

ON-LINE PROGRAM

Through 35 years of teaching the FAA approved Aircraft Dispatcher program with a world-wide cliental, both airlines and individuals, Academics of Flight has witnessed many instances where the “on line training” teaching method is not the correct approach in obtaining the certificate for many individuals, especially those with no aviation experience. Indisputably, there is a place for this advancement in technology, however, a school has the responsibility to inform an individual when or when not to apply. It is very appealing for a person who cannot afford both the time and expense away from his/her domain for an extended period. Since it is potential revenue for the school, the institute will not discourage an unqualified individual from participating.

Time and again, Academics of Flight has had candidates attend its program who have unfortunately fallen pray to the above offered by previous schools. Their stories are the same and follow below:

Phase One:

You register and receive course material that is insurmountable. When contacting the school for explanations, the standard answer is, “Don't worry, just **memorize** the answers to prepare for the written FAA examination.” *This is the first indication that a mistake was made.*

Phase Two:

Next, you are told the FAA written must be successfully passed prior to attending the on-site portion conducted at the school's location. It is explained that this is to **your** advantage; however, it is also a benefit of the school's. They don't have to take time to explain the questions. You will have an on-line instructor in some cases. The problem is, many times their explanation to a query you have is, “Don't worry, just memorize the answer.” If this is witnessed, *the second indication of a mistake has surfaced.*

Phase Three:

The individual passes the examination by tricks of memorization, sometimes on the second and third attempt, arriving at the school for a two or three week (sometimes one week) program grouped with classmates for the most part with all different backgrounds. It is conducted in such a manner, again, where there is no allowance for a lot of questions due to “time.” The person is instructed to remember the topic the way of the instructor's presentation, since that's how the examiner is going to ask; in other words; “Just do and don't ask why!” Now, your head is spinning with course topics that can't be organized to obtain a sensible picture. It's time for the school to asses whether you are prepared for the practical portion of the certificate. Either you are sent home without taking the practical, because you “just can't understand the material,” or you receive the certificate since you remembered to answer the questions in the examiner's desired way. If you are the one not yet qualified to take the exam, in some cases, you are offered the chance to stay for a couple more weeks. Of course by now, funds are depleted and the allocated time away from home/work has expired. *This is the third indication of your mistake.*

Phase Four: (Only for the individual that received a certificate)

The awaited day arrives for the job interview that will make all your scarifies disappear; the “pot of gold at the end of the rainbow” is at hand. The interviewer doesn't ask the questions as the examiner did, and he has a few of his/her own. You find that the subject had never been mention in class, or you don't recognize it, since it was asked in a different context. Sorry, the results of all previous mistakes surface, **and you fail to get the job.**

This is NOT a factious scenario; I hear it repetitively from individuals that finally realize that with the extra time spent in a classroom, providing a true educational environment, they would have acquired a sound knowledge of the dispatcher's important role in the aviation field.

I am not condoning every “on-line training” program, and there certainly is a valid place for it. However, prior to enrolling, although the benefits of being away from home are reduced, in many cases, time and money are lost.

The certificate is just a step along the way. Securing the dispatch position and being acknowledged with respect by your peers and flight crews are your final objective.