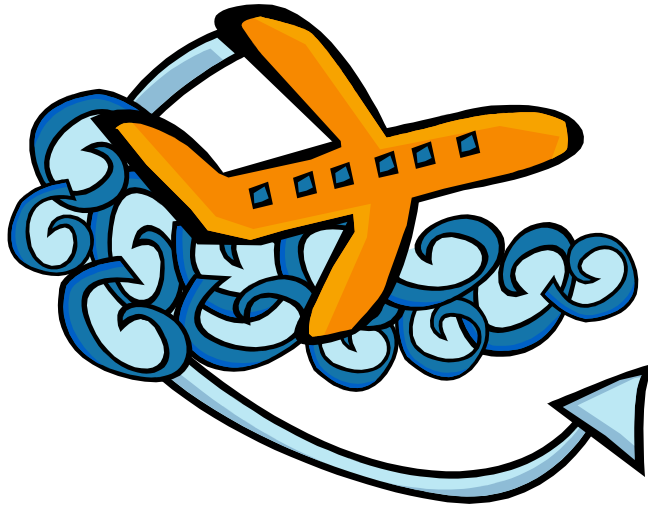


Learning to Fly

**a primer by
Grace Flying
Service, Inc.**



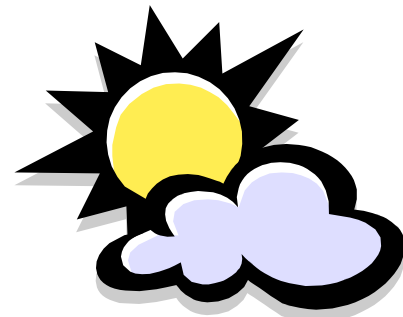
updated January 24, 2007

Introduction:

"Learning to fly" usually means obtaining a Private Pilot's certificate. The Private Certificate allows you to fly many different types of airplanes, day and night, in good weather. In this context, "good weather" is called VFR weather. VFR (Visual Flight Rules) weather is clearly defined in the regulations, but basically the weather must be good enough for you fly safely without entering clouds or fog.

Later, if you like, you can get more training and add an Instrument Rating to your certificate. The Instrument rating allows you to fly through clouds, in weather which is below the VFR minimums as defined by regulation. Since our part of the country is usually blessed with clear weather, the VFR restriction is acceptable to many pilots. However, if you plan to fly extensive cross country flights, or if you want to fly professionally, you should consider getting an instrument rating after you obtain your private certificate.

As a Private Pilot, you will not be able to charge a fee for pilot services. You can fly anywhere in the US, and in foreign countries, carrying passengers. (Some other countries have additional regulations.) To be certificated to fly higher performance aircraft, such as twin-engine aircraft or jets, you may have to undergo additional training to obtain appropriate ratings.



Introduction, continued:

You must at least sixteen years old to solo, and seventeen years old to get your Private Pilot's certificate in an airplane. You may take instruction prior to age sixteen, but until your birthday, your progress will be limited by your age.

Specific Requirements:

1. Medical Exam.

You must pass a medical exam--called a Third Class Airman Medical. A physician licensed by the FAA administers the Medical. This exam is not strenuous: they're looking for anything which might cause you to be incapacitated without warning--heart disease, diabetes, etc. In many cases, even these problems will not be disqualifying, although the examination process may be longer. (Taking medication for high blood pressure is not necessarily disqualifying, for instance).



Most people in good health will have not trouble in passing this exam, but it should be done early in the training process--you must have the certificate before you solo. The Third Class Airman Medical certificate doubles as your Student Pilot Certificate.

2. Written Exam.

You must pass a written exam. This exam is not conceptually difficult--it doesn't require an extensive mathematical background or learning of complex concepts. However, it does cover a wide range of subjects: weather analysis, planning a cross-country flight, basic aerodynamics, and the Federal Aviation Regulations. Preparation for this exam will require time and effort on your part.

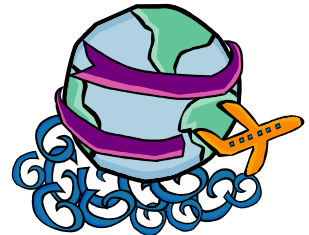
There are several ways to prepare for the written exam: The most popular is to attend a weekend seminar specializing in "accelerated study". After you have done some preliminary review, these weekend courses can often result in a passing grade. Some students elect a home study course instead of a weekend seminar. We'll help you decide which method best suits you.

