

## SFT Podcast Session #1 -

### Introducing the Smart Flight Training podcast!

show notes at: <http://smartflighttraining.com/1>

**Andrew:** This is the Smart Flight Training Podcast with Andrew Hartley, episode 1!

**Andrew:** Hello listeners! I'm Andrew Hartley and welcome to the Smart Flight Training podcast, episode one. Really excited to get launched and I want to tell you a little about the podcast itself and a little bit about me and what you should expect from the Smart Flight Training Podcast going forward.

So let's start out with: I am Andrew Hartley. I live in Columbus, Ohio, and I am a certificated flight instructor on my own independently as well as with a couple flight schools in the area. I'm a commercially instrument-rated pilot, I have an MBA, a masters in business administration, in entrepreneurship as well as a bachelor of science in aviation management, which I got from [Eastern Michigan University](#) in Ypsilanti, Michigan.

If you're interested in flight training, or getting into aviation at all, I really enjoyed my time at Eastern Michigan University, and they just started up, within the past few years, an actual [flight training major](#), which they did not have when I was there. But I did start my flying while I was there, as a minor.

I got into aviation really through my father. My dad was a mechanic for a large airline, and was also a private pilot. We owned a Piper Tri-Pacer which is a tricycle-gear, four-seat, small plane. A high-wing, short-wing Piper product. My Dad and I flew; my mom and my brother were not very into flying. It was something that my dad and I did and, you know, I really enjoyed it. Obviously it was time I spent with my dad who actually passed away when I was 13, so it was something we had together.

[My entire story of getting into aviation](#) is on the Smart Flight Training blog under the Blogging in Formation series. We do a series on the blog once a month with five other bloggers. We all post on the same subject. The very first one we did was back in June, I believe (*editor's note – actually May*) of 2013 and we all posted on how we got into aviation. So you can find that on the blog. There will be a link to that post in the show notes. And you can also find all the other Blogging in Formation posts online. Not

only on the Smart Flight Training blog but also on the other folk's blogs who participate in the Blogging in Formation series with me.

In all honesty my first memory, my very first memory, probably when I was three or four years old was sitting on my dad's lap in the left seat - probably of a Piper Cherokee - and Dad letting me move the controls of the plane. What I remember is me "flying" the plane, but probably not as a three year old so much. But that's my first memory and really why I got into aviation in the first place. Again read the [Smart Flight Training Blogging in Formation post](#) about that if you're interested more.

But that's me - that's me, and again, I have a passion for aviation. Ask anybody who knows me. I can talk about it forever - and I hope not to; I hope to limit this podcast to about 30 minutes for each episode. That said, if anybody ever wants to talk aviation you can [find me on Twitter](#), you can [find me on Facebook](#), you can [find me on Google+](#), often I'm on Skype (user: acalebh). I'm happy to chat aviation anytime with anybody for pretty much any length of time. So find me. Hunt me down and chat me up.

So why a podcast? Why would we want to start a podcast the Smart Flight Training blog? In addition to the Smart Flight Training Blog?

ONE:

I just love the podcasting platform. It's just a really great way to get out to people; to get messages out to people; to keep people interested. It's something that people kind of gravitate towards, and, you know, I listen to several podcasts - several other aviation podcasts in fact, and I just love being able to spend my time more productively. So that's really number one.

TWO:

Number two, though, and possibly just as important if not more so, is that the [Smart Flight Training blog](#) and the [Smart Flight Training podcast](#) are two legs of a three-legged stool I guess you could say. I will be starting - and if you're listening to this podcast in the future, which is another thing I love about podcasting is that you can kind of time-travel with it and listen to earlier episodes of things and see where people started out and how they began and where they came from - but if you're listening to this in the future, this may be old news, but on the [SmartFlightTraining.com](#) website will also be an online ground school program where you can learn everything you need to know knowledge-wise and get this

very multimedia platform again where you can listen to audio and watch videos and read and look at pictures and see all sorts of study guides and everything on everything you need to know to go from being any level of pilot or not a pilot at all, all the way through to the left seat of an airliner.

