

JWH Aviation Services
Private Pilot Starter Guide

Private Pilot Student Guide.. advice on how not to do it the hard way!

Learning to fly is a one of the most challenging and rewarding undertaking you will ever experience. At JWH Aviation Services we break your training into 3 phases.

Phase 1 – Pre-Solo Training Phase: A combination of Ground training & Flight Training: Learning to fly, land and complete your first solo flight.

Phase 2 - Cross Country Training Phase – Learning to fly by visual reference to the ground and radio navigation. Combination of day and night instructed cross country flights & a cross country solo flight on your own!

Phase 3 – Private Pilate Check-ride Preparation Phase: Preparing for the practical test by a designated pilot examiner.

JWH Aviation services makes it our goal not just to help you pass your private pilot check-ride, but to make you into a safe, efficient and competent pilot, while having fun!

How to start? Much will depend on what type of learner you are. Do you learn best from books, videos, or interactive online courses, or by self-study? Either case you'll have to "hit the books". I will expect that you study on your own and be ready to review the material assigned when quizzed. I will be there to aid your learning and help you get through the tough or confusing spots. Being a pilot will require a great deal of self-drive.

Materials needed:

*Online Ground School – I highly recommend Gleim Private Pilot Ground School Course.

<https://www.gleimaviation.com/pilot-training/private-pilot/>

Books: Airplane Flying Handbook, Pilot Handbook or Aeronautical Knowledge, Aviation Weather Services. Please see <https://jwhaviation.com/flight-training/student-pilots/> for links to free downloads.

Charts: San Diego Terminal Area Chart, Los Angeles Sectional

Current FAR/AIM: Federal Aviation Regulations / Airman's Information Manual

Current Chart Supplement

Navigation Log- Jeppesen's recommended

Fuel Strainer- basket or cylinder type

Headset – see notes under cost savings..

Kneeboard: if you plan on getting your IFR rating in the future get the IFR version, or a simple clipboard.

Vision limiting device: hood or foggles

Tools:

*E6B & *Rotating Azimuth Plotter

Pilot bag- There are numerous bags out there, one must find a bag that fits your needs the best. Use a backpack for a bit, and see what other people are using.

Ideas to save the dough!

Learning to fly an airplane is not a cheap undertaking, however there are few ways that one can save money, and there are areas where you shouldn't go cheap. On average it will take 60hrs of training to earn your pilot's certificate, if you dedicate the time and fly 2-3 times a week at 2-3 hours a lesson. The key is to get through your training as quick as possible. If possible fly three times a week, this will prevent you from forgetting or getting rusty. Stopping and starting accumulates hours, and will cost to knock off the rust and relearn areas forgotten.

Costs broken down:

Medical Exam -	\$125.00
Aircraft Rental \$100.00 x 60hrs =	\$6000.00
Instructor - \$70.00 x 60hrs =	\$4200.00
Books	\$300.00
Headset	\$150.00
Written Exam	\$150.00
Examiner's Fee	\$700.00
Charts, and publications	\$55.00
Misc. (pilot bag, swag)	<u>\$175.00</u>
Estimated Total cost:	\$11,855*

***These numbers are based on averages and the minimum time needed to complete your certificate. You may exceed or come short of the quoted time. The national average is 75hrs.**

Savings unlikely!

Generally you will not be able to save on the examiners fee (locally set), or the instructors hourly wage (most CFI's charge the same in a general area). Junior CFI's will give away

costs or charge lower costs, to get their first clients but those opportunities are few and far between. Finding a good CFI will save you money, if you don't like or click with your CFI don't be afraid to try another. You must be comfortable with person teaching you. If not, you will not learn as fast and it will take longer to grasp the needed skills.

Get your 3rd Class Medical License:

It all starts with a Medical exam – To start flying one must pass a medical exam to meet the requirements set by the FAA to fly a plane. As the responsibilities become greater, the medical standards become more stringent. So an airline pilot has greater medical requirements than a student or private pilot does.

To become a private pilot, you are required to have a third class medical examination, completed by a designated FAA Medical Examiner. It's a simple exam confirming you are alive and are healthy, nothing evasive (that's saved for later) A list of local examiners is available on the [FAA website](#). After finding an examiner you'll need to register and fill out your medical history on the FAA's [MedXPress](#) site.

Get your Student Pilots License:

Once you find a CFI you like. They will sit down with you to help you navigate the IACRA system to obtain you Student Pilots License. You will be given a paper copy of your license that is good for 120 days until your plastic copy arrives in the mail.

If you are a Foreign National or Non-U.S. Citizen.

All foreign nationals and non U.S. Citizens are requires to take a TSA background check prior to starting flight lessons in the United States. A CFI can help direct you to the nearest TSA facility.

** If you have any arrests, DUI's or medical problems in the past, please contact me BEFORE going to an AME.*

Don't Cheap out!

When buying your headset, don't go cheap. Shoot for the middle of the price range. You don't have to spend \$1000 for fancy, however if you can snag a set cheap go for it! Remember if you buy a headset now and want to upgrade you can always us your starter headset as a spare for flying with friends.

Saving the \$\$

Saving the cash is about managing your time with your CFI, making the most out of the time together. Translated, study! Study the areas assigned and be ready to answer the tough questions. Additionally keep a list of questions for your CFI, so when you get together you can go over the confusion areas quickly.

Try to pick a couple planes to fly consistently and stay with them. It allows you to be accustomed to the airplanes and not learn a new plane each time you fly. Yes in theory they are the same but each has their own feel, each fly a little differently and have different radios.

I highly recommend using an online ground school course. There are 3 major companies offering online courses, Gleim, Shepherd Air & King Schools. Courses range from written test prep, to complete ground schools. Average cost is \$150. You can learn at your own pace, instructor free. Upon completion you will receive an endorsement to take your Private Pilot Written Test. Students who use this option drastically increase the efficiency of their flight training by having their knowledge already done!

Lastly, there are many books available on the FAA's website in PDF format available to download for free. Go on there and download the PDF books for free! (See my Website for these).

When you are ready to get started

Set up a time for an Introductory Meeting

At this meeting we will discuss your aviation goals, a plan to help you complete your training, JWH Aviation flight training polices, and we will schedule your first month of flight lessons!

See you in the skies!

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