



DEAN
INTERNATIONAL
FLIGHT TRAINING
& AIRCRAFT RENTALS

14150 SW 129th Street
Miami, Florida 33186
Phone: (305) 259-5611
Fax: (305) 259-9535

Instructors and Renters

1. RED means STOP on taxiway. All Dean aircraft will make a 2 second stop looking both ways and confirm:

1. No traffic

2. Cleared to cross runway

2. Garbage in the aircraft is a \$25 fine and suspension. If you find garbage in the aircraft please take a picture of the garbage and the time log and the student will get fined \$25.

3. SOLO FLIGHT ONLY IF THE WINDS ARE LESS THAN 10 KTS and PLUS OR MINUS 30 DEGREES.

4. SOLO MEANS- YOU ARE ALONE IN THE AIRCRAFT. There is no solo flying unless your instructor is in the building or at the airport.

5. Flying under stress/you should not be flying if.

1. Someone Died

2. SICK on medication

3. Depressed

6. UNIFORMS ARE MANDATORY. One stripe-PPL. Two stripes - IFR. Three stripes - CPL. No stripes - STUDENT PILOT. DO NOT TEACH STUDENTS THAT DO NOT COME IN UNIFORMS. NO JEANS allowed.

7. VFR means you and your instructor must look outside 90% of the time. Be in constant lookout for traffic. We do not need an accident. Be on the alert all the time. We want you back safe and sound ALIVE. Instructors, watch the students' eyes.

8. Checklist must be read in front of you, not looking down. Someone can walk into the prop.

Initials: MU

26. Report Incidents/Accidents, or anyone doing the wrong thing to R. Dean or Wesley.
27. Registration is good for three years only – Check ARROW for each flight. (Part of the Pre-flight checklist.)
28. At summer time, drink plenty of water. Keep hydrated.
29. Weather briefings or weather from the computer and NOTAMS including TFRs must be checked prior to each flight; FAR:91.103.
30. Scheduling of aircraft for time building must have 2 pilots present with ID's.
31. Slow flight must be accomplished within 20 seconds.
32. On stall - You must maintain coordination with the rudders. Look at the sky and draw a line.
33. Hood work: Cover up the DG (Directional Gyro) and AI (Attitude Indicator) - Partial Panel.
34. Low flying over the Everglades will get caught by the park police and then reported to the FAA and
YOU WILL BE TERMINATED.
35. Spins are PROHIBITED.
36. At KTMB, no turns below 1000' ft. This is part of the Noise abatement procedure.
37. DO NOT touch GPS screens.
38. No headsets on top of the panel – It scratches the windshield.
39. Logbooks must be checked for Name, Time Totals and each page is signed. LOG BOOK MUST BE IN INK, NOT PENCIL.
40. Aircraft CANNOT pass the time on the sticker on each aircraft. No going over, PERIOD. Copy of TACH with sticker is in the Time log. Go over the time and you will be charged \$11,000.00.
41. Taxi Diagram in Time log must be used at all times. Good habits last forever.
42. Once your aircraft has started moving: No checklist. No looking down. If you drop something, DO NOT pick it up. Wait until you come to a complete stop.
- [REDACTED]

44. No touch and go's on Solo/Buddy flights. Full stop, Taxi backs only.

45. Arrow- no touch and go's

46. Multiengine needs Mr. Wesley approval. Do not fly any Multiengine unless approved by Mr. Wesley. N219TG is only approved by Mr. Wesley. No touch and go's.

Initials: MU

47. Aircraft tie downs MUST be tight.

48. Weather is a major factor in flying and is part of your "Preflight Action". Be safe by understanding it. Visit the FSS. It is free. Any doubt is a NO GO.

49. We have checkride DVDs by King. You MUST watch this prior to each checkride at least twice. Register on eclassroom from www.flymiami.com. Then get Username and Password from Robert Dean.

50. Look for corrosion and report it. If you find maintenance issues, do not fly the aircraft if there is any doubt. Come back and talk to Wesley, Mr. Dean, Victor or Jorge Garcia (Director of Maintenance).

