

New Student Information by: Darryl Kalthof Bay Area Flying Lessons 2007

Now that you have decided to start on the path to earning a private pilot certificate there are several areas you could use additional information on.

Please make yourself familiar with all sections of my website www.bayareaflyinglessons.com
There are FAQ's, resources, links, instructor information, and aerial photos that can help with your training.

AOPA Aircraft Owners and Pilots Association:

There are about 600,000 certified pilots in the USA, 409,000 of them belong to AOPA. I believe they all should. This association is our main advocate in congress. The lobby to protect our ability to use the airspace and airports as well trying to keep aviation taxes low. They also have an extensive website www.aopa.org for pilot information and a toll free information number for flight and medical questions. The yearly fee dues are \$39.00 this includes a subscription to AOPA pilot magazine. You can also get a free 6-month subscription to AOPA student pilot magazine with mail in card from your CFI.

Books/materials:

What and when to buy things: WVFC for some items, the Airport Shop at PAO or SQL or online. See my website for a few links to online sites.

Phase 1 (solo)

To start you only need 1 book: Jeppeson's private pilot manual for about \$75 online. My handouts will cover all the material of the Jeppeson maneuvers manual so that is optional. I also have the Jeppeson DVD's course that goes with this book. I can loan them to you.

Or instead of the Jeppeson books you can buy (or download for free) 2 FAA books. The Airplane Flying Handbook 8083-3A and the Handbook of Aeronautical Knowledge 8083-25A. Links for their download are on my website at <http://www.bayareaflyinglessons.com/links.html>

The other books/items you can wait till later in phase 1 to buy are:

An airport guide. You can buy the FAA airport facility directory, cost \$8.

A current FAR/AIM (federal aviation regulations/aeronautical information manual) cost \$15. You will only read very small parts of this book, but it is the source of required and recommended rules and procedures as well as flight information. Also it can be referenced to a limited degree on your private pilot checkride.

In phase 2 (cross-country):

A plotter to measure courses (I recommend a plotter with a wheel that turns) and an E6B flight computer for calculations. (I do not recommend the electronic versions of one) Costs \$10 and \$25.

In phase 3 (practical test preparation) or anytime sooner:

Private pilot practical test standards PTS. Cost \$6. This booklet details what knowledge and skill you must demonstrate to the examiner on your checkride. You will notice all the tolerances and procedures on my maneuvers handouts are from it. You can also get an ASA oral exam preparation guide for \$10.

A written test study guide \$20. I like the ASA textbook as it has a separate insert for the diagrams that is exactly like the one you use at the written test center. You can also use an electronic version if you like. Just be sure to bring in your laptop on the day I have to quiz and sign you off for the written test.

A VFR kneeboard from ASA. This is a cockpit organization tool that holds your pen and papers. A must have in turbulence. It also has a lot of useful data preprinted on its face. Cost \$15

Any bag to hold all of this stuff. You do not have to buy a “flight bag” if you already have something that works. You do not need to bring your textbook in the plane with you.

The FAA Private Pilot Written Test:

You do not need to take this test before you start your pilot training. I recommend that you take this test just before the end of your training as you will be familiar with all the subjects and will not have to rote memorize many of the answers. If you have to time to attend a group ground school one night a week (2.5 hours) for 8 or 12 weeks you can get a great rate on instruction at about \$8-10/hr. Most of my students do not have the time to attend this course through and buy a self study book from ASA for \$20 just before the flight test.

Charts:

San Francisco terminal area and sectional charts. You should buy the terminal chart right away, the sectional you can wait a bit on or buy now if you like. You should get in the habit of planning your departure away from the airport ASAP and fold the chart to the right area before each flight. I also have old copies of both you can write your own study notes on if you like. You will also need a 2nd sectional chart in phase 2 to plan cross-countries to the north side of the chart. The old chart I give you is fine for this. Just transfer your course lines over from the old to new before you fly.

Headset:

After about 5 lessons you should plan to buy your own headset. You are looking for a headset that reduces noise and is comfortable to wear. The two I recommend for starter headsets are both about \$250-400 and can be bought online at the links below. They both have active noise reduction in addition to passive. You can buy a passive only headset starting at about \$100-150.

Boswell ANR Pilot Headset – an entry level ANR headset at about \$250

<http://www.mypilotstore.com/MyPilotStore/sep/7401>

Another headset is the:

Pilot USA PA 17-71T Liberty Series DNC II Headset for \$375

<http://www.mypilotstore.com/MyPilotStore/sep/2072>

Computer flight simulator:

This is completely optional. Some students have found that they can get some benefit from trying various maneuvers on their computer. You can buy a flight simulator from Microsoft or other vendor and a yoke. You do not really need the rudder pedals. Cost is about \$50-70 for the simulator and \$100 for the yoke.

Our flight lessons:

Flying requires knowledge, skill, perception, judgment, and the ability to divide your attention (multitasking).