And as part of that, as a trainer, as a flight instructor, I know that people have different teaching styles and people have different learning styles, and a blog is fantastic, video is great - video is probably the best in fact, but a lot of people learn audibly, right? Some people learn by reading, some people learn by listening - most people learn by doing... which is obviously critical in flight training. You just can't replace the airplane.

But you can't always be in the airplane either. Everyone has a real life - everyone has other things that they have to do. If you're very lucky and listening to this podcast you may be a student in an aviation program at a university somewhere, and that's wonderful. I think that's fantastic. You're lucky, because a lot of other people listening to this podcast, most likely have nine-to-five jobs and have to work, eight, nine, ten hours a day and squeeze in aviation when and where they can.

I myself work a different job than this - I do this on the side just because I love it. I have a two year old daughter at home and a wife and a house and all the stuff that goes along with all of that. And another child on the way - my wife is due in March of 2014. So all of that just compounds on top of everything else that I have to do, so, you know, just like everyone else who is learning to fly... and again, unless you're one of the lucky ones and you're a student and that's what you get to do, you're squeezing this time in, so this is something - a podcast's something that you can listen to in the car on your way to that job; you can listen to while you're jogging or at the gym or doing any multitude of other things; if you're washing the dishes or taking a shower - often you can be listening to a podcast and really utilizing your time better.

So the Smart Flight Training podcast is going to help, I think, in that case. Each podcast will have some sort of miniature ground school lesson, if you want to think of it that way. And in addition to that, it really hits on the different learning styles that people have. Some people can really learn very well from the blog and other people really want to hear someone talking and possibly even want to ask questions. And that's something that we'll use as a platform in the future - obviously if you have questions or concerns or anything like that, [email me](#), leave a [message on the blog](#), there are [lots of ways to get a](#)

[hold of me](#) and we'll talk about all of those at the end of the podcast. But ask me those questions and I will do my best to answer them on the podcast as best I can. So please do that.

But I wanted hit different learning styles and use different teaching styles to try to get that learning across - the blog, the Smart Flight Training podcast, the Smart Flight training website and Smart Flight Training podcast will be able to do.

THREE:

I also love a podcast because - I mentioned earlier that I work a 9-5 job that really doesn't have anything to do with aviation and that kind of annoys me, I'll be honest. If I could make a living flight instructing I would do it full-time, 100%. Again, like I said, I've got a very old house, I've got a wife and one little girl and another baby on the way and I just can't take the pay cut that it would be necessitated by leaving my job and flight instructing full-time.

So in a way, I'm giving to get. I know that I'll get tenfold returns from what I'm doing on the podcast. So that's one of the reasons I'm doing it. But I also hope that I'm giving a hundred times the value that I receive back. I don't want to do this just to make money - I do this because I love it. Aviation has always been a passion of mine and that's not going to change. And even if I never make a penny from this I'm going to keep doing it, just because I love doing it. I love passing on this knowledge. I love putting this information out there and bringing other people into aviation. It's a big family. We don't all get along, but what family does? But we all have a passion for what we do.

I don't know of anyone who flies an airplane professionally or non-professionally because they decided that was the right thing to do or because it was good money or because it was easy. We do it because we love to fly. We love aviation and we love this industry and we love doing this.

Some people have lost that, that feeling. When it becomes a job it becomes like another job. I'm fortunate to know many, many pilots who don't feel that way, and work in aviation full time. Many of the other [Blogging in Formation](#) bloggers are professional pilots and by all rights fly all the time, but they've maintained that passion. Some pilots don't and that's the way it goes.