51. Prior to entering a runway:

'FINAL CLEAR'

'RUNWAY CLEAR'

'LIGHTS/CAMERA/ACTION' **Compass and DG must match**. Departure Time

52. Listen to the frequency prior to speaking. Be courteous.

53. Shouting and screaming in the cockpit is unacceptable and against company policy.

54. Leaving KTMB for training area: SW then South @ 2000' feet for all maneuvers. Then northbound down to 1,600' feet to do all the maneuvers again.

55. Practice area frequency: 122.75. ALWAYS make announcements.

56. On the runway for takeoff and before landing: FEET OFF THE BRAKES. Only toes touch the bottom of the pedals while feet are on the floor.

57. Roll the aircraft on the ramp to check tires for bald spots. DO NOT FLY if there is a bald spot.

58. Landing is all about looking far away- nose up in increments. SAY THIS 1000 times and you will make perfect landings.

59. Landing gear does not come down. FOLLOW THE CHECKLIST. AGGRESSIVE RUDDERS ALSO WILL HELP DROP THE GEAR.

60. Dead spots. AREAS WHERE THE TOWER CANNOT HEAR YOU. MOVE YOUR LOCATION AND TRY AGAIN.

62. STEALING: This is a warning. Any person caught will be sent to JAIL. No excuses. Your life as a pilot is done. This is your family.

63. STAGE 1 CHECK: Your instructor is to go over section 1 of the PTS.

STAGE 2 CHECK: Go over 4 sections of the PTS.

Initials: MY

132. Logging of flight time must be taught and checked by instructor and student. Even though it is the student responsibility.

133. POH, Weight & Balance and Supplements FOR EACH AIRCRAFT MUST BE KEPT IN PROPER ORDER. PLEASE KEEP IT THIS WAY AS RESPECT FOR EACH OTHER.

134. AFTER THE PPL YOU ARE RESPONSIBLE FOR FOLLOWING THE FAR's. WHEN YOU GO FOR A CHECKRIDE AND THE EXAMINER FINDS A MISTAKE THEN YOU JUST WASTED A LOT OF MONEY. THINK-THINK-THINK, CHECK-RECHECK AND TRIPLE CHECK.

135. For your medical certificate we recommend Dr. Kevin Fox, Dr. Ross and Dr. Fred Furgang.. Please note, you are free to contact any medical examiners.

136. For 141 INSTRUCTORS only: 141 Private Pilot Folder: Lesson 9 Pre Solo has to be done by: Approved 141 Check Instructors. (The entry on the folder must be Incomplete on the Remark Section). Then if the student is ready according to that Pre Solo, then the Instructor complete Lesson 9 Supervise Solo with a second entry on the folder and write the remarks as: Complete. In general: Do not let the student do the entries, since the student has not received training to fill out the folders.

137. If your instructor is on vacation then you must be assigned to another instructor and continue the course. If this does not take place then come see Mr. Wesley or Mr. Dean.

138. Be courteous on the frequency. Push the button then speak slowly and clearly. If you do not understand ask for them to speak slowly. Do not assume.

139. Bribes are against the law. If you even suggest it you will be reported to the FAA, you will go to jail and be automatically deported.

IMPORTANT NOTES

140. Flying for someone else is illegal and a federal offense. BOTH PILOTS GO TO JAIL. AUTOMATIC TERMINATION.

141. Time building is done only after 10 hours instruction in aircraft and 10 hours in simulator. YOU MUST BE SIGNED OFF IN YOUR LOGBOOK BY YOUR INSTRUCTOR ON THE BLANK PAGE.

142. STUDENT PILOTS DO NOT WEAR EPAULETS.

-Not allowed to fly alone.

-Instructor must schedule the student.

-Instructor must pick up the time log book.

-Schedule must show aircraft and student.

DISPATCHER MEETING

[REDACTED]

[REDACTED]

Initials: MU

[REDACTED]

[REDACTED]

144. TWO EPAULETS is an IFR pilot.

-Can do time building.

-2 Full names on the reservation.

-Can fly with an Instructor.

145. Time building must have 2 full pilot names on the schedule.

146. When an aircraft is grounded, write the reason on the schedule. NOT MAINTENANCE.

147. Dispatching aircraft- the pilot taking the aircraft must sign out the aircraft in the logbook on top of the counter.

148. When the aircraft returns-check the dispatch with the time log and the names of the pilots.

Initials: MY