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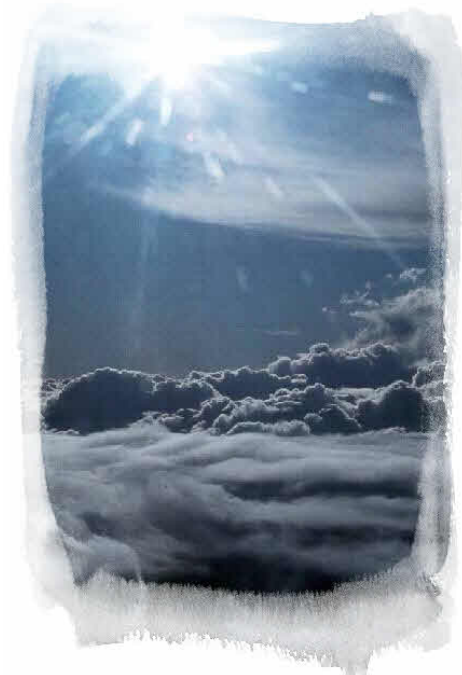
So, you've had your trial lesson

..... Well, you either loved it or hated it!

We sincerely hope you loved it - most people do and want to take it further, and if you are one of those, you'll be wondering how much it costs and how you go about it and no doubt you have many more questions to ask.

It's really very difficult to explain everything in a leaflet - you really need to talk this over with an expert like the instructor who took you flying in the first place. But within these info sheets you'll find many of the answers you're looking for.

Read on to see how you can get your National Private Pilot's Licence and take part in a sport that has no age, race, or class barriers, but will lead you into a new exciting adventure which will surpass your wildest dreams.



AIRFIELD, POPHAM AIRFIELD, MICHELDEVER, WINCHESTER, HAMPSHIRE

YOUR ROUTE TO A PRIVATE PILOT'S LICENCE

After your trial flight you've either felt that this was a wonderful experience but you're going to leave it there as a treasured memory or, like most people, you'd really like to **learn how to fly**.

Usually the first thing that most people want to know though is how much it will cost. The nitty gritty details of this are somewhat complex so we've spelled this out chapter and verse in the following pages.

Many people just decide to get **stuck in right at the beginning**, but others need a bit more time to make up their minds. If you'd like a bit more flying time just to be



sure that you really want to go ahead, why not book another one of our introductory courses. You'll want to discuss all the nitty gritty details of the training and finance with us and this is the ideal way to do it.

TEN-HOUR INTRODUCTORY COURSE

This course includes all your books, and ground subjects lectures, together with club membership plus **TEN hours** of flight training. You simply book each one-hour lesson as and when your time permits either during the week or at weekends.

This is an ideal way to determine if you want to continue without having to commit

to a full training programme right at the beginning.

FULL TRAINING TO PPL

Whether you decide to 'go for it' right after your initial trial flight or after your introductory course we can take you right through to obtain your **National Private Pilot's Licence**. This is a very comprehensive and detailed course, but it's tailored to suit **your time requirements**.

With **45 hours** or so of flying to do in total, most of our students book one or two lessons a week and finish the course over a period of about **nine months**this way it doesn't completely take over the whole of your life! With detailed ground briefings and expert tuition, it usually takes us about

22hours to get the average student to solo stage and from then on it's **plain sailing** through to obtaining the licence.

By then you'll probably have a share in our special ownership scheme and once you have your licence, **all our aircraft** are at your disposal as if they were your own so you can share this wonderful experience with friends and family **at no more than cost price**.

And by the way, if you're reading this in the autumn, don't assume that it would be better to leave it until springtime. We operate 363 days of the year (guess which two days we have off!) and we have some wonderful flying during the winter months.

You **won't be cold** because all the aircraft have heaters or if you're flying the Gyroplane we have warm flying suits for you to wear - and what could be a more wonderful time than floating above a carpet of glistening snow on a sharp frosty sunny day.

FULL TRAINING TO PRIVATE PILOT'S LICENCE

Flight Training is in two separate parts - Ground Subjects and Flying.

Ground Subjects

Flying aeroplanes is tremendous fun, but with it comes new responsibilities. In addition to learning to fly the aircraft, you must learn a whole new set of subjects - Aviation-Law; Theory-of-Flight; Navigation; Meteorology; Human Performance and Limitations and important details specific to your own particular design of aircraft. To cap it all you will have to pass written tests in these subjects!

This all sounds a bit daunting doesn't it? But though these subjects may sound dull difficult and boring, they aren't. You really will find them very interesting and enjoy every minute learning about them. Taking advantage of our combined interactive computer lectures and video films, you'll not only enjoy learning them but **will sail through the tests easily**. However good or bad you were at school we **GUARANTEE** that you WILL pass the tests because you'll get a lot of help with our Groundschool lectures. The tests are, after all, only there to ensure that you know the highway code of the sky, can find your way around OK, and don't get into difficulties you can't cope with.

Flying

This is done in three separate stages -

- (1) Dual flying
- (2) Supervised Solo local flying
- (3) Cross-country flying

(1) Dual flying. You will be taught in the safety of a dual-controlled aircraft with a fully qualified and friendly instructor. This will be over a period of about 18 to 22 hours, learning all the skills you will need for solo flight.