But I love the fact that most of them do. Most of them do, and I know many, many - like I said - I know many, many pilots who fly full time or are management pilots and they do office management for aviation companies and then fly periodically. I know people who are line pilots and who fly for seven days at a time they're out on the road flying all the time and the first thing they do when they get home is get in their own plane and fly needy animals and needy people who can't get to their medical appointments and that kind of thing. They jump right back into their own plane and they keep flying, even when they're not being paid to do it. And that's just really neat.

That's one of the things that we'll talk about as well as we move through the podcast sessions and that kind of thing - volunteer opportunities and ways that you can help people, as a pilot, that you would never have been able to do before you were a pilot - when you were still bound to the ground, or one of the "pavement pounders" as we sometimes will say.

Another thing I want to do with the podcast is to set an example to other pilots out there - other flight instructors, other podcasters, other entrepreneurs. I don't expect this podcast to be fantastic when it comes out. I don't expect this first episode to probably be worth your time to listen to. I hope it is, and I hope you still listen to it and I hope you [subscribe](#), and I hope you continue to listen to the podcast going forward. I hope it provides enough value that the fact that I am not a professional speaker doesn't annoy you and doesn't make you turn it off. I hope you stick with me, because I will get better.

The point is again, as an entrepreneur, I know that you have to fail to succeed. We do what we call "failing forward," and I expect to fall on my face in these first few episodes of the podcast. I hope I learn from those failures and I hope I get to move forward and I hope that you guys provide me some criticism and tell me where I can improve and what I can do better. That's only going to help this improve and help these messages get out to the right people - the people who need to hear them.

I want your feedback. I want your constructive criticism. And I want to fail forward, so I'm going to continue doing these podcasts like I said. I'm going to keep moving forward whether they're great or not. Whether you guys follow me or not. I'm going to be there.

So I hope - again, I hope these are worth your time; I hope it's worth your while. But please stick with me - if you can stand my voice. And I can't much of the time. I hate listening to my own voice, but I hope that this has enough value that the annoying sounds coming out of my mouth are worth your time.

Additionally, I am kind of a closet internet marketer. I've been looking into internet marketing for years and years and years and have done a few things here and there, but never really moved forward with it. And when I finally became a flight instructor, I thought, "You know, starting up a website and a podcast and this online learning stuff, this is something I could really get into now." Because that passion for aviation - and I've always been a.... I've been a corporate trainer with some aviation companies, some other transportation companies. I've done training for them. I really enjoy doing training, and I love the learning process and I love the teaching process.

The combination of those two things - aviation and teaching and learning and training - it's a dream come true for me. When I got my flight instructor certificate, I thought, "This is what I need to focus on." If I'm going to do something online, this is going to be it. It's going to be in aviation. It's going to hold my interest because it has for 35-plus years, and online is just - that's the way to reach people so that's what I'm going to do.

A podcast is also something that is really - again, it's good for networking. You know - I'm not a terribly outgoing person. I'm not shy, but I am not somebody who just runs up and sticks my hand out and says, "Great to meet you! My name's Andrew. What do you do? Who are you? Where are you from?" That takes a lot of energy for me. Talking into a microphone - yeah, it's intimidating, but to me it's less intimidating than walking out the door and introducing myself to some complete stranger. Which, ironically - I think talking into this microphone is introducing yourself to a complete stranger a million times over. If I'm lucky enough to have that many people listen to me!

But it's not face to face. So part of this is networking for me. Getting to know more people in the industry. Trying to strip away some of that fear that I have of getting out in front of people. From a networking perspective, getting to know people and asking people for things, and just, again - how can I help them help me? How can they help me help them? What can I do to make their lives easier so that maybe in the future at some point, right, that they can connect me to someone else or I can continue connecting them.

Again - I never expect a return from doing that. I know that it happens and the law of reciprocity is out there and things come back again. When you put yourself out there and when you do things out of the goodness of your heart or with no expectation of return, you still get some sort of return. And in many cases it's just that satisfaction of knowing that you helped someone. I hope this podcast does that and I hope that not only I get to meet a lot of interesting people through the podcast and get to know more aviators and more pilots and more aviation professionals better, but that so do you. And that you get to meet and learn about aviation professionals and pilots and air traffic controllers and lots of different... mechanics - everyone who does anything in aviation. All the different roles that have to get done so that our aviation industry the world over can run as smoothly as it does.