Always keep in mind this mantra for your order of priorities when multitasking:

Aviate- fly the plane,

Navigate- your lateral and vertical position in space,

Communicate- talk to air traffic control,

Administrate- execute duties like run checklists or tune radio's

The textbook reading assignments and my handouts/videos will be your main source of information, especially knowledge. You cannot learn the skills of slow flight by reading a book, but you can learn the order to perform the tasks of slow flight. I also have 12-hour course on 6-DVD's I can loan you one at a time through out your training or you can buy a course like this from Sporty's for \$180.

A typical lesson will last 2.5 to 3 hours. You should preflight before hand if possible after we have gone through the process several times. In the 1st phase we will cover about 70% of the textbook material by covering about 1 chapter in 45-60 minutes at the start of each lesson. My responsibility is to ensure that you know the information. I will do this via lecture and quizzing on the textbook material.

We then devote about 20 minutes of ground to cover the specific flight maneuvers that we are introducing or reviewing that day. I have handouts for most flight maneuvers and other procedures you need to know. It is a good idea to print ALL of the private handouts on my website and file them in order in a 3 ring binder of 1.5 inch size. Please bring this binder and any relevant texts to the lesson. We will then fly about 1 to 1.5 hours for most lessons. After the plane is secured I will conduct a short debrief and provide the content of our next lesson. **The more time you spend reviewing the textbook and my handouts/videos before the lesson the less time we will need to spend on ground school, and the faster you will progress in your training!**

Scheduling lessons:

If you are a member at West Valley my schedule is accurate on CASSI and is on a first come first serve basis. You can schedule lesson out as far as you like. When you log on to CASSI from home the first time to set up your account please choose Internet email notification on the preferences. This way you will get an email of ALL schedule changes. If you need to move a lesson another day please cancel and make a new schedule so I can get an email of your changes. If you are flying out of another club call or email me with your schedule.

Please schedule from between the following times unless we have arranged otherwise: 8 am-11 am, 11 am-2 pm, and 2 to 5 pm. The normal time for a lesson is 3 hours. Some lessons can be completed in 2.5 hours, and 2 lessons (mountain cross-country and night flight) take about 5-6 hours. I do teach a few lessons on the weekends, but I do not leave my schedule open so contact me for any lesson requests for Saturday and Sunday.

Lesson cancellations:

I would appreciate it if you cancel lessons as far in advance as possible. If you need to cancel for reasons other than illness, weather, or aircraft maintenance issues do so with less than 24 hours notice I ask that you pay a cancellation fee of ½ the scheduled lesson time. If you need to cancel a lesson with less than 48 hours notice please leave a voice message on my cell phone (510) 299-3940 as I do not have email push on my PDA so I will not receive an email until I check my computer at home.

Canceling lessons for weather:

While flying in perfect conditions is great we will not have, or need to have perfect conditions to conduct all of our flight and many training goals. In fact it is a very important part of your training is exposure to marginal weather conditions so you can learn how to judge what weather is unacceptable. We will have to cancel some of our lessons for weather like dense ground fog, very heavy rain, very low clouds, and very strong winds. We are still able to fly on days with some rain, somewhat low clouds and a moderate amount of wind. There is a perception that winter is the worst time of the year to learn to fly. While some winter days are very bad, in California we have many more winter days that are quite calm and provide exceptionally smooth air conditions.

The FAA has set a minimum requirement of 3 statute miles flight visibility for most flight operations. Fog or heavy rain can lower the visibility to less than 3 SM but most of the time visibility is better than 3 miles. It is also possible forecast rain for the day will occur at a different time of day than our lessons time.

Most of your training flights will be conducted below 5000 feet, and flight in the traffic pattern will not go above 1000 feet AGL so the clouds have to be fairly low prevent our flying at least 500 feet below them as required by the FAA. If there is a thin cloud layer with good weather on top we can file IFR (instrument flight rules) to get above the marine layer.

While we like to practice in light to moderate winds as they allow you to learn new skills, very strong winds often cause turbulence. Strong turbulence, while safe, is not very comfortable and can make it harder for a student to learn as they are unsure if an aircraft pitch or bank change was caused by their input or the turbulence. Most of the lessons I do cancel for weather are canceled for very strong winds. We will try to limit your exposure to moderate turbulence in the beginning of your training.

As you progress I will teach you how to use Duats.com and other weather information to determine when we will have to cancel a lesson. Most of the time the state of our weather forecasting will not allow me/us to make this decision the day or even night before. If your schedule will allow it I suggest waiting until as close as possible to our actual flight time before we decide to fly or cancel. Many days we can know ½ hour to 1 hour in advance of your lesson start time so we may cancel before you start your drive to the airport. If you do drive to the airport anyway as we are meeting for ground no matter what, you do not need waste time pre-flighting if we are not sure we are going to fly.

Insurance:

If you are flying at West Valley you have one million dollars of insurance coverage. You do have to pay a \$3500 to 5000 deductible though. You can participate in deductible pool for \$150 a year. Then if you have an incident like a tail-strike or bird-strike this pool will pay your deductible. It will even cover inadvertent tire damage.

