

## DO YOU NEED AN INSTRUCTOR OR A COACH?

Presuming you're already an accomplished instrument pilot, do you really need a CFII for this training regimen? Is a safety pilot enough? What about a "coach"? Anyone in a healthy coach/athlete relationship will attest to the trust and bonding that comes from working with a dedicated coach to strengthen specific muscles and skills.

It's an approach Jim Lara believes has particular merit in aviation, offering this advice for pilots serious about their safety and proficiency. As the principal owner of Gray Stone Advisors, Lara works closely with businesses owning and operating aircraft as well as individual owners of those businesses. He helps focus how they structure their operations and establish their practices, including safety and training. A Baron 58 owner who frequently flies single-pilot IFR, Lara also works with the National Business Aviation Association's safety committee, from which the organization's many safety programs emerge.

"Find a CFII—a great one—and hook yourself up; establish a relationship like you would with your dentist or medical professional, banker or investment advisor, or golf coach focused on your swing and your putting.

"These people are part of your success team as a professional. So should a CFII be for your flying."

Work with that flying coach regularly to strengthen your weakest areas and to flex the muscles of what you do well. And then fly—as often as you can, so your future tune-ups are more like polishing honed skills than rust removal.

