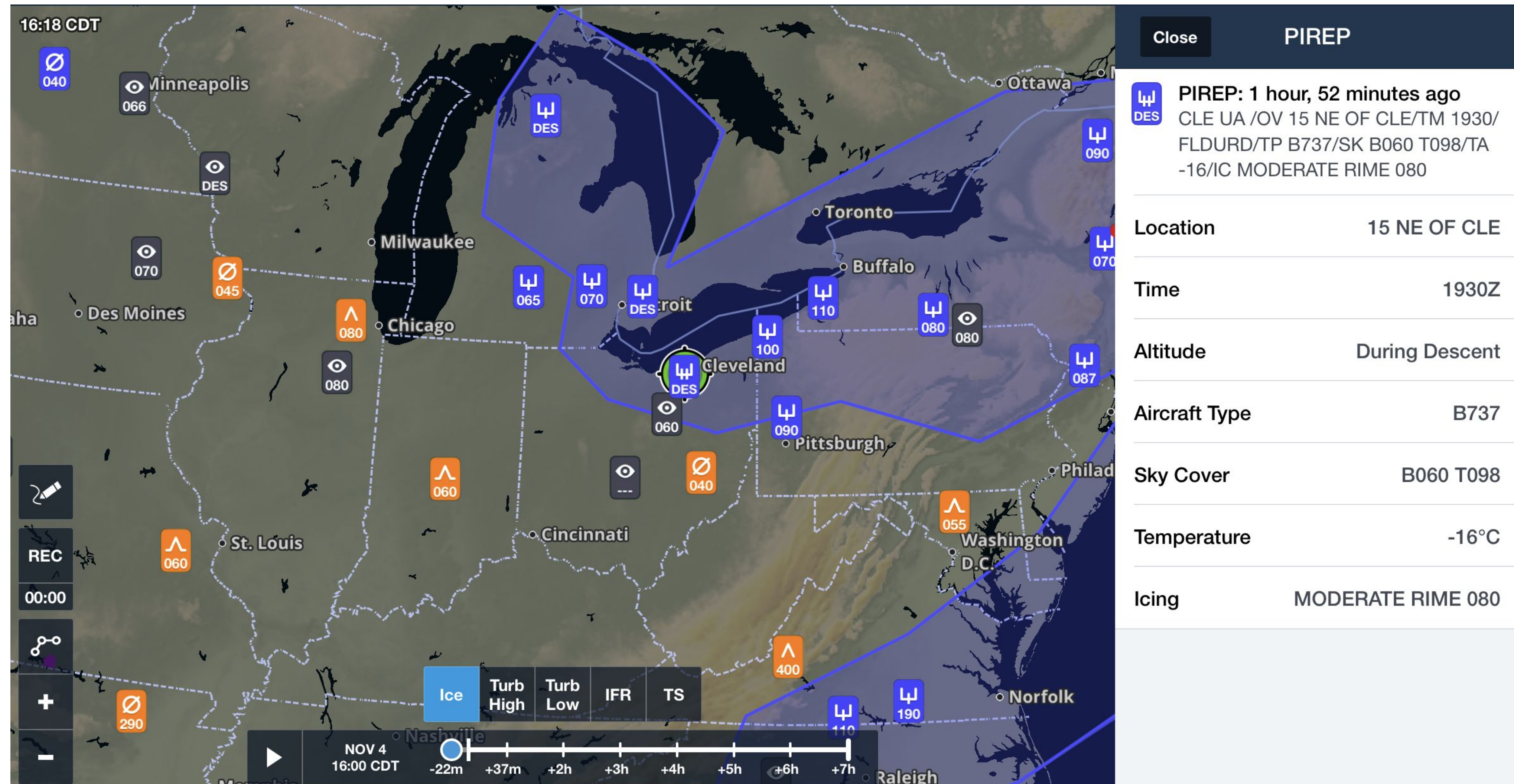




PIREPs are Known



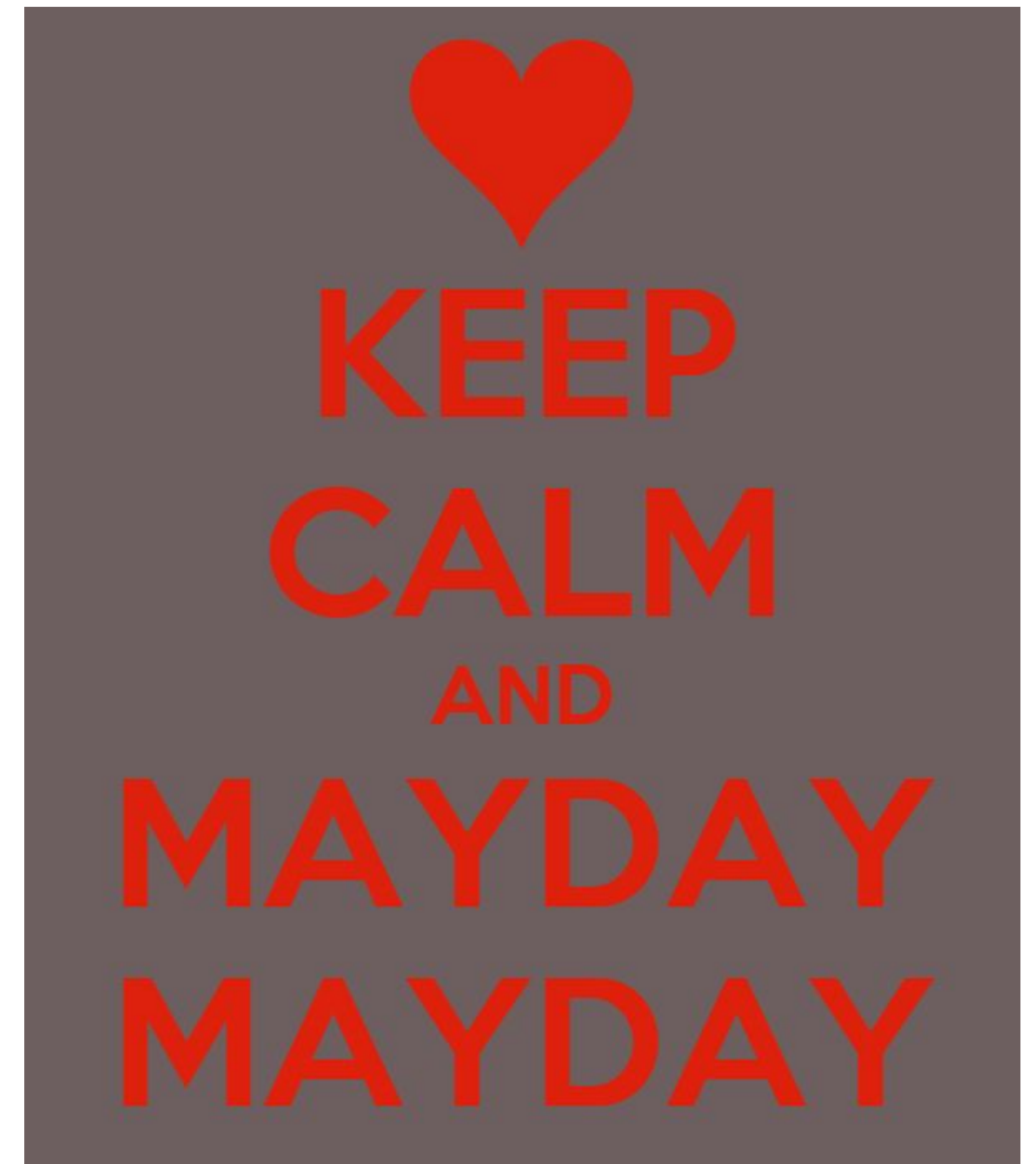
PIREPs affect different aircraft in different ways at different altitudes





