

**Black Hound Aviation, LLC**  
**Student Roles and Responsibilities**  
27 August 2018

Black Hound Aviation (BHA) prides itself on our exceptional training and safety record. The key to this is ensuring good communications are maintained between students, the flight instructor staff, and operational personnel. This is not intended to be an all-inclusive set of do's and don't's – rather it is a general framework whereby you, the student, can progress in achieving your aviation goals.

Becoming a Pilot in Command (PIC) itself is an awesome responsibility. To quote from the federal regulation:

**§ 91.3 Responsibility and authority of the pilot in command.**

**(a)** The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

**(b)** In an in-flight emergency requiring immediate action, the pilot in command may deviate from any rule of this part to the extent required to meet that emergency.

**(c)** Each pilot in command who deviates from a rule under paragraph (b) of this section shall, upon the request of the Administrator, send a written report of that deviation to the Administrator.

We at BHA take the training to exercise this PIC privilege extremely seriously; therefore,

**All students are expected to:**

Be punctual and arrive for your training session at least 10-15 minutes before your scheduled block time. This will allow you to preflight the airplane and receive preliminary instructions from your flight instructor. To this end, all normal lessons should be in two (2) hour blocks. You and your instructor should have the airplane back in the blocks, on the ramp, no later than 15 minutes prior to the end of that block period. Cross-country lessons may be longer but should still be blocked NLT 15 minutes prior to the end of the scheduled block.

Be prepared and be an active learner. As your lessons progress, your instructor will assign reading assignments or outside exercises. All student pilots must satisfactorily complete their knowledge exam before they can progress to solo cross-country flights. Likewise, all instrument students must complete their knowledge exam before their long IFR cross-country flight. Recognize your Flight

Instructor is there to instruct, guide, and challenge you, but ultimately, your flight proficiency skills, knowledge, and success are your responsibility.

Be patient and courteous. Sometimes exceptions, conflicts or delays in meeting a schedule occur. We ask students to provide at least a 24-hour notice of any cancellations. Likewise, BHA will make every effort to notify you in advance by 24 hours. Occasionally, an advance notice will not be possible. E.g., unforecast weather, unscheduled aircraft maintenance, personal sickness, or other unforeseen events. In these cases communicate with your assigned flight instructor or a BHA representative as soon as possible.

Recognize and embrace the concept of safety from day one of your training. Our task is not to just get you that next rating, flight review, or endorsement. Rather, our task is to ensure you use safe practices, procedures, and become the type of pilot in command that others will look up to and wish to emulate. If you see something that looks unsafe, call it out. If you have a concern while pre-flying your aircraft, bring it to your instructor immediately.

Communicate any training problems with your Flight Instructor, Chief Instructor or the General Manager. If we're not aware of the issue, we can't fix it. More than likely your concern is a normal situation that we have seen many times before and it can be easily corrected.

Understand the pre and post flight briefings and ground sessions are vital to your success. Turn off cell phones, focus, take notes, listen proactively, and ask questions. Our one-on-one student/instructor sessions are not merely 'chat' activities; rather they are an integral part of your training and progress.

Stay ahead of each flight lesson to save your time and money. Identify the King lesson and any other special topic your instructor assigns and do the homework prior to your next lesson. The better prepared you are, the faster you'll progress. Our private, instrument and commercial pilot's guides are a quick reference to what you need to know for your rating and will refer you to FAA documents for deeper knowledge. These FAA documents include the Pilot's Handbook of Aeronautical Knowledge, Airplane Flying Handbook, FAR/AIM, and the Airmen Certification Standards (ACS) and, for Instrument students, the Instrument Flying Handbook and Instrument Procedures Handbook.

When it comes time for check ride preparation, the Airmen Certification Standards enumerates exactly what you'll need to do to pass your practical exam, otherwise known as the check ride.

In addition, for those enrolled in the Gold Seal ground school; realize your instructor will be evaluating your progress. Time and effort you put into these studies will pay tremendous dividends when it comes time for your practical exam.

Have fun, don't stress and trust your instructor. Educational studies have shown that humans learn best when they are able to enjoy the learning process. Our instructor staff recognizes this and will work with you to make each lesson both productive and enjoyable. In this vein, self-imposed timelines can be destructive to the learning process. Don't say to yourself; 'I must get my certificate by this date.' Your instructor is the best person to tell when you are ready to solo, take the check ride, etc. Trust their judgment, and keep an ongoing dialog regarding your progress.

Lastly, BHA is constantly looking for ways to make our training more efficient and effective. We appreciate and will carefully consider your suggestions.