

## Aviation Theory Centre

We have prepared a complete range of reference material including sample examinations to assist with your studies. All reference material for all licences is available in manuals and kits from the Aviation Theory Centre. These publications are recognised as the best available and are used as the basis for manuals in England and the United States. A complete product guide can be down-loaded from our website or is available by contacting:

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## How to Begin

To decide if flying is for you, whether as a hobby or a career, the first step is to approach a local flying school and enquire about a Trial Instructional Flight (TIF). A TIF gives you the first real experience of piloting an aircraft. It is an ideal gift, as it allows people to determine if they enjoy flying and are motivated to continue. After the flight, you can discuss costs, job prospects and training options with your instructor. To gain most value out of the TIF, we have prepared a small book entitled *Trial Instructional Flight (TIF)*. The information in this book can contribute

substantially to the amount of information that you observe and retain from the flight. Whatever you do, ask lots of questions! The next step is a medical examination by an approved examiner. The career pilot needs to complete a Class 1 medical. Your flying school will issue your Student Pilot Licence once your medical is complete and you have started training.

Additionally, for career advice, some schools offer a comprehensive flight screening program where you undergo a range of selection tests as used by international airlines. This program will tell you confidentially how you rate in comparison with airline cadet applicants.

### Which Flying School?

Choose your flying school carefully. The biggest may not necessarily be the best for you. The school, the aircraft and, in particular, the instructor you choose will influence the rest of your aviation future. Choose a person with whom you are comfortable in terms of age, gender, maturity, common interests, attitude, personality, culture and intelligence.

### Professional Flying

If you wish to be a career pilot, choose a school that is well regarded, with well presented aircraft and

training aids and which employs full-time instructors. Cadet programs at larger schools are sometimes available.

Some universities and TAFE colleges offer programs which combine tertiary studies and flying training (for which you have to pay). Tertiary studies are accredited with the university but the aviation studies are usually contracted to a flying school. For the career pilot the possession of a tertiary qualification may become useful later in life.

For most career aspirants there is only the long way to the top and the route can be hard - by building

hours and gaining ratings in GA, by flying charter and instructing. Some would say that the flying and life experiences associated with this particular path place you in a better position to take command of an aircraft. They feel that the longer journey develops maturity, common-sense, and command

### Personal Flying

If you are learning to fly in order to better your

business, consider the type of aircraft you will need and the role it will play. When you have decided, select a school that knows this type, even if it is the more expensive option. These early flights, where you build experience and confidence, are crucial, and it is more valuable to train in the aircraft type you will be operating.

If you are learning to fly for pleasure, consider the type of flying that you would expect to be doing. If it is primarily for touring and sightseeing, choose the aircraft accordingly.

If you can only fly infrequently, choose the simplest and most economical aircraft - perhaps an ultra-light. To gain the most value from the training and to retain knowledge and skill from one flight to the next, plan your schedule and budget so that you are able to have regular instruction. This will maintain your consistency and save dollars in the long run.



## Phases of Training, Tests and Examinations

As a student pilot, you will progress from the TIF, through your initial training in the local training area, to your first solo flight. The first solo flight is the most memorable event in a pilot's career, even though it only includes one take-off, one circuit and one landing!

You will have flown solo for the first time with a total experience of between 10 and 20 flight hours, depending on how frequently you fly and how familiar you become with checks and procedures.

Before each flight, there should be a comprehensive briefing, and after each flight, there should be a de-briefing. You can help prepare with our *Flying Training Manual*, which explains each flight and the associated briefing.

You will maintain a logbook of all your flights. This logbook becomes a lifetime record of your flying adventures.

The next phase prepares you for flights in the local training area, and when ready, you will undergo the General Flying Progress Test (GFPT) after a written examination in Basic Aeronautical Knowledge (BAK).

After GFPT and with the authorisation of your Chief Flying Instructor, you can carry passengers on local flights.

At this stage, the serious study begins where you are prepared for cross-country flying. You will learn navigation, meteorology, flight planning, aircraft loading, performance and flight rules. At the end of this phase, you will undergo a CASA on-line examination, a flight test for the Private Pilot's Licence and a specific examination for the issue of your flight radio operator's licence.

With the private pilot's licence, you can fly anywhere in Australia with private passengers in clear weather during daylight. For many people, this is enough training and they happily continue to enjoy their flying and maintain currency with occasional flights and an Aeroplane Flight Review



(AFR), a very reasonable check flight, every two years. Your medical fitness also needs to be reviewed regularly.

Those who are going on to be professional pilots, now begin more serious study and training for the CPL and ATPL - and the ratings.

### What about Study?

There is some study associated with becoming a pilot. However, the depth of study is very much tailored to the type of flying you will be doing and what you need to know. A student pilot needs an understanding of the principles and environment of

flight to appreciate what is happening to the aircraft. For a private pilot, the knowledge is less basic but equally essential, for a commercial pilot, the knowledge is more comprehensive, and for an airline pilot, the knowledge is substantial. Also, you need to know the particular aircraft type that you are flying - just like knowing the owner's manual for your car

### How Best to Study.

Firstly, take an honest look at yourself and decide if you can learn alone. Are you self-motivated? Can you maintain the schedule for a correspondence course? Can you attend classes? Are you sufficiently disciplined to self study? The more reading and studying you do after each flight lesson, the more information you will retain. This in turn will make learning to fly easier and will add value to the dollars expended.

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# Becoming a Pilot