Some of the training may be done on **our simulator**. This is a wonderful piece of modern technology - so realistic that you are fooled into thinking that you're ACTUALLY up there in the sky. And

another benefit is that it doesn't matter how foul the weather is, **you still get to fly!**

By the end of your first few lessons you'll be able to control the aircraft in straight and level flight as well as being able to steer it to follow roads and railways, or even chase the clouds. You'll be able to change the speed of the aircraft in straight and level flight as well as to climb and descend, and all this will have prepared you for the very important next phase.

Now you'll start learning about 'circuit' procedure and the demanding and difficult tasks of taking off and landing, and this is where you'll need a little patience. You'll probably get 'stuck' here for a while and this is where our **simulator really comes into its own** because you'll be able to practise this very difficult procedure at a **third of the cost**. Not only that, but our fickle British weather won't stop you 'flying' so you'll get to grips with the skills required in a much shorter time - a real boon to individuals with a tight time schedule.

Eventually you'll make that exciting breakthrough which happens to all students..... **you'll have finally cracked the landing**. Then we can concentrate on getting you to that really momentous occasion.....

..... **YOUR FIRST SOLO FLIGHT**



(2) Supervised Solo

This solo phase is where you **really learn to fly**. Under the watchful eye of your instructor over a period of about 10 hours you will practise and polish your skills in the airfield circuit, in short local flights, and short cross country flights to the point when you are ready to demonstrate that your proficiency is at a high enough level to be let loose to roam the skies in **almost total freedom**.

At that stage you will take your GST (**General Skills Test**) This is a practical flying test conducted by a CAA examiner (probably your



chief flying instructor, or at any rate someone equally friendly) when you will be expected to demonstrate a high degree of proficiency in a whole variety of manoeuvres and situations. For example, in one such situation you will be expected to land your aeroplane within a small circle following a simulated engine failure at 1000ft above the airfield. This may sound difficult, but you will find that by the time you have to do it you will have developed the high degree of skill needed to successfully execute that, and many more equally demanding tasks.

(3) Cross-country flying

By now you will be putting into practice the details you learned in groundschool sessions, navigating your way around using compass and map, and using your knowledge of air-law and meteorology **to fly safely**. This is all in preparation for your two 'qualifying' Cross-country flights, both of which have to be a minimum of 40 nautical miles in total, with an outlanding on each flight at a place at least 15 nautical miles away. In fact you'll fly to exotic places like Sandown on the Isle-of-Wight and Compton Abbas in Dorset; considerably further than the minimum required distances.

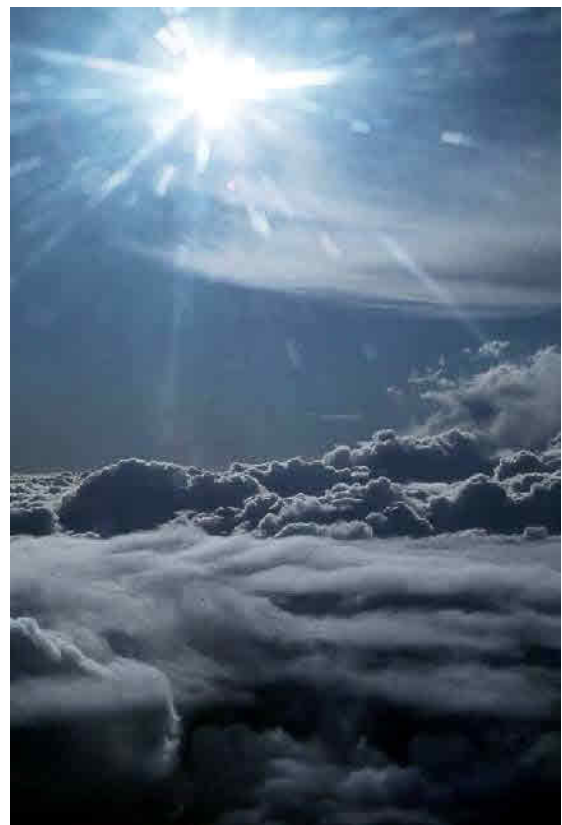
Using your skill to navigate and fly to strange far off places gives a tremendous amount of enjoyment and a great sense of achievement, and all of this is the natural progression of your training which is **now concluded**.

With this licence you are now free to exercise to the full all the privileges it entitles you to, be it to try and break the world microlight altitude record of over 30,000ft (you'll need oxygen for this, and thick woolly socks too!!) or to sample the exciting thrills of competition flying, or simply to take a friend aloft and share with them some of the exquisite delights which only this most magnificent of all sports can offer.....

..... **FREEDOM**

FLYING LIKE THE BIRDS

For you, all the thrills and excitement you could wish for are just waiting, and maybe just a short time from now, you will be experiencing that serene pleasure of watching the sun setting in a majestic golden sky behind distant rolling hills on a calm, warm summer evening high above the cares of this world on your very own magic carpet.



THIS IS REAL LIVING !