Icing Encounter in GA

- Plan for a Descent, never plan for a climb
- Turn around and go back to good weather
- Declare the emergency if ATC doesn't help



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FIKI doesn't mean safe



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Get Real World Experience

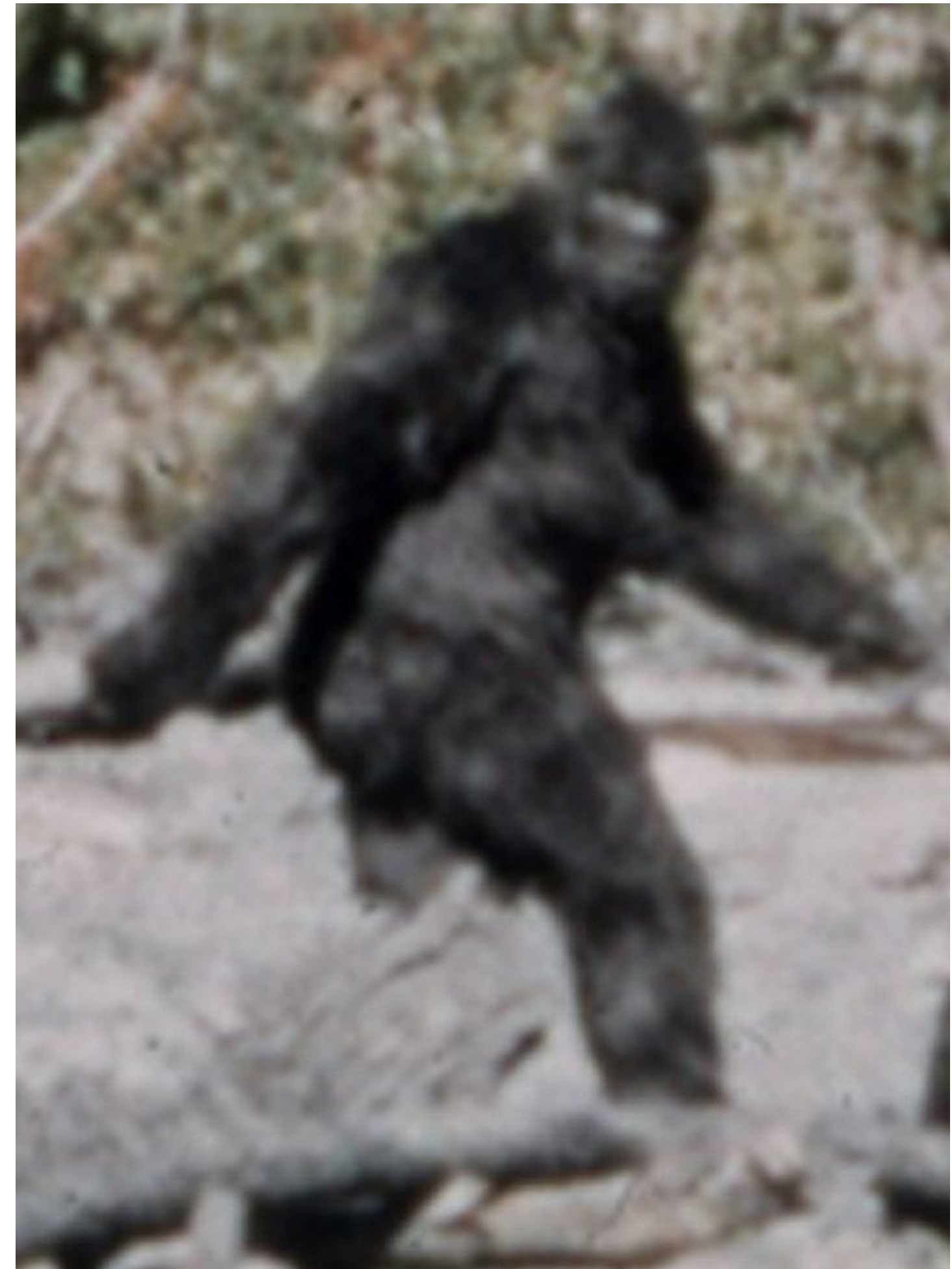


The oldest and strongest emotion of mankind is fear,
and the oldest and strongest kind of fear is fear of
the unknown.

