



Report for Larry Levin at SFZ

Region: Awards Consideration (includes report card)

Below is a summary of scores and feedback from all the usable evaluations which were submitted for you during the 2026 Flight Training Experience Award application period. Many flight training providers receive exceptionally high scores so we also share with you the distribution of the overall aggregate scores for comparison.

1. Eligibility

To be eligible for an award, you needed to receive at least 5 unique evaluations, each at least 80% complete

A survey response was considered 'usable' if the respondent answered at least 80% of the questions required for scoring.

A CFI was considered 'eligible' for an award if they received at least 5 unique, usable responses.

Average scores were based on all usable responses received and have been rounded where necessary.

Your percentile rank was calculated by comparing your score to scores of all other (nominated/eligible) CFIs. Percentile ranks were calculated at both national and regional levels and may have been rounded.

Your performance (percentile rank) compared to all other eligible CFIs in your region was one of many factors that informed award decisions.

You received 14 evaluations.

2. Free Responses

At the end of each evaluation, we ask the following open-ended question:

Why should or shouldn't your CFI win a Flight Training Experience Award?

3. Individual Overall Scores & Responses

Total Score	Student Review
90.00	I believe Larry should receive an award because he is invested in his students training and their success. He takes the time to get to know the student and figure out how they learn best, and caters his teaching styles to their learning. He invests his time in ensuring he teaches students about the importance of good ADM and safety. As a colleague, he always comes in with a smile on his face and chats with anyone in the flight school. I enjoy having intellectual conversations with Larry and feel as though I learn a lot from him. He is very knowledgeable, and any questions he is unsure of, he takes the time to research the answer in FAA documents to provide students with a knowledgeable, informed answer.
90.00	Dedicated to safety. Amazing relationship with all students with great communication skills

90.00

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Larry was my CFII during my instrument training and then did my IPC as well - those come up quick! I can't say enough good things about Larry. I think of him as our go-to guy for all things related to instrument flying and always turn to him whenever I've got a question. Which is why I wholeheartedly think Larry should win a Flight Training Experience award - he's one of those instructors who doesn't stop teaching you after the lesson has ended. Larry will always make sure to send me invites to seminars of interest, save an article from IFR magazine for me or simply stop by and chat about the latest avionics I had installed. And he does all that because he truly enjoys being an instructor. He's a constant around my flight school. As the college-aged instructors inevitably head off to their post-CFI careers, I know that Larry is going to be around to provide that stability that makes for a great flight school. It's just nice to have those kind of folks as part of your airport. As I went through my instrument training, I noticed that it wasn't uncommon for even CFI's to have minimal actual hours - like, surprisingly minimal. I'm happy to say that Larry made sure that we didn't ever shy away from actual conditions and as a result I've not only got some respectable actual numbers in my logbook for someone of my overall experience level, but more importantly, I'm pretty comfortable when things go white. And that's the goal for someone such as myself. To have the skillset to handle all different types of flying conditions. I also loved the fact that Larry stressed the importance of being prepared for unforeseen situations. In particular, he's always made sure not to neglect working on partial panel skills - which I personally find to be one of the hardest aspects of modern instrument flying. And again, to bring it home to real world applicability, some of our ground lessons gave me excellent insight into all the things that can go wrong flying IFR and how to be prepared. And I'm not just talking lost comms and such, but scenarios like what to do when your entire panel goes dark and you're in the clouds. Fortunately, that hasn't happened to me in the clouds yet but it has happened twice in VFR conditions and I like to think that I was able to remain (relatively) calm in part thanks to the time we spent doing all our "what if's" on the ground. Larry's the reason I keep a Sentry and an iPad in the cockpit for the day that the entire panel goes dark and the reason that I try to maintain a good degree of proficiency with all my panel mounted avionics. Larry also selflessly gives back to the aviation community. Most recently he gave a seminar about flying in the Bahamas which was outstanding. The turnout was as large as any I've ever seen at the FBO and Larry gave a great talk filled with all the details you'd need to be ready for the trip. I've still got the Power Point that he was kind enough to share and I'm itching to go. On a personal level Larry is a witty, kind-hearted gentleman who loves aviation and it's very apparent to all those around him. It's not uncommon to see him show up to the airport on the dreariest of days when no one else is around. Then you'll tune into Providence Approach on the handheld a bit later and hear him shooting multiple approaches. That sort of passion for instrument flying and for being a long-term CFII is absolutely deserving of an AOPA Flight Training Experience award. (Note - this review might be a duplicate as I had technical difficulties at first and had to use a different email address to log in)

