

## ARESTI DEVELOPMENT

Have you ever seen a squiggly-line drawing stuck somewhere on the panel of an aerobatic airplane preparing for a competition or exhibition flight? These are called Aresti diagrams, and were designed by Spanish competitive aerobatics pilot Colonel José Luis Aresti Aguirre. Each figure in an Aresti diagram catalog represents a specific aerobatic maneuver, in the sequence those maneuvers will be flown.

I'm not physically compatible with competitive aerobatics, but I can adapt the Aresti diagram concept for what I am good at, instrument flight. My IFR adaptation of the Aresti technique is to sketch out only the information I need for the specific version of the procedure I'm flying that day on a "sticky note."

After confirming I've gleaned the proper information from the books and charts, and sketched it all correctly on the little yellow pad, I stick it on the instrument panel where it will be in or very near my primary scan for easy reference just before I begin and while I'm flying the procedure. My "IFR Aresti Diagram" for the Buelt Two DP is below. I find it's far easier to follow this reference than to try to re-find the information on the full chart in flight.

Regardless of how you develop your diagram or where you stick the note, the idea is to thoroughly review the applicable ODP and SID information before you board the airplane, determine what parts of the procedure apply to the flight you're making today, and to simplify the procedure by diagramming only what you need to know in a quick-reference "cheat-sheet" you can review just before takeoff and as you fly the departure. An added benefit of creating a "departure Aresti diagram": I've found that the process of sketching out the maneuver as I'm going to fly it that day solidifies my departure briefing, and causes me to memorize most of the details I'll need on that departure so it's rare I have to refresh my memory by looking at the data at all.