I hope that you learn a lot about people and you virtually meet people through this podcast as well. That's probably my greatest wish for everyone, is that you get to meet people and learn things that you may not have ever met or learned on your own if it weren't for this podcast. So I hope that happens. I hope that happens.

The last thing I want to talk about today - I'm generally going to keep this podcast within about 30 minutes. I'm hoping never to exceed - and I'm sure that I will - it's going to go over 30 minutes sometimes. We're already at almost 20 minutes now.

That said, what should you expect from the podcast? The Smart Flight Training Podcast is going to - I'm going to put out an episode every two weeks. That's my goal - is to have one episode put out every two weeks.

Each episode will have a short lesson, like I said before. Something like a short ground school session. We'll be talking about some aspect of becoming a pilot. It might be instrument training; it might be commercial pilot training; it might be sport pilot training. Mostly, at least initially, we'll be talking about private pilot training, because - again - that's still probably the most popular area where - it's really where people start in aviation.

Sport pilot stuff is starting to usurp that, maybe, a little bit. A lot of people get into the sport pilot side of flight training. But I still see - again, in what I do as a flight instructor, I still see most people come in at the private pilot level.

But we'll be talking about everything. Everything we talk about is applicable to every pilot out there. For many of you listening to this podcast it may be review, and that never hurts. I always love to review things that I haven't talked about or thought about for a long time.

These lessons will probably run about 20 minutes or so of each episode. We'll do a quick introduction at the beginning of each episode, then we'll do the main topic for about 20 minutes, 25 minutes or so.

We may do some interviews as part of the main section. We'll do interviews with interesting people and pilots and other aviation professionals. Like I said, we'll talk to mechanics, we'll talk to pilots, we'll talk to air traffic controllers, we'll talk to schedulers, we'll talk to customs people, we'll talk to flight attendants, we'll talk to everybody in aviation. Anybody who does anything in aviation, ultimately, we'll get to you. So if you have suggestions of interesting jobs in aviation that you would like to learn more about - again, let me know! Go to the website, email me, go to the website and fill out a comment form. Subscribe to the email list and respond to the email, and let me know, and I will find someone.

I've been in aviation long enough that I know a lot of people and I know that I can get a hold of just about anybody. My network will come through for me. I know that. I know that for a fact. They have in the past; I know they will in the future. And if we can find someone who has an interesting story or does an interesting job in aviation, we will get them on this show.

We may have some guest hosts here and there. Possibly some of the other Formation Bloggers, possibly some of the other interesting people that we may have interviewed, or people that have done other interesting jobs in aviation, or who volunteer in interesting organizations that use aviation to help others. There's a lot of those out there. So we may have some guest hosts. It may not always be just me. It may not be me at all. Sometimes you may hear from somebody else - someone else may host the entire episode. That's entirely possible. But most likely it will be me and someone else, or just me.



Another thing that we'll have on the show is very, very little - if any - "banter." I'm making quotes in the air with my fingers right now. The banter that you hear on so many other podcasts... I love the other aviation podcasts out there, so, if any of you guys are listening, please don't take offense, but there is so much banter out there. Especially at the beginning of the episodes of the podcasts. It's a group of people talking to each other where often they're just jabbering about something. And it's relatively aviation related, but they go for ten minutes sometimes before they even introduce the show. And that, to me, again - it's just frustrating for me. Introduce the show! Let me know what I'm still listening to! I listen to a lot of podcasts!