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90.00	<p>Larry was my CFII during my instrument training and then did my IPC as well - those come up quick! I can't say enough good things about Larry. I think of him as our go-to guy for all things related to instrument flying and always turn to him whenever I've got a question. Which is why I wholeheartedly think Larry should win a Flight Training Experience award - he's one of those instructors who doesn't stop teaching you after the lesson has ended. Larry will always make sure to send me invites to seminars of interest, save an article from IFR magazine for me or simply stop by and chat about the latest avionics I had installed. And he does all that because he truly enjoys being an instructor. He's a constant around my flight school. As the college-aged instructors inevitably head off to their post-CFI careers, I know that Larry is going to be around to provide that stability that makes for a great flight school. It's just nice to have those kind of folks as part of your airport. As I went through my instrument training, I noticed that it wasn't uncommon for even CFI's to have minimal actual hours - like, surprisingly minimal. I'm happy to say that Larry made sure that we didn't ever shy away from actual conditions and as a result I've not only got some respectable actual numbers in my logbook for someone of my overall experience level, but more importantly, I'm pretty comfortable when things go white. And that's the goal for someone such as myself. To have the skillset to handle all different types of flying conditions. I also loved the fact that Larry stressed the importance of being prepared for unforeseen situations. In particular, he's always made sure not to neglect working on partial panel skills - which I personally find to be one of the hardest aspects of modern instrument flying. And again, to bring it home to real world applicability, some of our ground lessons gave me excellent insight into all the things that can go wrong flying IFR and how to be prepared. And I'm not just talking lost comms and such, but scenarios like what to do when your entire panel goes dark and you're in the clouds. Fortunately, that hasn't happened to me in the clouds yet but it has happened twice in VFR conditions and I like to think that I was able to remain (relatively) calm in part thanks to the time we spent doing all our "what if's" on the ground. Larry's the reason I keep a Sentry and an iPad in the cockpit for the day that the entire panel goes dark and the reason that I try to maintain a good degree of proficiency with all my panel mounted avionics. Larry also selflessly gives back to the aviation community. Most recently he gave a seminar about flying in the Bahamas which was outstanding. The turnout was as large as any I've ever seen at the FBO and Larry gave a great talk filled with all the details you'd need to be ready for the trip. I've still got the Power Point that he was kind enough to share and I'm itching to go. On a personal level Larry is a witty, kind-hearted gentleman who loves aviation and it's very apparent to all those around him. It's not uncommon to see him show up to the airport on the dreariest of days when no one else is around. Then you'll tune into Providence Approach on the handheld a bit later and hear him shooting multiple approaches. That sort of passion for instrument flying and for being a long-term CFII is absolutely deserving of an AOPA Flight Training Experience award.</p>
74.00	<p>Larry has been flying actual IFR for many years making him an excellent choice for teaching instrument procedures. He's patient and knowledgeable.</p>
90.00	<p>I am an experienced career naval aviator with thousands of hours and I have learned valuable, new-to-me, techniques and tips from Larry on every flight. I was seriously considering stopping flying due to my age (I'm 79) and these lessons from Larry restored my confidence to continue flying.</p>
88.00	<p>Larry has a huge amount of real world instrument flying knowledge and experience and strives to share it all with his students. He drills down into the why behind the procedures/regs to promote better understanding and is invested in student success.</p>
88.00	<p>Larry demonstrates the very best qualities that all Flight Instructors should aim to achieve. As a CFI-I he is focused exclusively on providing excellent Instrument Instruction. I regularly fly with Larry, and he conducts IPCs with me at least twice yearly, during which his approach is highly professional - he assigns work before we meet - setting various assignments designed to review material related to the ACS elements required for the IPC, and beyond. I have also observed Larry with his various students, and he never fails to impress me with his ability to connect with his learners - both by listening carefully, and by his clear explanations of various flight topics. Larry is a positive, patient, enthusiastic and encouraging instructor whom I would recommend without hesitation. He is able to transfer his own excellent instrument flying skills to his learners.</p>
90.00	<p>This instructor should win a Flight Training Experience Award. Larry Levin goes above and beyond with his professional training. His calm, methodical, and practical approach during lessons inspires students to do and be their best. While teaching ground studies or in the air maneuvers like flying under the hood he instills a sense of confidence and safety in them so that they can ingest what they are learning. He is truly an inspiring instructor..</p>
90.00	<p>Larry has a great teaching style and knows instrument flying. His knowledge and experience are such a great asset, combined with his ability to teach the material, makes him one of the best!</p>

