



Matt Fassnacht began training with Aero Atlanta in June 2021 as he prepared for the delivery of his aircraft. He flew 20 times with us between June 2021 and September 2023, when he took delivery of N1281F. During that time, Mr. Fassnacht began Cirrus transition training with Aero Atlanta but did not complete the entire course with us. The VFR portion of his Cirrus transition was completed in Knoxville with a Cirrus employee instructor following the delivery of his aircraft. The IFR portion was completed by one of our TCIs (Training Center Instructors) once Mr. Fassnacht returned from his delivery and training with Cirrus.

Aero Atlanta managed N1281F over the past year but did not provide further instruction until recently. Mr. Fassnacht contacted Aero Atlanta needing an IPC (Instrument Proficiency Check) for his insurance renewal. I personally flew with him on 9/4, but I informed him that I could not sign off an IPC due to the fact that many items on that flight were not to ACS standards. Accordingly, we came up with a plan of action for him to improve in those areas by continued training with one of our TCIs.

Mr. Fassnacht proceeded to have 2 simulator lessons, followed by 2 flight lessons in the aircraft. The simulator sessions and first flight were focused on instrument flying skills to meet the standards required by an IPC, but the last flight was focused on VFR maneuvers and landings.

What you will find in the training records attached are the initial VFR transition completed by Cirrus in 2023, the IFR add on training performed once he returned from Cirrus, a logbook entry from my flight on 9/4, and then both a VFR and IFR recurrent which includes 4 different training events from 9/13/24-9/20/24.

Chad Russell
Director of Flight Operations
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