

Flying your own aircraft remains the single most effective way to do business in multiple locations. With the reduction in regional airline service, it simply isn't possible to do business in Syracuse and Rochester and be back in Manhattan the same day. When you fly, you do business on your own schedule, not someone else's. You can learn to fly in two weeks. A different airport every landing and a different state every day. A two week adventure you will remember for the rest of your life. Learning to fly is a great adult challenge – not impossible, but requiring some dedication. Piloting an aircraft for pleasure is a fulfilling experience. And by flying yourself, your vacation home becomes that much more useful.



Best in Flight is conveniently located at Morristown Airport, 20 minutes west of the Holland Tunnel. We are five minutes from Convent Station, a direct train from New York's Penn Station. We will pick you up at the station. Best in Flight offers hours to suit your needs including early morning and evening flights. Call the Chief Pilot, Robert Hadow, to discuss your requirements. (888) FLY-0077

Why the Best Instruction?

Flying is not a just hobby. It is also serious business.



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Flying may be as easy as driving a car, but you don't drive a car two miles up. You don't have to talk to air traffic controllers when you drive. You need to understand what makes the airplane fly, the weather, and air regulations – the aeronautical decision making tools to exercise judgement in the air. Best in Flight instructors each have a minimum of 2000 hours accident-free pilot-in-command time.

DA40-180 Diamond Star

Four seats and a glass panel



Best in Flight now offers the Diamond DA40-180 Diamond Star for training and rental.

The DA40-180 is the four-place version of the extremely successful DA20-C1 Eclipse, the choice of BIF and the United States Air Force Academy.

BIF's Diamond Star is a 2004 model equipped with:

- Lycoming IO-360 engine, producing 180 HP
- Hartzell constant speed propeller
- G1000 glass panel
- KAP 140 Autopilot with altitude preselect
- Traffic Information System
- XM Weather (and music)

The DA40 is an extraordinarily safe aircraft design. For more information, you may read Phil Greenspun's review <http://philip.greenspun.com/flying/diamond-da40>.

Our DA40 cruises at 150 KIAS, burning 9 GPH. Forty gallons of fuel give a useful VFR range of close to 600 miles.

Checking out in the DA40.

Flying the G1000 panel is not difficult. How much time you need to check out in the airplane is a function of your background:

New pilots will find the G1000 intuitively obvious. It is easier to learn from the beginning than a six-pack of conventional instrument and avionics. The propeller is an additional control.

Pilots with Garmin 430 experience will find the G1000 straightforward. The operation of the G1000 is very similar to the Garmin 430, but the button placement is different. The audio panel is almost the same as the one in our DA20s, but oriented vertically instead of horizontally. The KAP-140 autopilot is the same as that as installed in many late model Cessnas.

Pilots who are used to KX-170B radios and fixed pitch propellers will require the most time in reorientation. BIF offer three approaches to DA40 orientation. You will want to mix and match the three according to your needs.

Books to read on the train – We offer Garmin and other manuals. This is not light reading; you need to concentrate on every page, but this option is relatively inexpensive and portable.

Computer based training – We offer the Jeppesen CBT course at BIF. You sit at our computer and go through the programmed training. In the alternative, we sell the software for \$259.95.

In the airplane – You can learn it all in the airplane from one of our qualified instructors. Preparation on the ground makes it easier and cheaper, but it's not mandatory. You will have to demonstrate proficiency before you can rent. The new Practical Test Standards mandate basic proficiency with all systems on a check ride. If it's in the airplane, you must be prepared to use it on a check ride.

We customize our training programs to meet your specific needs. Email us at IWantToFly@bestinflight.net.