90.00	Larry is an outstanding instructor who combines patience, depth of knowledge, and real world experience. What sets Larry apart is his ability to adapt his teaching style to individual needs while maintaining high standards. Outside the cockpit Larry's commitment to aviation and to giving back to the community is remarkable. He continually invests in the next generation of aviators, sharing not only technical expertise but also the values of professionalism, safety, and integrity.
90.00	Very safety conscious and related very well to me
90.00	He cares for his students more than anyone! And his passion for the craft is unmatched.
86.00	Larry Levin is an outstanding flight instructor—patient, knowledgeable, and always calm under pressure. He explains complex concepts clearly and builds confidence with every lesson.

#### 4. Aggregate Overall Score (Range: 0 to 100)

This is the overall score you received from your customers in the 2026 Flight Training Experience Award application period:

Your Score: 89

##### 4.1 Compared to All Nominees (those with at least 1 evaluation)

National Average: 87

Your national percentile ranking: 74%

Regional Average: 87

Your regional percentile ranking: 74%

##### 4.2 Compared to All Eligible Nominees (those with at least 10 evaluations)

National Average: 88

Your national percentile ranking: 82%

Regional Average: 88

Your regional percentile ranking: 82%

#### 5. SubScore Summary for at Region: Awards Consideration (includes report card)

The remaining sections summarize your individual subscores (range: 0 to 100) as they apply to each of the four areas from our Flight Training Experience Research: Educational Quality, Customer Focus, Community, and Information Sharing. You will also find national and regional averages, for benchmarking.

Subscore Summary:

	Your Score	National Avg
Educational Quality	100	86
Customer Focus	99	86
Community	99	82
Information Sharing	95	83
NetPromoter Score	100	96
Overall Total	89	76

#### 6. Educational Quality Scale (Range: 0 to 100)

This is the score you received from your customers, derived solely from the questions related to Educational Quality; offering effective training from professional instructors who are dedicated to students' success

Your Score: 100

6.1 Compared to All Nominees (those with at least 1 evaluation)

National Average: 86  
Your national percentile ranking: 91%

Regional Average: 86  
Your regional percentile ranking: 91%

6.2 Compared to All Eligible Nominees (those with at least 10 evaluations)

National Average: 86  
Your national percentile ranking: 96%

Regional Average: 86  
Your regional percentile ranking: 96%

6.3 Responses per Question

My CFI consistently used a training syllabus that I could consult.

Response Choice	Frequency	%
Strongly Agree	14	100%

My CFI tailored their lessons plans to accommodate my personal strengths and weaknesses.

Response Choice	Frequency	%
Strongly Agree	14	100%

I felt safe flying with my CFI.

Response Choice	Frequency	%
Strongly Agree	14	100%

My CFI helped me feel prepared for unexpected situations in flight.

Response Choice	Frequency	%
Strongly Agree	14	100%

7. Customer Focus Scale (Range: 0 to 100)

This is the score you received from your customers, derived solely from the questions related to Customer Focus; adding value by demonstrating professionalism and engagement with students

Your Score: 99

7.1 Compared to All Nominees (those with at least 1 evaluation)

National Average: 86  
Your national percentile ranking: 73%

Regional Average: 86  
Your regional percentile ranking: 73%

7.2 Compared to All Eligible Nominees (those with at least 10 evaluations)

National Average: 85

Your national percentile ranking: 86%

Regional Average: 85

Your regional percentile ranking: 86%

### 7.3 Responses per Question

My CFI patiently helped me understand difficult concepts.

Response Choice	Frequency	%
Strongly Agree	14	100%

I feel like my CFI made efficient use of my time.

Response Choice	Frequency	%
Strongly Agree	14	100%

My CFI was not invested in my success.

