



Custom GPS Training

Are the  and  keys about the only functions you are comfortable using on your Garmin or King GPS?

If so, don't be embarrassed as you're not alone. Studies show that pilots that have IFR Certified GPS units installed in their own aircraft are often unable to set up and fly anything beyond the most basic of GPS approaches with any regular degree of comfort. Furthermore, more and more rental aircraft are appearing with IFR Certified GPS units installed in the panel. However, pilots that rent these aircraft often get little or no training on this GPS equipment beyond navigating Direct to a waypoint. Even if the renter requests specific training on a GPS unit in a rental aircraft, most FBO's don't have CFI's that can adequately provide this sort of GPS training.



GPS Training

Unlock the full power of your GPS and at the same time build confidence in your abilities. Our custom ground and flight training program goes way beyond basic GPS Approach training by teaching you to handle a wide variety of departure, enroute and approach situations. Not only will you learn how to fly all types of GPS approaches but you will also learn how to avoid the common problems that often plague pilots when they first start flying GPS approaches. Getting stuck "heads down" in the clag trying to figure out how to make that darn GPS do what you want it to do while ATC throws you one curve after another on approach is a sure ticket to disaster. Don't wait until you find yourself in this awkward and possibly dangerous position. Enroll today.



Real World Scenarios

Learn valuable tricks that will let you deal with real world scenarios with ease. You'll be prepared for virtually any sort of IFR (re)routing that ATC throws your way like a pro.

For example, your current ATC clearance to your destination calls for the TWINKLE6 STAR via waypoints of WINKM, BLNKM and KNODD. Shortly after handoff to approach you are asked, "Firebird 34 Hotel, what is your direct course to KNODD?" Can you **quickly** find the direct course to KNODD from your present position without lots of head-scratching, knob cranking and menu surfing? For most GPS systems, this information is at the finger tips of the pilot that really knows his/her GPS system.

Tricks like this have been developed over several years of flying IFR using GPS equipment. You won't find them taught in any GPS books or computer based courses available on the market today.

Emergency Procedures

Do you operate single engine either IFR or at night? Then you'll certainly want to become proficient in GPS/VNAV emergency procedures if your engine goes "Tango Uniform" while enroute. Learn not only how to find the nearest airport but to follow GPS and VNAV information to glide straight-in to the end of the nearest **runway**.

For more information contact

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