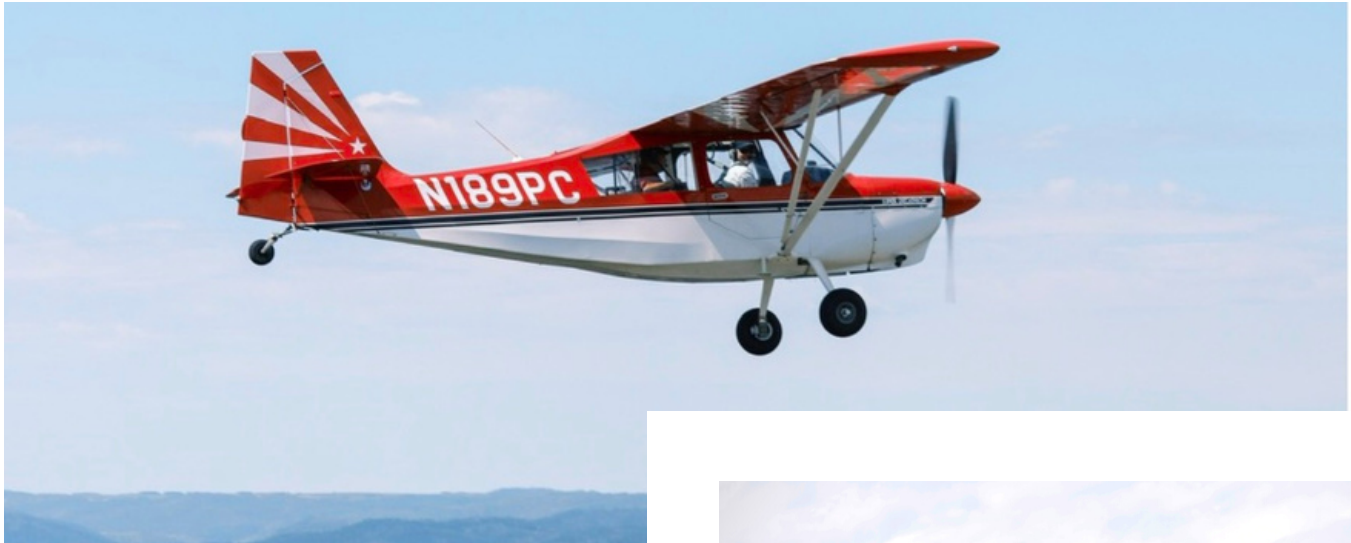


NEWSLETTER

Pilot Makers September 2023



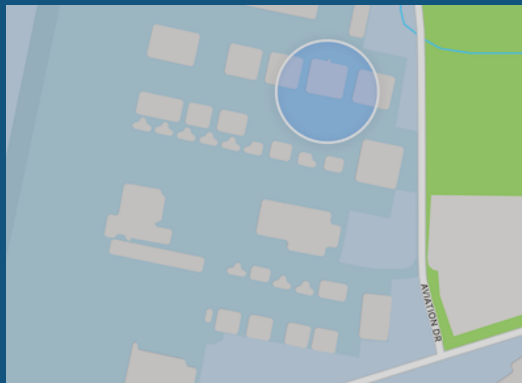
WHATS HAPPENING

Discover the Latest at Pilot Makers: Innovations, Expansion, and Exciting Updates! Explore our expanded Piper Archer fleet, new hangar location, enhanced financing options, increased flight availability, and more. Stay tuned for all the happenings at Pilot Makers!



NEW HANGAR!

To clear up any confusion about our new hangar location, we are now situated inside the gates at the Provo Airport. You can find us at Hangar number 19-12. If you'd like to visit us, or if you have any concerns or questions, please feel free to reach out to us at +1 (435) 315-3944.





WHAT'S UP KPVU

Come, check us out at the Spanish Fork airshow KSPK on September 23 from 8 AM till 6 PM. Bring your family and your friends for an exciting time including many aerobic performances as well as cars and so many other events! For more information visit the Spanish Fork City website www.spanishfork.org

Please note the following important runway closures at KPVU:

- Runways 13-31 will be closed for maintenance from 9/5 at 12 am to 9/19 at 7 am.
- Runways 18-36 will be closed for maintenance from 9/5 at 1 pm to 9/6 at 7 am.

