

Airfreddy's **Guide on Learning To Fly**

**Step-by-Step Guide On the Private
Pilot License From Start To Finish**



Airplane Ownership

If you plan on flying more than 100 hours a year or so, you can drastically reduce your cost per hour, HOPEFULLY. I say hopefully because you just don't know. I have purchased airplanes and had them fly for a year and not have any problems. On the other hand I have bought a plane and within the first week I have had to replace cylinders on the engine. In most cases you should be ok, but you will want to ask for some help.

If you are looking at this option you will want to get a pre-buy inspection from someone who has nothing to do with the seller. Then you will want to add up all the costs again just as the examples in the flying club and then divide it by the number of hours you hope to fly. You will want to include the following:

Places to Look for Airplanes for sale:

1: Your Local Airport bulletin board: You will find many local airplanes for sale on your local airport. If you can't find anything just start looking around.

2: Online: Here are the most common places to look for airplanes for sale.

[Trade a Plane](#)

[Controller](#)

[Air Mart](#)

2:Ebay: Believe it or not they sell airplanes on Ebay. Be careful you will need to find a mechanic that doesn't know the owner to do a pre buy inspection for you.

[Ebay Airplanes for Sale:](#)

INSURANCE: This will vary depending on the agency. AOPA also has insurance.

[AOPA Aircraft Insurance](#)

[Sky Watch insurance](#)

MAINTENANCE: I would figure at least \$15per hour / per 100 horsepower. So if you are looking at a plane with 200 horsepower I would plan at least \$30 per hour on maintenance alone. You will want to go to a maintenance Shop locally and see what they charge per hour and for the following.

1: Annual Inspection: This needs to be done once a year.

2: 100 Hour inspection: if you are not a commercial operation, this inspection is not required but it should be done if you are flying a few hundred hours per year.

3: A/D's Airworthiness Directives: An airworthiness directive is like a recall on a car. It is something that the FAA / Airplane manufacturer will put out when they have a problem. Some of them are not that expensive to keep up on and others can be very expensive.

Example AD: On Most of the training airplanes out there they will have an AD on the seat tracks. The pin that holds the seat in place will elongate the holes in the seat tracks. These usually need to be checked every 100 hours or so. If the seat tracks are relatively new and you and your instructor are the only people flying the airplane, this may take a few thousand hours before they need to be replaced.

If you are purchasing a high time airplane, especially from a flight school. These will wear out in much less than that time. I am pretty sure now it will cost a couple of thousand dollars to replace the tracks. You will want to look into these also.

ENGINE RESERVE: Sooner or later you will have to pay for a new engine so you will need to look up the cost of a new engine and divide it by the TBO time

Example: C-152: The engine on a Cessna c-152 Is a Lycoming O-235. I have looked around and they are really getting expensive. The Lowest price I found was around \$40,000.

TBO Time: TBO stands for Time before Overhaul. This is the factory recommended time before the engine needs to be rebuilt. You will need to find out from a mechanic when you do maintenance if the engine is good after that time. I have seen many engines go very far beyond that time.

It will depend on each individual engine and how it has been operated. I have also seen low time engines with metal in the oil and the engine needed to be replaced before the TBO time.

The TBO Time on this engine for the Cessna-152 is 2200 Hours. So we take the price and divide it by the TBO time. This will give you about \$18 Per hour. You will want to save this money as you fly the airplane.

What to look for when buying an airplane:

1: Airframe Total Flight Time: I am not sure what the average airframe flight time for many of the airplanes out there. I would guess that somewhere around 7000-8000 hours is probably average. You will have to research it. If you find an airplane that was owned by a flight school you will find that they are going to be pretty high airframe time. I have seen some as high as 100,000 hours.

2: Engine Time: You will want to find out what the engine time is. If you find a cheap airplane, chances are the engine is timed out and you will need to replace it. This is a cost you will want to factor in when you are considering buying an airplane.

3: Avionics: The avionics are all of the radios in the plane. You can do your private pilot training with older avionics. Now most of them have been upgraded to at least some kind of GPS but not all of them. You will want to consider this also.

My Personal Preference on Airplane Ownership: Personally I would purchase an airplane that needs everything replaced. That way I know what I have. I have had several airplanes that seemed to be ok and then all of a sudden I had problems with them and had to start replacing items like: radios, alternators, starters and even the engine. I like to know what I have if I am going to spend that kind of money

NOTE you will need to have a VOR receiver in the plane to take your private pilot flight test. You could do most of the training in a plane without it but you will have to do your flight test in an airplane that has one.

Loans and Insurance: You will have to look at both of these costs also and then factor them into your cost per hour.



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