

LEARN TO FLY FIRST SOLO FLIGHT COURSE

Full Time: 3 Weeks

Part Time: 3 Months

15 FLYING HOURS

3 SIMULATION HOURS

5,409 AUD



LEARN TO FLY FIRST SOLO FLIGHT COURSE

A pilot's first solo flight will always be one of their most exhilarating and notable achievements – whether they have 20 or 2000 command hours

All the feelings of success, excitement and accomplishment after piloting an aircraft solo for the first time are incredibly achievable with our First Solo Flight Course.

The goal and outcome for this program is to develop your skills to a standard at which your flight instructor feels comfortable enough in your competencies to send you on your first solo flight.

LEARN TO FLY FIRST SOLO FLIGHT COURSE

COURSE DURATION

Full Time – 2 weeks

Part Time – 3 months

(subject to weather and student availability)

WHO SHOULD JOIN?

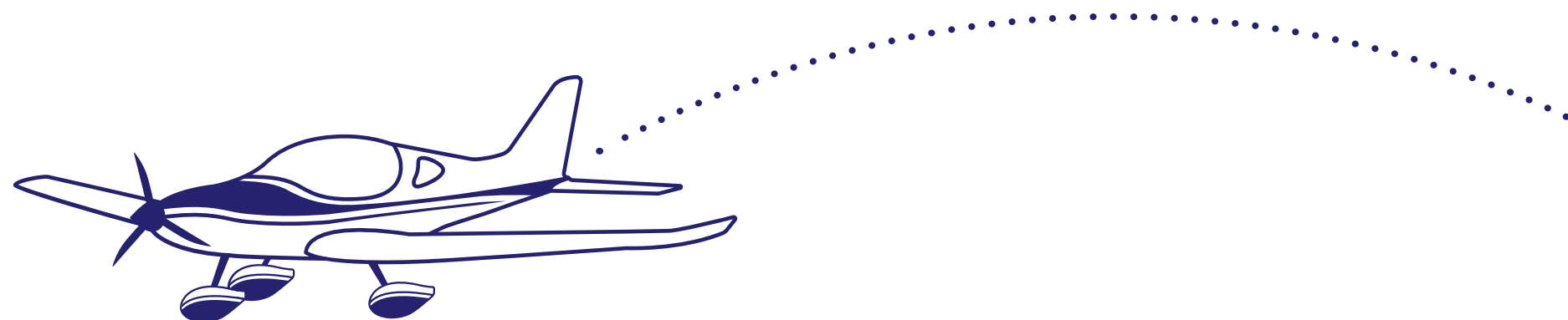
Student who has little or no flying experience

LEARNING OUTCOME

Develop your skills to a standard at which your flight instructor feels comfortable enough in your competencies to send you on your first solo flight

AIRCRAFT

Bristell or Sling 2



TRAINING STRUCTURE



Our mixture of simulated and real aircraft flight training will ensure that you can get the most out of every training session. The simulator helps you to understand exactly what you need to do and how to perform in each training session before getting into the real aircraft. It will save you training time in the real aircraft which will save you money and get you closer to piloting your own plane.

TRAINING PROGRESS

SESSIONS	CONTENT	VR FLIGHT SIM	SLING 2 OR BRISTELL
1	Effects of Controls (Procedures)	0.5	
	Effects of Controls		1.0
2	Straight & Level (Procedures)	0.5	
	Straight & Level		1.0
3	Climbing & Descending (Procedures)	0.5	
	Climbing & Descending		1.0
4	Turning (Procedures)	0.5	
	Turning		1.0
5	Climbing & Descending Turn (Procedures)	0.5	
	Climbing & Descending Turn		1.0
6	Stall (Procedures)	0.5	
	Stall		1.0
7	Advanced Stall		1.0
8	Circuit - Introduction		1.0
9	Circuit - Normal		1.0

TRAINING PROGRESS CONTINUES...

TRAINING STRUCTURE



TRAINING PROGRESS (CONT)

SESSIONS	CONTENT	VR FLIGHT SIM	SLING 2 OR BRISTELL
10	Circuit - With Procedures		1.0
11	Circuit - With Procedures		1.0
12	Circuit - Flapless & Normal		1.0
13	Circuit - Emergency Procedures		1.0
14	Circuit - Consolidation		1.0
15	Circuit Consolidation & First Solo		1.0
TOTAL FLYING HOURS		3.0	15.0