During the 14-day period of runway construction, there will be a suspension of Touch and Go operations as well as pattern work. It's worth mentioning that there won't be any nighttime restrictions.

There will be lots of changes during this time and potentially unexpected Updates, please check the NOTAMs Regularly. For any additional information contact the Provo airport main office at (801)852-6715



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FLYING IS EXPENSIVE, BUT TRAINING DOESN'T HAVE TO BE



When our chief pilot asked me to write an article, this one you're reading now, I have to say joy and excitement were not the emotions I found myself having. It's been nearly a decade since high school English and I don't believe I got a particularly high grade in that class. I have spent a good deal of time pondering what I could or wanted to write about, and as a CFI plenty of topics came to mind; How to land if you're not a navy pilot, or "Why do I need to know that?" just to name a few. After much deliberation I have decided on this topic, one that if you take to heart will undoubtedly help your aviation aspirations, but one that I have found has application to improving nearly every other skill one could desire to learn or master.

Ask yourself this question, "what makes a great pilot" ask 10 people and you will probably get 10 different answers; In the eyes of the FAA its your ability to follow rules, Your CFI might say its your natural ability to use the appropriate amount of right rudder. Is it your knowledge of regulations? Your aerodynamic knowledge, your ability to land smoothly, or ability to plan accordingly? Perhaps you did a DNA test and found a direct ancestral relation to Chuck Yeager. The reality is no one single aspect of flying makes us a "great" Pilot or even a good one at that. Fact is no matter how talented you are, you have to work to be a great pilot, that means you have to practice, a lot.

Its obvious right? Practice more and you will get better. Except when it comes to aviation practice = money, and lots of it. Sorry, but you picked an expensive endeavor and one where lack a practice can be potentially fatal. It's a tough conundrum and many just accept the risk of being just "good enough" There is another way, one uttered to many students, one that is rarely taken seriously. Chair flying.

First off don't check out, It's a more profound topic than you might think so hear me out. For those of you who don't already know what "Chair Flying" is let me explain. Simply put chair flying is exactly what it sounds like, you sit in a chair and you mentally rehearse the skill you wish to become more proficient at.

Luckily you don't have to take your CFI's word on the effectiveness of this method, The University of Chicago did a study on the effectiveness of mentally rehearsing an action compared to actually physically doing the action. The study they completed was on free throw accuracy in basketball. This is how they conducted the experiment, they took three groups after measuring baseline accuracy. The first group they had shoot free throws everyday for 20 minutes a day, the second was the control and did nothing for 30 days. The third group sat down, closed their eyes and pictured themselves from the first person shooting the free throws with success. After 30 days they brought all three groups in and re-measured their accuracy to see their improvements. The group that physically shot the free throws increased their accuracy by 24%. The control who did nothing for the month had no improvement. The third group that did not shoot free throws had an improvement of accuracy of 23%. Essentially what this says is "Chair flying" is nearly as good as the real thing.

There are quite a few studies on this phenomenon out there, in one such study they used essentially the same format as above with weightlifters. Amazingly enough, those who visualized lifting weights, without physically performing the action increased muscle mass in those areas. The group that physically did the actions had a 53% increase whereas the mental rehearsal group had an increase of 35%.

There are many more studies on this topic, what I can surmise from my own research into this area, is this. The brain is powerful enough that it cannot differentiate between physical reality and a mental one. Essentially when you are visualizing you are creating new neural networks in the brain as well as strengthening old ones. Hebb's law states, that neurons that fire together wire together. This is how we develop skills and ability. The more we practice the more those pathways become more efficient and effective at that certain task.

Chair flying works, it just does. I've seen it in the two years I have been instructing you can just tell when a student has been doing the work. There is no other explanation in what appears to be sudden upticks in ability and coordination when the student hasn't been flying consistently. Yet there it is when they nail that steep turn and hit their own wake. Or rehearse the flight instrument check smoothly without hesitation whereas 4 days ago they had to refer to their notes. You will need to fly less to get the same results. New students who do this spend much less time in ground procedures such as starting the engine and configuring the aircraft for the days mission, ultimately giving them more time in the air to practice landings, maneuvers, and emergency's.

So please, pull up a comfy chair and run though that checklist you always forget, or those dang lazy eights that puts sweat on your brow. Your CFI will thank you, your bank account will thank you, and more importantly so will your passengers that trust you with their lives.

— Maximillian, Arsenault