



# ORANGE *Flight* TRAINING

*Affordable Flying*

The following information is intended to provide a new or intending student with an appreciation of the requirements and costs associated with learning to fly in a recreational aircraft, with Orange Flight Training. There is no upper age limit, however more stringent medical requirements apply to older students. Young people can commence training at any age, provided they are sufficiently mature and are physically able to control the aircraft with an instructor, however they are limited to 3 hours training before applying for a Student Pilot Certificate. The minimum age for first solo is 15 years. Practical considerations limit the maximum weight to around 110 kg.

If you're unsure about learning to fly, or if you've had no prior experience in a light plane, we suggest a Trial Instructional Flight (TIF) as a first step. During the TIF, you'll get some 'hands on' experience, and gain an appreciation of what it's like operating the controls under the instructor's supervision.

## **Aircraft**

The aircraft used for pilot training is a Jabiru Model J160 – a two seat, high wing, single engine fibreglass aeroplane designed and manufactured in Bundaberg, Queensland. It is powered by a four stroke, four-cylinder air cooled aircraft engine, also purpose designed and manufactured by Jabiru in Bundaberg. Both engine and aircraft are fully certified by Australia's Civil Aviation Safety Authority, and other countries' equivalent organisations.

The Jabiru Model J160 has been purpose designed to meet the training needs of both Recreational Aviation Australia and the General Aviation market. It has a good load capacity, plenty of room in the cabin, large fuel tanks located in the wings, strong landing gear, and (important in Orange in Winter) a cabin heater! We have two J160s on line, and also have access to a Jabiru J230, the still larger and higher powered aircraft, which is especially suited to heavier students.

## **Membership Requirements**

All intending pilots of recreational aircraft must apply for membership of Recreational Aviation Australia Inc (RAAus) and obtain a Student Pilot Certificate. As well as the Student Pilot Certificate, membership includes some limited public liability insurance, and the opportunity to subscribe to the monthly magazine *Sport Pilot*. Up to three hours training can be completed before applying for membership, and a valid Student Pilot Certificate must be held before the first solo flight.

Health must be of the standard required to obtain a Motor Vehicle Driver's Licence, and a student too young to hold a Driver's Licence may be required to provide a doctor's certificate stating that he/she meets that criteria.

## Training

The training syllabus for the issue of a Pilot Certificate requires a minimum of 20 hours training, including five hours solo flight. The actual time taken will vary from student to student, and it would be realistic to expect at least 25 hours total time.

Your first solo flight will only happen when your instructor is confident you can handle the aircraft in any situation you might encounter on your first solo flight. This is unlikely to be less than 12 hours, and could be a lot longer, depending on individual progress.

The basic Pilot Certificate allows solo flight within a 25 nautical mile (about 45 km) radius of the aerodrome, and additional training is required to allow passengers to be carried, and to remove the area restriction, allowing cross country flight.

There are six multiple choice examinations to be studied for and passed at various stages of your training, before issue of the Pilot Certificate.

After gaining the RAAus Pilot Certificate, should you wish to continue training in General Aviation aircraft, say a Piper Warrior or Cessna 152 or 172, it is now a very simple process to convert to the new Recreational Pilot Licence (RPL), recently introduced in Australia. The RPL can be an interim step towards the Private Pilot Licence (PPL).

## Cost

Rates including GST, from 1 May 2014 for all students are:

J160 Trial Instructional Flight (TIF) – 30 min	\$ 80
J160 Training Flights (including aircraft and fuel)	\$180 per hour
Long Briefing (Total 8 lessons, per lesson)	\$ 40 each
Short Briefing (As required)	Free
J160 Private Hire (including fuel)	\$125 per hour
J230 Trial Instructional Flight (TIF) – 30 min	\$ 95
J230 Training Flights (including aircraft and fuel)	\$220 per hour
J230 Private Hire (direct from owner)	\$145 per hour
Flight Planning (Cross Country Endorsement)	\$ 40 per hour

Additional costs including GST, include:

RAAus Adult Membership	\$235 plus \$22 joining fee*
RAAus Junior Membership (U18)	\$170 plus \$22 joining fee
Pilot Log Book	\$ 30
Jim Davis' PPL text	\$110
<u>or</u> Bob Tait BAK text	\$95
ASIC (security) card	Currently being reviewed, but likely around \$300. RAAus are no longer an issuing authority.

\* RAAus charges an \$11.50 Manual Admin Fee for postal transactions which could have been made on line.

Please note that payment must be made at the time of the lesson. Visa, Mastercard and EFTPOS are available to facilitate this. Accounts may be available by prior arrangement.

The all-inclusive cost to achieve the basic Pilot Certificate in the Jabiru 160 will vary depending on the individual student's ability and commitment, but will range from \$4,700 for 25 hours training upwards, based on the above figures.

## Further Training

A **Passenger Endorsement** involves some additional solo flying time to enable you to consolidate and refine your flying skills. The minimum requirement after gaining your basic Pilot Certificate is ten hours total solo time, followed by a flight test. At private hire rates, this will cost around an additional \$700.

A **Cross Country Endorsement** involves a minimum twelve hours further dual and solo training (navigation exercises, or NAVEX's) which will take you away from your familiar area and involve landings at unfamiliar aerodromes. This endorsement will cost a further \$2200 or so, and should be left until you are quite comfortable flying the aeroplane in differing conditions. There are some additional costs for books, charts, navigation computer and other documentation necessary for the cross country endorsement.

## Currency

New pilots need to **remain current** by flying the Jabiru at least every 30 days, including three take-offs and landings, otherwise they will be required to complete a short check flight. RAAus regulations require that pilots have conducted three take-offs and landings within the preceding 90 days if they wish to carry a passenger, and have satisfactorily undertaken a flight review in the preceding two years, in accordance with the RAAus Operations Manual.

Students who plan an aviation career, or who just want to fly a larger aeroplane, will find initial training in a Recreational Aircraft under RAAus is a cost-effective way to achieve their aims, and they will have the more highly developed basic flying skills needed for very light aircraft.

## Warning

All forms of flight are potentially hazardous. **The risks and hazards associated with flying are real**, and all pilots and potential pilots must be fully aware of, and accept those risks. **You will be required to sign an Indemnity Form before your first lesson.**

**All persons participating in flying training do so at their own risk.**

## Finally...

We believe that you will find your flying training to be a very rewarding experience, and one which will afford you a great deal of pleasure.

To discuss your flying training further, or to book a Trial Instructional Flight or lesson, please contact Chief Flying Instructor John McKenzie on 0402 018318, Senior Instructor Bryan Clements on 0404 776307, or Proprietor Ken Pidcock on 0414 701387.