3. Flight Training.

Federal Aviation Regulations (FARs) specify the minimum hours of flight training that you must log before you can get your certificate. Your instructor will ensure that you comply with these regulations.

You must have a minimum of 40 hours total flight time including at least 20 hours with a Certified Flight Instructor (CFI)--called dual instruction.

Most people require more total flight time than the minimum required



Flight Training, continued:

to become fully proficient. The national average is about 71 hours--42 hours of dual and 29 solo hours. This varies widely, depending on the student, the type aircraft, and even the location of the flight school. Grace Flying Service students normally fly an average of 50 to 55 total hours to obtain a Private Certificate.

4. Residency Requirements.

The Transportation Security Agency has rules which affect pilots obtaining a recreational pilot, sport pilot, or private pilot certificate, or multiengine rating or instrument rating.

You can read all about this new rule by checking out http://www.aopa.org/tsa_rule but it generally says that you must provide your flight instructor with a document which proves U.S. citizenship, and the instructor must then either keep that document for five years **or** endorse your logbook to say this:

"I certify that [insert student's name] has presented me a [insert type of document presented, and the relevant control or sequential number on the document, if any] establishing that [he or she] is a U.S. citizen or national in accordance with 49 CFR 1552.3(h). [Insert date and instructor's signature and CFI number.]"

To protect your privacy, we will simply endorse your logbook and return the document to you, unless you request otherwise. Evidence of U.S. citizenship must be shown by one of the following:

- Valid, unexpired U.S. passport.
- Original birth certificate of the United States, American Samoa, or Swains Island, and government-issued picture ID.
- Original certification of birth abroad with raised seal (Form FS-545 or DS-1350) and government-issued picture ID.
- Original certificate of U.S. citizenship with raised seal (Form N-560 or N-561), or a Certificate of Repatriation (Form N-581), and government-issued picture ID.
- Original U.S. Naturalization Certificate with raised seal (Form N-550 or N-570) and a government issued picture ID.

If you are not a US citizen, then you should read this link:

http://www.aopa.org/tsa_rule/#aliens

5. Check Ride.

After the above requirements are completed, and you have the necessary knowledge and proficiency, your instructor will formally recommend you to take your check ride. This is usually taken from a person that the FAA has designated as a Flight Examiner.

Check Ride, continued:



After completing an oral exam, you will fly the airplane with the examiner to demonstrate your skills. Upon successfully completing the check ride, you will be awarded a Private Pilot's certificate!

How Much and How Long?

The amount of money and time you will spend in obtaining your Private license depends upon many variables--not the least of which is you. Other variables include the weather, the type of airplane that you learn in, and how often you fly.

For example, if you only fly once every two weeks, the first part of each lesson will be spent reviewing the previous lesson. However, if you fly two or more times each week, your progress will be faster and you will spend less money getting your certificate, although you will spend it more quickly.



Below is a summary of the costs of learning to fly for an average student. Your certificate can be obtained in less time--many students do--but it can also take longer than this.

PRIVATE CERTIFICATE COST ESTIMATE:

SKYHAWK RENTAL--50 hours @ \$79/hr	\$3,950
DUAL INSTRUCTION--23 hours @ \$25.00/hr	\$575
WRITTEN EXAM--Books, tuition	\$400
EXAMINER'S FEE--Final Check Ride	\$300
PHYSICIAN'S FEE	\$100
MISCELLANEOUS--Charts, etc.	\$100

TOTAL:	\$5,425

This cost estimate is for our four seat Cessna Skyhawk II.

How Long?

To obtain a Private Certificate, 3 months is a realistic time frame, but it can be done more quickly with a dedicated effort.



Use It or Lose It

The ability to pilot an aircraft is a skill--and like most skills, it needs to be practiced regularly. Our opinion is that you should fly a minimum of 2 or 3 hours per month to maintain your proficiency. Remaining proficient is a long-term commitment which you should consider now.

What's Next?



This is the easy part--just contact us. We'll answer your questions and schedule your first flight. We will try to work within your schedule, but we prefer to instruct during normal business hours, which are 8-5:30 Monday-Friday, and 8-noon on Saturday.

Because of the demands of the ag flying portion of our business, we do not give basic instruction from Memorial Day to Labor Day.

Learning to fly can be difficult, time-consuming, and even frustrating. It can also be fascinating, challenging, and personally rewarding. It is certainly a fast and convenient method of travel.

If you are still interested, please contact us:

Ron, Richard, and Robert

email: GFS@graceflyingservice.com
785-332-2251 or 800-221-9259

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