

## Frazer Conway

### Norman Motley Flight Instructor Certificate Scholarship

During my day job, I fly for a specialist aviation services provider as Captain on the Beechcraft King Air. At work, I'm involved in training, conducting line checks and training new pilots on our company SOPs. Having enjoyed working in the training environment, I wanted to share my passion for aviation outside of work by helping to train future aviators.

Unfortunately, having a young family, finances would not stretch to paying for the expensive FI rating. I'd followed the work of the Honourable Company of Air Pilots for many years and was aware of the different scholarships they offered. I applied for the FI Scholarship but was unfortunately unsuccessful in my first attempt. Ever the optimist, I gave it another shot at the start of Summer 2022. This time I was successful and invited to the next stage.

The first stage task was to submit a short video presentation describing 'the hardest exercise in the PPL syllabus to teach'. I'm interested in human factors, so rather than focus on one area of the syllabus, I decided to focus my presentation on the nuances of how people learn and how different personalities react when presented with the same information. For example, one student might have a completely different experience of the same PPL exercise when compared to another person for many different reasons.

Success! I was invited to the next stage which now consisted of a panel interview in London. In keeping with the human factors theme, I presented to the panel on mental health in the aviation industry, including an exercise in stress management that involved a balloon and the threat to pop it with a sharp pin! The interview also consisted of some questions about myself, my experience and my determination to become an FI, followed, finally, by some technical questions.

I was over the moon to find out I'd been successful and that I was being awarded the Norman Motley Flight Instructor Certificate Scholarship.



I elected to complete the training at Central Flight Training at Tatenhill, having heard good things about the school from colleagues and friends.

I completed the course on a part time basis, during days off and periods of annual leave over the Summer. The school demands a high professional standard and the quality of instruction was second to none. Make no mistake, the course is demanding and requires lots of hard work and effort.

The course consisted of 30 hours of flight instruction which was conducted between the Cessna 152 and PA28. The flying side of the course is in-depth and covers the delivery of a solid PPL lesson. You're taught effective pre-flight briefing; 'teaching' the lesson; using the 'patter' technique to talk a student through a manoeuvre; anticipating the students mistakes; as well as techniques for a thorough and useful post flight de-briefing.

This, alongside a number of core flying skills to be demonstrated fluently by the end of the course. There's also 125 hours of ground school that covers a plethora of topics including the broad teaching and learning subject and long brief theoretical knowledge subjects that had me scratching my head and sweating as I tried to recall the subjects I'd studied for ATPL many years ago!

When the course is finished, an assessment of competence must be taken with an approved Flight Instructor Examiner. Thankful for a nice weather window towards the end of summer, I prepared a pre-flight brief and in the air, 'taught' the examiner Exercise 7 (1) 'Climbing'. I was then tasked with 'pattering' Ex 10b (1) Stalling, followed by 'demonstrating' a number of core competency air exercises before returning to bash the circuit. The examiner intentionally made mistakes typically of a PPL student which I had to spot and discuss as part of the post flight debriefing. Thankful to be back on terra firma, it was now time for my long brief. The examiner roped in some willing volunteers, to which I had to deliver my presentation on 'the consequences of startle in aviation', another human factors subject I found interesting. Next, the 'theoretical-knowledge oral' where I was quizzed by the examiner to demonstrate the breadth and depth of my knowledge on a number of theoretical knowledge subjects, aviation publications and licencing privileges. I was over the moon to find out I'd passed, the examiner de-briefed me with some valuable points to take away and many beers were drunk to celebrate!

Firstly, I wanted to thank the Honourable Company of Air Pilots without whom this opportunity would not have been possible. The scholarships help people achieve goals that would otherwise be unachievable. I urge anybody considering applying to give it a go but be prepared to put your all in and work hard if you're successful.

Secondly, I wanted to thank the staff at Central Flight Training at Tatenhill, particularly to Craig Padfield. Craig's high standards have not only helped me to achieve the FI rating but have also improved my flying across the board. Thank you, Craig!

Having spoken to all of my local flying schools, I'm on every list eagerly awaiting an influx of new students in the Spring so I can start to help people achieve their PPL.

One of the main things I took away from the course is to never expect a straightforward answer to your question from a Flight Instructor, they will almost always tell you to go and find the answer yourself and most likely give you another related problem to solve on top!