



# YOKOTA FLIGHT TRAINING CENTER

## STUDENT INFORMATION GUIDE

### How long does learning to fly take?

Learning to fly is not difficult, but it does require study and practice. Federal Aviation Regulation Part 61 itemizes the things you must learn and requires a **minimum of 40 hours** of training, 20 hours with an instructor and 10 hours solo, The remaining 10 hours will be used for your preparation to achieve your private pilot certificate. Few people complete their training in the minimum time, however; most people take between 60-80 hours. How long it will take you depends on how often you fly. Just like anything you do in life, if you do it every day, you'll learn it quicker than doing it once or twice a week because you won't have to "relearn" what you "forgot" between lessons. If you fly every day, you could possibly earn your certificate in 45-55 hours. If you can only fly part time, it may take you a year or more, and more than 80 hours to earn your private ticket. We're proud to say that Yokota Aero Club averages around 60 hours to achieve your Private Pilot Certificate if you decide to put your mind into it.

The following are a few of the training lessons you must accomplish: 3 hours of cross-country flight training, 3 hours of night flight training that includes one cross-country flight of over 100 nautical miles total distance, and 10 night takeoffs and landings to a full stop, 3 hours of Instrument flight training, 3 hours of flight training in preparation for the practical test within 60 days, 5 hours of solo cross-country flight with one solo cross-country flight of at least 150 nautical miles.

### Estimated Cost with our Cessna T41A (C172F)

One time Initiation Fee \$35.00 and 4 month dues \$ 120.00	\$ 155.00
Private Ground School \$350.00 and Private Kit/Manuals \$300.00	\$ 650.00
Airplane Manual \$15.00 and Headset \$145.00	\$ 160.00
Flight Instruction (35 hours X \$25)	\$ 875.00
Ground Instruction (15 hours X \$25)	\$ 375.00
Airplane Rental Average (C172 X 55 hours @ \$85.00 PH)	\$4,675.00
Computerized Written Test	\$ 100.00
Examiner's Fee	\$ 400.00
<b>Total Estimated Cost</b>	<b>\$7,390.00</b>

### How long does a lesson last?

While most lessons are based on approximately 1 hour and 30-minute flight, they may take 2 hours from start to finish because there's more to it than flying. There are the pre and post-flight discussions, where you and your certificated flight instructor (CFI) talk about what you're going to do, how you did, what you did well, what needs work, and what you'll do on your next lesson.

### Will I get airsick?

Maybe. If you do, it will most likely come during the early stages of training, when you're getting used to the new sensations of flying. The important thing is to not worry about it. In most cases, if you are affected, it will quickly pass, as you get comfortable. Let your instructor know how you feel, look out the window, and open an air vent. If the feeling persists, discuss the use of anti-motion sickness drugs with an aviation medical examiner. They can help you over the rough spots, but you should only take them when flying with your instructor.

### How safe is it?

General aviation is as safe as any other mode of travel, if not safer. You don't need a parachute because airplanes (and helicopters) do not fall out of the sky, even if the engine stops. An aircraft without an engine, even if it's supposed to have one, is a glider. If an engine quits, for example, the most common cause is because the pilot ran out of gas. In other words, flying is as safe as you make it. How to fly safely, and to deal with the rare emergencies that are beyond the pilot's influence, will be covered in your training.

### What kinds of pilot licenses are there?

Pilots earn certificates, not licenses. Student certificates are good for 24 months; all the rest do not expire (but you need a current medical certificate, which does expire, to use your pilot certificate). Students work toward either a recreational or private certificate. While the training for both is the same, the recreational certificate is designed for fun flying close to home during the day only. In other words, recreational pilots don't need or get training private pilots must have for flying at night, cross-country, and at airports requiring communication with air traffic control. Recreational pilots can earn a private certificate when they get training in these areas. Once you earn a private certificate, you can move up the ladder, if you so desire, to a commercial certificate, which enables you to fly for hire. A flight instructor certificate enables you to teach others to fly, and an airline transport pilot certificate is needed to captain an airliner. You can add a number of ratings to these certificates that let you fly airplanes, seaplanes, gliders, helicopters, and balloons, airplanes with more than one engine, and on instruments in bad weather.

### Which certificate should I get?

It depends on why you want to fly. The recreational certificate is a good choice if you plan on spending most of your time around your home airport. If you plan on flying cross-country for pleasure or business, or plan on earning advanced certificates or ratings, the private certificate may be the right choice. But this doesn't mean you can't earn a recreation certificate, and then get the additional training for a private certificate at a later date. Talk to the Yokota Aero Club Chief Flight Instructor for further information.

### Can I carry passengers?

Student pilots cannot carry passengers when flying solo. Friends or family may ride along on dual lessons (when your instructor is in the plane) however, and it's a good idea to discuss this with your CFI in advance. Recreational pilots may only carry one passenger at a time; private pilots may carry as many passengers as the airplane will legally hold. While recreational and private pilots may share the expenses of a flight, they

may not charge people for flying them someplace. Pilots must have a commercial certificate and fly for an air taxi operation to get paid for transporting people.

