

I recently sold my 1976 Cessna 172M and purchased a 2013 Beech Bonanza G36. I knew at this point I needed to find a Bonanza 36 CFI to get me up to speed both in the aircraft and the Garmin G1000. Since my wife is also a pilot, I did not have to get into the weeds on my explanation around my need for aircraft specific/G1000 training.

My first thoughts were to look close to home and I asked around my local FBO for recommendations. What I found were just a handful of individuals that met the requirements and they had day jobs therefore my training would need to occur on weekends. There were a few CFI's that had G1000 time and were chomping at the bit to get some free time in the G36.

My next search was through the American Bonanza Society. My search led me to Robert Benda who has his own company Executive Flight Services (EFS) with the tag line "Your Aircraft, Your Airport, Your Time." I contacted Robert and after some detailed discussion I decided this would be my best course of action.

Robert is a CFI and BPPP-certified instructor, along with being a licensed A&P. Robert based my course of instruction around my needs and specific equipment. Robert spent four full days with me getting me up to speed both in the G36 and on the Garmin G1000. During my training, if I asked Robert a question that he was unsure of, by the next morning he had me an answer with documentation to back it up. Robert assisted me in all aspects of preflight preparation and post flight duties to include tugging the aircraft in the rain and cleaning the entire aircraft of bugs after every flight.

I now feel I have a valuable resource at my disposal but also a new friend. I would highly recommend Robert to anyone needing detailed aircraft specific training or just a flight review.