Response Choice	Frequency	%
Strongly Agree	1	7.14%
Somewhat Disagree	1	7.14%
Strongly Disagree	12	85.71%

My CFI was reliable and on-time for scheduled lessons

Response Choice	Frequency	%
Strongly Agree	14	100%

## 8. Community Focus Scale (Range: 0 to 100)

This is the score you received from your customers, derived solely from the questions related to Community; emphasizing social connections and accomplishments.

Your Score: 99

### 8.1 Compared to All Nominees (those with at least 1 evaluation)

National Average: 82

Your national percentile ranking: 95%

Regional Average: 82

Your regional percentile ranking: 95%

### 8.2 Compared to All Eligible Nominees (those with at least 10 evaluations)

National Average: 82

Your national percentile ranking: 99%

Regional Average: 82

Your regional percentile ranking: 99%

### 8.3 Responses per Question

After training with my CFI,I feel like amember of the general aviation community.

Response Choice	Frequency	%
Strongly Agree	14	100%

My instructor expressed that people like me should not fly.

Response Choice	Frequency	%
Strongly Agree	1	7.14%
Somewhat Disagree	1	7.14%
Strongly Disagree	12	85.71%

My CFI introduced me to students, new pilots, and members of the local aviation community.

Response Choice	Frequency	%
Strongly Agree	14	100%

My CFI shared relevant information to help me continue flying after training (e.g. how to find flying clubs, purchase an aircraft, or start an aviation career)

Response Choice	Frequency	%
Strongly Agree	14	100%

## 9. Information Sharing Scale (Range: 0 to 100)

This is the score you received from your customers, derived solely from the questions related to Information Sharing; educating and empowering students to make informed decisions about flight training investments.

Your Score: 95

### 9.1 Compared to All Nominees (those with at least 1 evaluation)

National Average: 83

Your national percentile ranking: 75%

Regional Average: 83

Your regional percentile ranking: 75%

### 9.2 Compared to All Eligible Nominees (those with at least 10 evaluations)

National Average: 83

Your national percentile ranking: 88%

Regional Average: 83

Your regional percentile ranking: 88%

### 9.3 Responses per Question

I always understood the steps required to reach my flight training goals with my CFI.

Response Choice	Frequency	%
Strongly Agree	14	100%

My flight training with my CFI has required more time and/or money than I expected.

Response Choice	Frequency	%
Strongly Agree	1	7.14%
Neither agree nor disagree	2	14.29%
Somewhat Disagree	1	7.14%
Strongly Disagree	10	71.43%

Sometimes I did not know what my flight lessons would cover.

Response Choice	Frequency	%
Strongly Agree	1	7.14%
Somewhat Disagree	1	7.14%
Strongly Disagree	12	85.71%

My CFI introduced me to online resources (like flight planning tools or weather sources) and showed how they can be used to aid my decision making.

Response Choice	Frequency	%
Strongly Agree	14	100%

## 10.Net Promoter Score

### 10.1 Questionnaire Responses

The Net Promoter Score is generated by asking customers how likely they would be to recommend a given product or service - in this case, your services as a flight instructor to another potential customer, on an 11 point scale.

How likely are you to recommend your CFI to someone interested in flight training?

Response Choice	Frequency	%
10	14	100%

### 10.2 NPS Grouping

Responses to this question are then used to sort customers into one of three groups:

Detractor: Less likely to use your services again and may not speak highly of your services to others.

Passive: Generally somewhat satisfied, passive respondents likely won't help or hurt your business in talking to other people.



Promoters: Ideally, all of your customers would be promoters. Promoters would fly with you again in the future and would tell others how great they think you are.

Response Choice	Frequency	%
Promoter	14	100%

10.3 Standardized Score Calculation

The overall Net Promoter Score is calculated by subtracting the percentage of your customers who are 'detractors' from the percentage of your customers you are 'promoters.' Thus, the overall Net Promoter Score can range from - 100 to 100.

For more information on the Net Promoter Score and how to interpret it, check out: <https://www.medallia.com/net-promoter-score>

Your Score: 100

10.3.1 Compared to All Nominees (those with at least 1 evaluation)

National Average: 96  
Your national percentile ranking: 60%

Regional Average: 96  
Your regional percentile ranking: 60%

10.3.2 Compared to All Eligible Nominees (those with at least 10 evaluations)

National Average: 98  
Your national percentile ranking: 63%

Regional Average: 98  
Your regional percentile ranking: 63%