(H. P. Lovecraft)

If you've never seen it

- Icing
- Missed approaches
- Holding
- ACTUAL IMC





Looks like a
good day to
fly!



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3 Day Mastering IFR Program

One on One training



You will become much safer and more confident!			
FLIGHT REVIEW	GROUND REVIEW	INSTRUMENT PC	GPS
Normal & XW Takeoff & Landings	Aeronautical Decision Making	Basic IFR Fundamentals Turns / S& L	Overview
Short & Soft Takeoff & Landing	Aircraft Performance & Limitations	ILS , LPV, PAR(If Avail) Approaches	Buttonology
Advanced Pre-Flight Inspections	Advanced systems training	LOC , VOR, LNAV Approaches	Checklists creation & use
Airport Operations	Weather Review	Circling Approaches	Timer creation & Use
Go-Arounds	XC Flight Planning	Missed Approaches	Weather & Traffic
Power On & Off Stalls	Lost Procedures	Holds & Custom Holds	TAWS & FLTA
Unusual Attitude Recovery	Emergency Equipment & Survival Gear	DME Arcs	Organization and setup for IFR Flight
Steep Turns & Ground Reference Maneuvers		Electrical & Vacuum Failures	Errors & Emergencies
Diversion & Lost Procedures		iPad only approaches	Database Use & Self-Test
Emergency Descents & Landings		IFR Four Fundamentals	Autopilot & Display Use
Engine Failure after liftoff (Sim)		Stabilized Approaches	Alternate Use & More...

"Thanks again for the great training experience on the IFD systems, & IFR. I'm much more comfortable flying actual IMC approaches...." J. Berndsen, Atlanta, GA

"The best flight review in >20,000 hours of experience" A. Klaren ATP, CFI, CFII

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STOP

**VFR
Flight**

***NEVER
AGAIN!***

But we'll settle for **1 or 2**

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QUIZ TIME



A standard brief is required:

- A) Only on IFR Flights
- B) All IFR Flights and VFR XC > 50nm
- C) Any flight that leaves the traffic pattern
- D) On all IFR Flights and any VFR flights asking for Flight Following

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True or False:
All TFRs are shown on ADS-B and XM

A) False

B) True

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True or False:
An AIRMET for icing
guarantees in-flight ice

A) False

B) True



True or False:
FIKI is required to fly in icing AIRMETS

A) False

B) True



True or False:
FIKI means you are safe to fly in icing

A) False

B) True

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People you can call for advice and opinions
on weather conditions

- A) 1-800-WX-BRIEF
- B) Flight Instructors
- C) Destination airport managers
- D) All of the above

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True or False:

Pilots should experience real-world icing even if they fly non FIKI certified AC

A) False

B) True

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True or False:
IFR Training and check rides are designed to
prepare you for real world flying

A) False

B) True

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The biggest reason most pilots aren't better at flying IFR is

- A) They don't get to fly in real IMC often enough
- B) Instrument instructors do a poor job during training
- C) They are autopilot and GPS dependent
- D) They don't have airline training and experience

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The biggest reason to not fly VFR is:

- A) VFR is much more dangerous
- B) Air Traffic Control doesn't like VFR Flight Following
- C) IFR is faster
- D) You lose what you don't use