So, I don't want to do all that banter. We'll talk a little bit - if I have a guest host we may talk a little bit to each other. It'll be more like an interview-style thing. But that won't - we won't do that for more than a few minutes before we get into the main gist of whatever it is we want to talk about for that day. I don't want to spend a whole bunch of time - we're not a morning zoo radio show! We're a podcast, and I want to get the meat of the information out to you as quickly as possible. I want you to get everything you can get from it, and I want to get out of your face! You don't need to listen to me for any longer than necessary, and I just don't want you to spend hours with me necessarily. Not for any one episode. Again - spend as much time as you'd like listening to my episodes, but I want you to get good information from me quickly and efficiently and on your schedule. I don't want it to be a waste of your time. And I don't want you to feel annoyed or feel like I'm wasting your time. So we're not going to do a whole lot of banter. There's too much of that on other podcasts and I want to avoid that here.

The last thing that you'll have on every Smart Flight Training Podcast is a look into our "Flight Bag." We'll call it the flight bag section of the podcast. At the end of every podcast we'll do a suggested app or a tool, or something that pilots may or may not have heard of. They may or may not know about, but we will always have a short section where I talk about some application on a phone - for your iPhone or your iPad or your Android device or anything that will improve or enhance your flying.

So with that - again - thank you so much for listening. I can't tell you how much I appreciate you listening to the podcast already. I know this is just the first episode, but I couldn't be more grateful to you for listening to me and what I have to say. The fact that anyone listens to this podcast is just humbling to me because, as a flight instructor I know that I have some authority in aviation and that people look to you and that kind of thing. But I just can't put into words how amazing it is to me that so

many people can listen to a podcast. So many people do listen to a podcast, that I've put together. Even if - again - on this first episode there's only one person ever who listens to this (thanks Mom!), I just appreciate it. I appreciate every single one of you individually, and I want to hear from you and I want to know how things are going for you. And if you have questions or frustrations about your flying I want you to let me know because I want to help you. And I want this to be good.

So again, thank you so much for listening to the Smart Flight Training podcast, and we're going to move to the next section - we're going to talk about what's in our flight bag today...

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Let's take a dig down into the Smart Flight Training podcast flight bag today and see what we have...

...dig down in here a little bit, and...

It looks like today we're going to talk about the [Cloud Ahoy app](#). You may not have heard of the Cloud Ahoy app; you may have.

As a flight instructor I use it. I love it!

It is an iPad / iPhone app that is available to allow you to track your flight.

Cloud Ahoy calls themselves "debriefing for pilots." What it does is it actually automatically determines when you're on an airport location. And when you turn it on and you start moving in your airplane, you start taxiing down that taxiway, it will record exactly where you are and where you're going, not only on the ground at the airport, but it will determine your altitude, it will determine your speed, it will determine your heading, and it tracks every movement you make.

It's been fantastic for me as a flight instructor. I use it with students when we're doing ground reference maneuvers, when we're doing other maneuvers, anything like that. Even cross-countries. It really gives you a lot of good information, and it gives you a 3D image, or 2D, your choice, over either satellite images or topographic maps, or you can even put it over a sectional chart or an instrument procedure chart.

It's just incredible. It shows you exactly where you went, how fast you were moving, what your descent or climb rate was. It's really a neat app.

It's totally free. You can download it - again - through the iTunes store, and put it on your phone or your iPad.

I use it with a [Dual GPS "puck"](#) as well - it just enhances the accuracy of it a little bit. And what you do then is you set up an account on [cloudahoy.com](#), set up a password and account and you can share that information - you can share that map and that data with a co-pilot or your instructor or a student if you are an instructor. You can post it on forums, you can snap screenshots of it and put it on your blog, post it on Facebook, Twitter it if you want and let everybody know exactly what you've done.

If you have the most beautiful S-Turns you've ever done, the world can know!

So I love Cloud Ahoy - it's a great program. Like I said, it's totally free.

Check it out! Check it out and let me know what you think!

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This has been the Smart Flight Training podcast, episode number 1.

For transcripts and show notes, please visit [smartflighttraining.com/1](#)

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