YOUR SYLLABUS WILL COVER

- ✓ **Effects of Controls**
This lesson is designed to give the student hands on practice in flying the airplane by using the primary, secondary and ancillary controls.
- ✓ **Straight & Level**
In this lesson the student will learn to maintain the airplane in straight and level flight. Imagine you are the passenger on a long overseas flight and the airplane is continuously moving up and down as if you were on a ship riding through rolling seas - not a very comfortable situation to be in. This lesson teaches the student how to enter and maintain straight and level flight.
- ✓ **Climbing & Descending**
In this lesson the student will learn to climb the airplane and descend the airplane within specified tolerances as well as enter and maintain a steady climb & descend on a constant heading, and level off at a nominated altitude.
- ✓ **Turning**
So your skills as a pilot have developed and you can fly straight and level and climb and descend with a high degree of competency, but now we need to head back to the airport, so turning the airplane becomes important. In this lesson the student will enter, maintain and roll out of a medium level turn.
- ✓ **Climbing & Descending Turn**
In this lesson the student will enter, maintain and roll out of a climbing turn and a descending turn.
- ✓ **Stall**
Stalling an airplane DOES NOT involve an engine stopping, stalling an airplane involves increasing an aircraft's angle of attack beyond a point where the aeroplane can sustain its weight, or in simple terms the weight is greater than the lift generated by its wings.
Stalling training is conducted to provide the student with the necessary skills to recognise the symptoms of an approaching stall and a fully developed stall and for the student to recover from the stall with a minimum loss of altitude.
- ✓ **Advanced Stall**
Learn the effect of power on the stall, effect of flap on the stall, stalling during a climbing turn and wing drop recovery.
- ✓ **Circuit Introduction**
Aircrafts are flown in a standard pattern around a runway when conducting takeoff and landings at an aerodrome in order to maintain an orderly traffic flow. This standard pattern is known as a circuit as it is comprised of an upwind leg, crosswind leg, downwind leg, base leg and final approach leg. The circuit leg naming conventions are important when identifying the position of each airplane that is flying within the geographic bounds of an aerodrome.
- ✓ **Circuit Normal**
Additional practice of flying in the correct circuit pattern.
- ✓ **Circuit With Procedures**
Additional practice of flying in the correct circuit pattern, with radio procedures, takeoff and landing checks.

✓ **Circuit Flapless & Normal**
Normal and flapless is a consolidation of previous circuit training with the addition of managing abnormal situations, an example of an abnormal situation would be a flap switch failure. Additional training includes sideslipping the airplane.

✓ **Circuit Emergency Procedures**
Emergency procedures is a consolidation of previous circuit training with the addition of managing abnormal situations such as managing an engine failure after takeoff; performing a missed landing procedure; managing an engine failure in the circuit and return for landing on the runway with a glide approach; managing an abnormal occurrence whilst flying in the circuit.

✓ **Circuit Consolidation**
This session is a consolidation of previous circuit training with increased emphasis on managing abnormal situations whilst in the circuit.

✓ **Circuit First Solo**
The big difference on this occasion is that if your instructor feels you are competent to fly the airplane on your own they will send you on your FIRST SOLO. Yes that does mean you are flying on your own with your instructor watching you from the ground.
The first solo comprises of the student doing one takeoff, flying the circuit pattern and conducting a full stop landing, the student can expect to log approximately 0.2 hours of pilot in command time (12 mins). The first solo is an exhilarating experience that no student ever forgets.



**THE SKY IS
CALLING**

PRICING STRUCTURE

INCLUSIONS	COST
15 Briefings & 15 Debriefings	\$4,320
15 hours Flight Training (Bristell / Sling 2)	
3 hours Simulation Flight Training	\$594
Pre-Solo Theory Course	\$250
Pre-Solo Exam	\$55
Radio Exam	\$55
Aviation English Language Proficiency Test	\$135
Membership Benefits (50% off all Simulation Flights & 20% of all purchases at the shop - excludes sale items)	FREE
Uniform	FREE
1 x Pilot Logbook	FREE
1 x Video Footage of Flight	FREE
1 x Certificate	FREE
PRICE	\$5,409

PAYMENT OPTIONS

1. Package price – upfront course payment options include cash, Visa, Mastercard, Amex, EFTPOS or direct bank transfer. Please note a surcharge may apply for credit card payments.

2. Pay as you fly – pay as you fly course payment options include cash, Visa, Mastercard, Amex and EFTPOS. Please note a surcharge may apply for credit card payments.

ANCILLARY COSTS (APPROX.)

- RAAUS Membership - \$100 for 3 Months Or \$210 for a Year
- Class II Aviation Medical Check - \$230
- English Language Assessment - \$235
- Additional flying hours if required (competency based)

6 REASONS TO FLY WITH US

1 Safety

We hold an impeccable safety record and meet standards set by regulatory governing bodies, such as CASA.

2 Relevance

We specialise in helping prospective airline cadets pass their pilot interview and prepare them for an aviation career.

5 Choice

We allow you to choose between different flight training options and aircraft to cater to your preferences and budget.

3 Modern Aircraft

Our premium aircraft deliver on comfort and technology, with features such as leather seats, autopilot and a glass cockpit.

4 Affordability

We strive to offer industry leading aircraft hire rates and minimise ancillary costs to make flight training cost effective.

6 Professional Instructors

Our industry leading ratio of Grade 1 Flight Instructors, ensure you learn from experienced, high quality instructors.

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