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Top 5 Weather Mistakes

- 5 - Trusting Colors - Green doesn't always mean go
- 4 - Not Getting a standard weather brief
- 3 - Advisory is not known, FIKI doesn't mean safe
- 2 - Not asking for help
- 1 - Not flying enough real weather and IFR

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Learn More Now

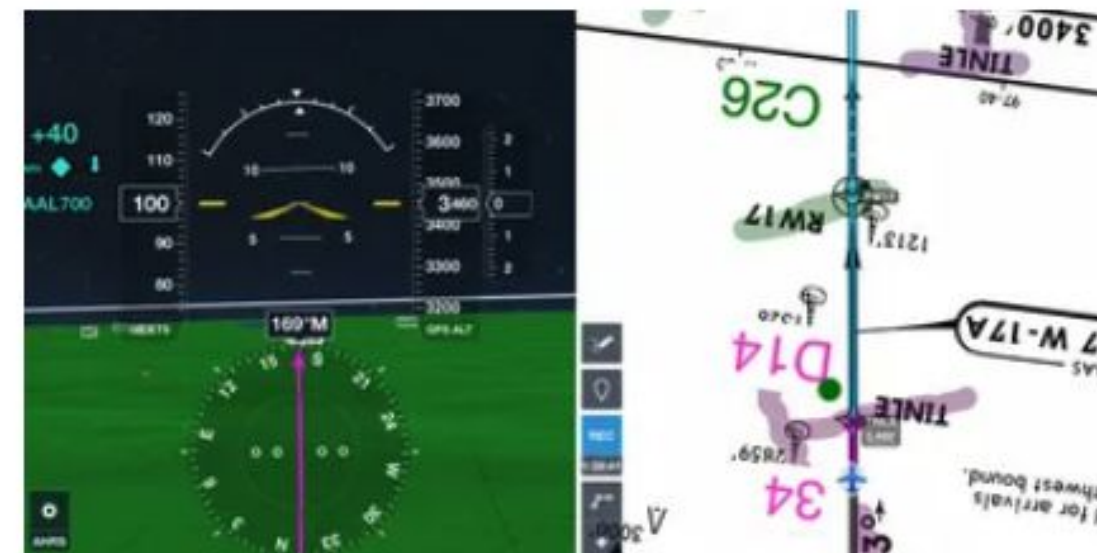
Avidyne Training



Mastery Video & Inflight Training
from the only
Avidyne National Training Provider

[AVIDYNE TRAINING](#)

ForeFlight Training



If you want to know all of the features of the
most powerful iPad EFB and not just a few
tricks learned by trial and error click here.

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The best Mastery training for Garmin GPS
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G430/530, GTN, G1000 & more

[GARMIN TRAINING](#)

Mastering Single Pilot IFR



The only reason most good pilots, like you,
aren't great at IFR is because you don't get paid
to fly IFR everyday. If you want to take your IFR
skills to a mastery level. These videos will help
you make your IFR flying easier and safer.

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3 Day Mastering IFR Flight Training



This is only for airplane owners that want to
truly master their Avidyne or Garmin Avionics,
autopilot and Single Pilot IFR. Gary can train
you in your airplane, from a C172 up to light
jets, anywhere worldwide!

[MASTER IFR IN YOUR PLANE!](#)

About Us



Gary "GPS" (Guy in the Pink Shirt) Reeves:

- 2019 FAA Nat'l CFI of the year
- 8,000+hr Master CFI/CFII/MEI
- Lead rep for the FAA Safety Team
- Avidyne/Genesys Nat'l Partner

[FIND OUT MORE](#)



3 Day Mastery Anywhere



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The #MasteryNotMinimums safety mindset

Adrenaline paralysis & decision fatigue

Say mayday before the emergency

Telling ATC no

I'm a "loser"

Training for #MasteryNotMinimums

The un-safety pilot

Surviving the simulator

Trial & error: The worst way to learn

Use+review+new=mastery

#MasteryNotMinimumsFlight Planning

Get off the airways!