Solo flight:

After you complete phase 1 of your training you can fly solo. You need to fly at least 10 hours solo (At least 5 hours of 50 NM cross-countries). You should plan out your solo flights before you yell “clear”. It is very easy to violate airspace in the bay area if you do not plan ahead. You need to know what your route is and what altitudes you will fly at various times in your flight. If you have going to land at another airport you need to study that airport down to what you will say to the Tower or on the CFAF common traffic advisory frequency and what the tower might instruct you to do.

Some things you can work on during your solo flights: takeoffs and landings, slow flight, power off stalls, steep turns, ground reference maneuvers, navigation, flight to another airport.

You must call me before each solo flight. If you can’t get a hold of me on my cell please send me a text message. I like to stay informed and monitor your progress. Please be sure to check the weather requirements I give you before you start a solo flight.

Getting your 3rd class medical and student pilot certificate:

You will need to see an aviation medical examiner (ask me for a list of FAA AME’s in the area) and obtain your FAA medical certificate by the time of your first solo flight. Be sure to ask for a 3rd class medical certificate and also ask for a student pilot certificate at the same time. Be sure to ask for the student pilot certificate as many doctors will forget to ask you if you want it. If you do not get the student certificate with the medical you have to go in person to an FAA flight standards district office. **You must make sure to use the EXACT same name as that on your drivers license or passport on all of the following: Medical/student pilot cert., FAA written test, 8710 exam application. You will suffer if you do not!**

If you have no medical issues the FAA is concerned about you will walk out with a medical/student pilot certificate that day. They will ask what medications you are taking, about any visits to doctors within the last 3 years, and if you have any of about 25 medical conditions. Some of the questions ask – have you even had frequent or severe headaches, dizziness or fainting, hay fever or allergy, motion sickness requiring medication, and so on. For these questions that are asking about serious problems that would interfere with you functioning as the pilot in command of an aircraft. Unless you have serious problems with these items you should mark NO. If you mark YES you will have to provide additional information from your doctor on the effectiveness of your treatment. You will not walk out with you medical that day, but after providing the requested information you may be given a medical several weeks to month later. If you do have a problem like high blood pressure or diabetes and your doctor will provide information that it is under control than you will be able to get a medical.

AOPA has some good information on their website about obtaining your FAA medical, but you have to be a member of AOPA to access it and to use their turbo medical program:

<http://www.aopa.org/members/pic/medical/certification/introduction/tips.html>

Using the interactivity of TurboMedical[®] allows you to identify medical conditions or medications that will require additional documentation for the FAA. **Having the necessary records with you when you see the AME** can save you weeks of being grounded if your application is otherwise deferred to the FAA for review. Your AME can accept the printed copy of TurboMedical[®] as a substitute for the FAA 8500-8 so you don’t have to fill out the application in the AME’s office.

Other Questions:

Flight instructing is my passion and full time career, and I take pride in my student’s newfound aviation abilities. If you ever have a question about anything just call or email. You can usually reach on my cell phone 7 days a week from 7 am to 10 pm at 510-299-3940. Please leave a message if you get my voice mail and I will call you back ASAP.

Private Pilot training handout list/table of contents:	number of pages:
<u>Phase 1 – First Solo Phase</u>	<u>109</u>
New student information	6
Private pilot syllabus	4
Aerodynamics and Aircraft systems	7
Four fundamental flight maneuvers	7
VFR Tower and Non-Tower communications	11
Normal and Crosswind takeoff and landings	12
Airport departure and arrival procedures	2
Airspace requirements	8
Slow flight, Steep Turns, Stall and Spin Knowledge	6
Ground reference maneuvers	4
Tying the club knot - this is a video clip you can watch	
Emergency procedures	6
Weather information	20
Weight & balance, and Aircraft performance	8
Maintenance requirements	3
Aeronautical decision making	3
Private pilot level FAR's	37 – do not print – skim in eform only
Local solo and Cross country solo checklist	2
<u>Phase 2 - Cross Country</u>	<u>39</u>
Short and Soft field takeoff and landings	4
Attitude instrument flying	2
Navigation systems	10
Autopilot operations – for King KAP140 in C172s	2 - only read if your plane has an auto pilot
VFR Cross country radio communications	8
VFR Cross country flight planning, lost, diversion	5
Sample Excel navigation log	1 – optional file for cross country flight
Mountain flying	5
Night flying	5
<u>Phase 3 – Private Pilot Test Preparation</u>	<u>19</u>
Private PTS (practical test standards) maneuver list	1
Study notes to prepare for PTS oral exam	8
Class B or C radio communication procedures	7 – includes bay tour over San Francisco
Past private pilot checkrides	44 – don't print, just skim in eform (1 st 10 pages at least)
Checkride preparation checklist	1
FAA exam 8710 form	2
<u>Darryl's Training Videos – Available under Checklist and General section of www.Bayareaflyinglessons.com</u>	<u>Minutes of video – over 7 hours total</u>
Aircraft Preflight	49
Avionics Operations	43
Takeoff and Landings	43
Airspace and Chart review	121
Garmin G430 & G1000 GPS operations	117
Bending/King KLN94 & KMD150 GPS operations	49