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## FLYING:THE NATURAL HIGH

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If you have always dreamed of soaring with eagles, wait no longer. There is a flight instruction program to fit your schedule at an airport near you. In a few weeks you can make your childhood dreams come true.

The day is long past, however, when you could just drive up to an airport and find a barnstorming pilotolling around ready to take you up in his plane whenever you appeared.

Flight instruction is now a professional service.

If you are a young person who hopes to make flying a career, it makes sense to attend a college which coordinates the full range of flight training with a bachelor degree. In professional flying jobs, as with other occupations today, the edge often goes to the person with that formal degree.

But your degree does not have to be in flying. If

you have some or all of your college behind you when you opt for a flying career, you can attend full time flight school to attain all of your flight ratings in the shortest possible time.

This will take four to five months and cost between .. \$15,000 and \$20,000. You will end up with 230 loggable flight

hours and 200 hours of ground education,, all of your flight ratings including multi-engine, and a marketable skill.

Military flight programs coordinated with college also provide excellent training to young students who qualify. In fact, commercial airlines have always depended on retired military pilots whose skills were honed in war combat or military maneuvers.

But the average flying student today is in his thir-

ties or forties with full time family and business responsibilities. He wants to fly for personal pleasure or business efficiency. Since no one ever has enough time and it always seems as though "you can't get there from here", flying your own plane can make family vacations feasible and business hours more productive.

The three usual methods by which you can get your private pilot license are through a flying club, a fixed base operator (FBO), and a flight school.

At smaller airports, licensed and student pilots may form a flying club so that they can afford to buy their own plane and hire part-time flight instructors for the benefit of their members.

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The FBO is the backbone of the flight instruction industry and you can find one or more located at larger airports. The FBO is a franchised dealer of one of the three small aircraft used for flight training - the Beechcraft, Cessna, and Piper.

He operates like your local auto dealer and provides a full range of flying services. He wants to sell airplanes and to do

that he needs licensed pilots. He keeps top-quality air-

Aircraft manufacturers have brought uniformity to flight training by providing their dealers with the latest instruction programs geared to the planes they manufacture.

The dealer hires

local pilots who have their flight instructor rating to staff a training program that usually operates seven days a week.

You will use flight manuals and audio-visual materials that allow you to study at home at your own speed. Even though timing is flexible, you will learn most effectively if you can schedule at least two flying lessons a week.

You can expect to

solo after about ten hours of flight time and attain your private pilot license in 50-60 hours at an average cost of \$3,000.

To qualify for your license you will have to pass the two examinations required by the Federal Aviation Administration (FAA).

In the written FAA exam you will show what you have learned about aviation regulations, piloting procedures, and cross country flying#

During the actual flight test, you have to show your

ability to control the airplane in a safe and confident manner.

You must also pass a physical examination performed by an Aviation Medical Examiner (AME), a local physician authorized by the FAA to perform airman physicals according to FAA specifications. Chronic medical conditions that are incompatible with the safe operation of an airplane, such as heart disease or epilepsy, are disqualifying.

If you have any questions about your ability to pass the physical, your flight instructor can direct you to a local AME who can advise you before you start flying.

If you find it hard to discipline yourself to study at home and to work your flying lessons into your busy schedule, you may want to investigate the concentrated instruction provided by .. a flight school. Leaf through any flying magazine to see their ads and decide which one sounds right for you.

American Flyers, with facilities in California, Texas, Florida, Illinois, and New York, is such a school. You can master ground instruction and pass your written test - all in a three-day weekend at one of their locations. If you can get away for a two or three week vacation, you can get in enough flight time to be eligible for your private pilot license through a training program tailored especially for you.

Most private pilots plan to go on and get their instru-

ment rating. Your license and plane won't do you much good if you can only fly in perfect weather.

Instrument training is far more demanding than that

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needed to secure the private pilot license. Ground simulators are often used to teach holding patterns, radio navigation, and approaches. Flight schools and some FBOs offer training so that you can qualify for your instrument rating.

If you can't leave your office even for a few days, hire the school that comes to you. Professional Instrument Courses, for example, will send you a flight instructor - usually a retired military pilot with over 10,000 hours of flying time - who carries his own portable ground simulator. You pay his transportation, lodging, and the ten day professional fee of \$2,750. You also furnish your own plane and eight hours of your time every day - and Eureka! You are ready to take your instrument rating tests.

Peter Dogan, PIC's founder, says that their typical

student is 56 years old, a highly motivated entrepreneur, and the president or CEO of his own company. You may have heard of one of their recent graduates - Tom Landry, the owner of the Dallas Cowboys.

Who hasn't heard the story of the brave spouse who safely lands a plane after the pilot has died of a heart attack? If you don't want to learn to fly but you want to be prepared for a flying emergency, the Aircraft Owners and Pilots Association (AOPA) has a course just for you. Their PINCH HITTER program will teach you enough about a plane and its controls so you could land it safely if necessary.

As a spouse or friend of an AOPA member, you are elig-

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ible to take the four hour ground instruction course and, if you have an airplane available for your own use, four hours of flight time during which you will actually land the plane.

If you drink alcohol or do drugs, don't fly. ""

Statistics

show that 40% of flying students wash out of training programs because of alcohol or drug problems. And one in ten flight fatalities is due to alcohol abuse. There is even a case where second-

hand inhalation of marijuana fumes was deemed the cause of a crash that killed the two pilots.

Flying is different from other sports in that mistakes can be fatal. You can't pull off to the side of the road and read your owner's manual.

Because attaining and upgrading your ratings is a major investment of your time and money, demand the best of yourself and your instructors. #

Then all of your landings will be happy ones.

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