### **What about a medical certificate?**

Flying is a fascinating and enjoyable experience, whether done for business or pleasure. Flying has the potential, however, for serious consequences if not done properly and carefully. Just as it would be foolish to fly in an aircraft that is not airworthy, it would be foolish to fly as, or with, a pilot who is medically compromised. Annual inspections are performed on all aircraft to assure that they meet minimum safety standards. Routine medical exams accomplish the same goal for pilots. When an aircraft successfully completes an annual inspection, the inspector endorses in the logbooks that the aircraft is airworthy. Similarly, when a pilot successfully passes the flight physical, the physician endorses the medical certificate, which the pilot then carries with him/her each time he/she flies. This is then evidence that the pilot has met the medical standards for aircraft operation. The FAA has designated over 5000 private physicians (called Aviation Medical Examiners or AMEs) around the United States (and the world) to take applications for, give exams for, and issue FAA medical certificates. The applicant simply contacts the physician's office for an appointment and after arrival, completes an application form and undergoes the physical examination. If the applicant meets the appropriate medical standards, the AME will issue the medical certificate. AME's are authorized to issue combination Airman Medical and Student Pilot certificates to appropriate applicants. To obtain this combination certificate, the applicant must not only meet the medical standards but also must be at least 16 years old and be able to read, speak, and understand the English language. If these requirements are met, the AME will issue the combined certificate. PLEASE NOTE: The combined medical / student pilot certificate will not be good for flight duties until properly endorsed by the student's instructor. There are three classes of medical certificates but the one that you would require will be the Class 3 medical certificate, which applies for private pilot duties only. They have the least restrictive medical requirements and the certificates are generally good for 3 years for applicants under age 40 and 2 years for those 40 and over. Medically, your distant vision must be - 20/40 or better in each eye, with or without correction, near vision - 20/40 or better in each eye, tested at 16 inches, intermediate vision - No requirement. You will have to demonstrate the ability to distinguish aviation red, aviation signal green, and white. A conversational voice test using both ears at 6 feet; an audiometric word (speech) discrimination test to a score of at least 70 percent obtained in one ear or in a sound field environment; or pure tone audiometry according to a table of acceptable thresholds (American National Standards Institute (ANSI)), No diagnosis of psychosis, or bipolar disorder, or severe personality disorders. No history of substance dependence, except where there is established clinical evidence, acceptable by the Federal Air Surgeon, of recovery, including sustained control of abstinence from the substance(s) for not less than the preceding two years. No history of seizure, epilepsy, psychosis, or severe personality disorders. No established history of clinical diagnosis of myocardial infarction, angina pectoris, coronary heart disease, cardiac valve replacement, heart transplant, or permanent cardiac pacemaker. No history or diagnosis of diabetes that requires insulin or other hypoglycemic drugs. No medication(s) that makes a person unable to perform the duties of the class of medical certificate applied for. No disease or condition manifested by, or that may reasonably be expected to be manifested by, vertigo or a disturbance of speech or equilibrium. In conclusion, it's best to talk with the AME.

### **What's ground school?**

Flight training is divided into two parts, ground school and flight training. Ground school teaches you the principles, procedures, and regulations you will put into practice in an air-plane -- how a wing generates lift, how to navigate from one airport to another and in all kinds of weather you can fly. Before you can earn a pilot certificate, you must pass a computerized FAA knowledge test (with a score of at least 70 percent) on this information. You have several ground school options. You can attend a scheduled classroom course that may be held at a flight school, independent ground school, high school, or community college. There are also intense, weekend-long ground schools. Or you can take a home-study course, which is composed of videotapes and may include computerized test preparation software. Regardless of the option you chose, you'd need an instructor's endorsement to take the knowledge test.

### **When will I actually begin flying?**

You'll be flying on your first lesson, with your CFI's help, of course. With each lesson, your CFI will be helping less, until you won't need any help at all. When you reach this point, you will make your first solo flight, an important milestone in every pilot's training. After you solo, you and your CFI will work on such things as flying cross-country. And when you're ready, you'll make several solo cross-country flights. When you have demonstrated your ability to consistently demonstrate all of the FAA required skills, your instructor will recommend you for the FAA checkride.

### **What's the checkride like?**

First, you must take a 60-question FAA written exam and pass with a minimum score of 70%. The FAA checkride itself is broken down into two parts, an oral quiz, where the examiner will ask about things you learned in ground school, and the flight test, where you will demonstrate your ability to perform the skills you have learned in an aircraft. Don't be intimidated. The examiner isn't out to fail you. He or she just wants to ensure, just as your instructor did, that you are a safe pilot.

### **Do I need special insurance?**

You need to check with your flight school about this. Some schools cover students for liability and damage to airplanes, and some don't. If the school doesn't cover you, there are a number of inexpensive policies designed for pilots who rent airplanes. These "renter's policies" provide peace of mind for many and will save you headaches and heartache on the off-hand chance something goes awry. The aero club self-insurance program covers you in Japan and the surrounding countries.

### **Once I get it, what can I do with my certificate?**

This is a question you should, perhaps, answer before you start learning to fly because it may have some bearing on the training you need. Flying offers a wealth of opportunities from which to choose. First, there is the obvious. You can make local sightseeing flights with friends and family on sunny afternoons, visiting nearby airports and making new friends. And you can also travel to more distant airports for visits or business. You can also learn to fly aerobatics for fun or competition, build and fly your own plane, or restore and fly antique/classic aircraft. If you're an outdoors person, you can reach out-of-the-way locations by learning to fly tailwheel airplanes, which are often better suited to rough landing strips, floatplanes, and airplanes on skis.

**If you have any further questions, don't hesitate to contact Yokota Flight Training Staff or visit <http://www.yokotaservices.org/aero.html>.**

**Phone: 225-8988 Fax:225-8985**

### **Office Hours of Operations**

**0900 -1700 Tuesday through Saturday**

**Flight Operations Daily from 0600 through 2200**