

PHILIP BRYANT
Document Submitted to Support Application
for
Federal Aviation Administration Wright Brothers Master Pilot Award

Flying History of Philip M Bryant

I began flying January 1963 while in college, University of Arizona. I worked on weekends as a self-taught auto mechanic to earn money for flight lessons. My first instructor, Bert Foote, was my hero. My lessons were short, but the day I conducted my first "supervised solo" I had accumulated only 3:35 of total flight time with 5 flights in the log book. Bert said I had a natural feel for the aircraft. He did not endorse me for solo flight until after three more flights with a total of 3:05 more hours of supervised solo flights. Ground school was mostly self-study. My Private rating was taken on August 4, 1963.

I quickly accumulated more hours when my girlfriend's father allowed me to fly his airplane. He could not obtain a medical so I became his pilot / chauffeur. Best job ever. Shortly thereafter I attained the Commercial rating on October 10, 1965. The Flight Instructor rating was obtained on March 9, 1966.

In 1966, my friend and Flight Instructor Skip Cregier and I organized a Part 141 Flight School and began training ROTC cadets attached to the University of Arizona. The agreement was with the Sixth Army Presidio for the basic military flight curriculum. The flight hours continued to grow.

September 17, 1966, I obtained my Instrument rating a wonderful and new world appeared.

I graduated from the University in the Summer of 1967 and was Employed by Shell Oil Company. While working for Shell, I continued to fly on the weekends as a flight instructor at the various cities I moved to with Shell. Over the years, I always tried to stay current and fly whenever I could.

In 1976, I was transferred to Houston, Texas, continued instructing there when I took the opportunity to obtain my Multi-engine rating with Col. Humphries in Bay Town, Texas.

I was then transferred to Curacao, Netherland Antilles in 1979 where I joined the local aeroclub and then was allowed by the local government to instruct on the Island of Curacao. I also met the Casino owner who owned a Beechcraft Queen air. With that aircraft, I made several flights between Curacao, Bonaire, Aruba, Caracas, Venezuela, and some of the other Islands including Dominican Republic. That was a wonderful experience flying over so much water.

After the foreign assignment, I returned to Houston, TX. Shortly after that in 1991, I took my first Hot Air Balloon ride. I was reluctant, but the fear was met with a wonderful experience. Shortly after that, I bought a balloon and have been flying balloons ever since. Joining the

balloon community provided many social opportunities which included serving on the Board of Directors of the BFA for 6 years, 3 years as the President.

During my ballooning years, I removed the limitation of the airborne heater from my rating and took up Gas Ballooning. Today I am flying Hot Air and Gas Balloons. I own and operate a Balloon Repair Station and stay fully involved with ballooning, with a total of 6250 total hours PIC accumulated.

What a wonderful experience.