

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

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



## **Part 141 Flight Schools**

Part 141 Flight Schools: The part 141 flight school is a school whose program has been approved by the FAA. There are some different hour requirements but the cost in many or most cases will end up being more. In many cases the part 61 schools will also have a part 141 program. If you are a member of the military or looking into specific loan programs, you will usually have to go to this type of school.

There are some things you want to watch out for and I will put my course syllabus up again with some changes. This is exactly the same as the other checklist but I want you to notice that I have highlighted the Stage Checks in red. The reason for this is you want to check their stage check policies.

I remember back when I was in a Part 141 School there were times that students were waiting for stage checks. This was a VERY Busy school. I don't remember exactly what the policy was but it was as though you had to have flown in the last three days in order to be eligible to take the stage check. Or you had to have flown a certain number of hours within a specific time period. All of this is intended to make sure the student is proficient. If you are not flying every day, this can end up costing you extra money.

## Guide When Looking at Training Programs141

### LESSON

#### **1: Four fundamentals**

1/A Homework assignment

1/A Dual Flight

#### **2: Flat turns / Dutch roles / Steep Turns (This is My Lesson some Places May or May not do it)**

2/A Homework assignment

2/A Dual Flight

#### **3: MCA / Power off stall / Power on stalls**

3/A Homework assignment

3/A Flight

#### **4: Slips / Ground Reference Maneuvers**

4/A Homework assignment: A

4/A Dual Flight #1

4/B Homework assignment: B

4/B Dual Flight #2

#### **5: Normal landings**

5/A Homework assignment: A

5/A Dual Flight #1

5/B Homework assignment: B

5/B Dual Flight #2

#### **6: Crosswind Landings**

6/A Homework assignment: A

6/A Dual-Flight #1

6/B Homework assignment: B

6/B Dual-Flight #2

## **7:Emergency Procedures**

7/A Homework assignment

7/A Dual-Flight

7/B Dual- Flight #2

## **8: Spins Entries**

8/A Homework assignment: A

8/A Dual-Flight #1

## **9: Pre solo / Solo**

9/A Pre solo flight

**9/B Stage check#1**

**Written-Test #1**

9/C Solo Flight #1

9/D SoloFlight#2

## **10Soft Field / Short Field Landings**

10/A Homework assignment

10/A Dual-Flight

10/B Solo Flight

## **11 Instrument Flight**

11/A Homework assignment

11/A Dual-Flight

11/B Solo-Flight

## **12Night Flight**

12/A Homework assignment: A

12/A Dual-Flight #1

12/B Solo-Flight: #1

12/C Homework assignment: B

12/C Dual-Flight #2

12/D Solo-Flight: #2

### **13Cross Country**

13/A Homework assignment: A

13/A CrossCountry#1

13/B Solo-Flight

13/C Homework assignment: B

13/C Cross-Country #2

### **14Solo Cross-Country**

14/A Dual-Flight

#### **Stage Check #2**

14/B Solo Cross Country#1

14/C Solo Cross country#2

14/D Long Solo Cross Country

### **15CHECKRIDE PREPARATION**

15/A Solo-Flight #1

15/B Dual-Flight #1

15/C Solo-Flight #2

15/D Dual-Flight #2

15/E Solo-Flight #3

15/F Oral-Prep

### **Final Stage Check**

### **CHECKRIDE**

If you are going to be a weekend flyer this may not be the right option for you. You will want to check the requirements of the stage checks, though I think every student should go up with another instructor in certain phases of training, I don't think you need to spend the extra money staying current for stage checks. Sometimes Your best flights will be after you haven't flown for a few days or so.

So Check these requirements before you start in a 141 program. Also check the check ride policies. They may have the same type of rules regarding flight tests. You may not be able to take the flight test if you haven't had the stage check

within a week. Remember, everyone will be slightly different but will share most of those same things which are in common.

I had a student years back that I started flying with after he got his Private Certificate. He told me it cost him about \$10,000 and this was about 20 years ago, so today that would be about \$20,000. He was at a part 141 school. Therefore if you are a weekend flyer this may not be the best option.

For students who are looking long term to get a commercial rating and hammer it out (6 months – 1 year) this is a great way to go. The good thing about a big 141 environment is that there are a lot of pilots there. Every pilot thinks he/she is the best, so just the competition alone will get you more up to speed on regulations and other aspects of flying. In that aspect it is a great environment.

The other thing to look at is the price of the planes and the instructors. Remember every pilot is governed under the same set of regulations. Yes the part 141 private pilot training programs can be approved for 35 hours but if you dig into them they are still going to be the same as my breakdown if you are flying a lot (3 – 5 times a week)

Remember 45 – 55 Hours is realistic if you stick with it and don't stop and start, stop and start. The number one reason why people end up spending so much money is because they don't commit to getting it done as quickly as possible. They let everything else get in the way and before you know it you are at 70 hours. In A 141 program this could add as much as 40% to your total cost, just from the added expenses of the 141 program.

If you want to get it done and commit the time of 4-6 weeks this can be a good option especially with some of the loan programs you can get. If you want to commit on a longer time frame 3 months or so. A part 61 program is going to be better for you.



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