Filing (almost) GPS direct

Choosing all 3 alternates

Marking up charts

In-Flight #MasteryNotMinimums

Autopilots are the answer

3 Approaches to (almost) never do

Slow down and PAC

15 More #MasteryNotMinimums Tips

Appendix / Supplements

NTSB accident FTW95FA101

Additional resources

Blank PAC sheets

Mastery Training Information

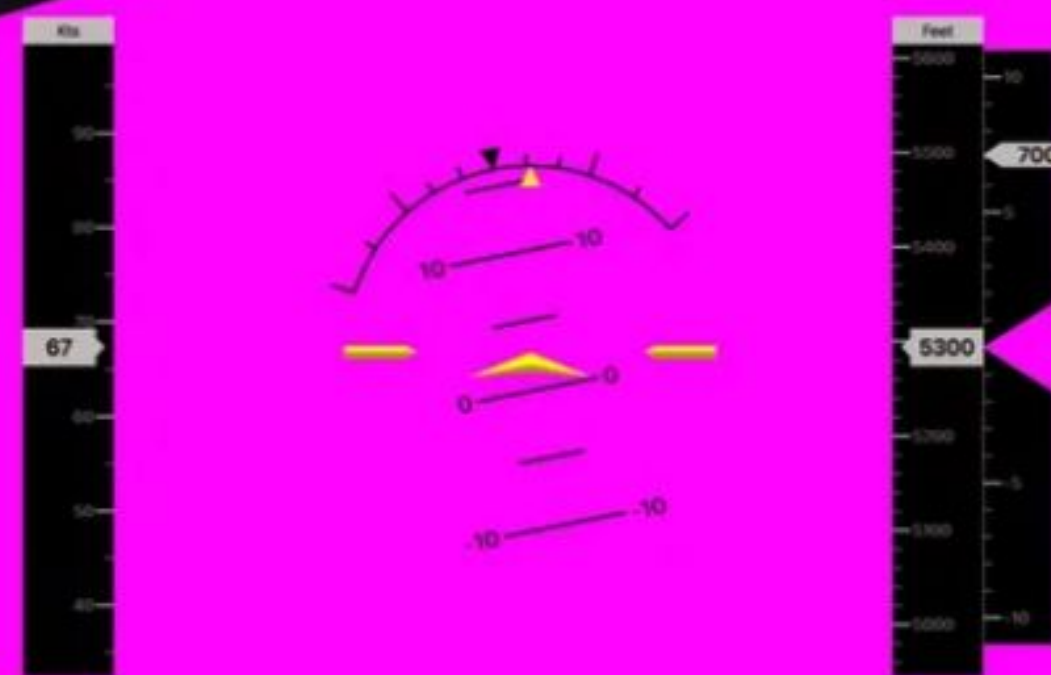
DON'T FORGET TO ORDER EXTRA COPIES AS GIFTS!

Single-Pilot IFR Pro Tips

Real-World Pro Tips to make IFR
Easier and Safer



By
Gary "GPS" Reeves
(The Guy in the Pink Shirt)



#MasteryNotMinimums

From the 2019 National CFI of the Year

Foreword by: Thomas P. Turner,
2015 Inductee CFI National Hall of Fame
Edited by: Mike Jesch, Master CFI & Airline Captain

A must-read for any IFR Student, pilot, or instructor looking for #MasteryNotMinimums level of skill and safety. *Single Pilot IFR Pro Tips* is a fun and easy-to-read book with the same training Reeves provides to Private 3-day Mastery clients for \$300 per hour.



Gary "GPS" Reeves shares over 8,000 hours of real-world experience. These are new ways of planning, flying, and training that no other instructor provides. Topics include:

- Declaring a Mayday before the emergency
- Telling ATC "No"
- Get off the airways, file almost GPS direct
- Three alternates that belong in every FPL
- Three approaches to almost never use
- PAC flying
- And a lot more!



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