

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

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



## **Training Aircraft**

**Choosing Aircraft:** There are many different airplanes out there that are being used to teach students. There are two basic types of airplanes out there. This will be a personal preference. As far as I am concerned they are all airplanes and they will fly basically the same. Some will be a little lighter on the flight controls than others. One thing I would like you to keep in mind is that you want to keep the aircraft as simple as possible. Following is a review of the types of aircraft:

**HIGH WING:** There are quite a few out there that you can use but the most common is a Cessna. The Cessna 152 and Cessna 172 have been used for flight training forever. I personally am a Cessna type of guy. I have always liked Cessna's. They are great safe airplanes. The other models of Cessna that have been used forever for flight training are the C-140 and C-170 which are tail-draggers (See below). But if you are looking at buying a plane, make sure the plane has an attitude indicator and a VOR receiver or you can't do your flight test in the plane.

Another plane out there that is a good training airplane is the Piper Tripacer or Pacer. You probably won't find any flight schools using them, but if you are thinking of buying an airplane this is a great SAFE and relatively cheap airplane to operate.

**LOW WING:** There are quite a few of these. Piper is the most common manufacturer but there are others such as Beechcraft. The Beechcraft skipper has been used for a long time and is a good plane to train in.

These days there is another group of plane out there that are used for training, I will give you my personal opinion and reason. The glass cockpit planes are beautiful but I personally don't think people should be getting into airplanes such as this until they have their private pilot certificate, an instrument rating and have flown planes with minimum equipment in them until you have at least 500hours.

**G-1000Cockpits:** The Cirrus and many of the new Cessnas have total glass cockpits. There are others out there that have the same type of cockpits. Here is my take on them.

“If you are trained to fly with nothing, when you lose everything you are right at home”.” If you are trained with everything and then lose everything, you are going to have a problem” worst case you will panic.

Now I have personally trained many Private Pilots who owned G-1000 airplanes. The thing you need to make sure of is that you are trained properly !. You want to make sure you are at home with every system failure possible.

Flying is not the same as driving you can't just pull over when you feel like it.

**Tail-draggers:** My Best piece of advice is to start off in the most basic airplane you can find. A tail-dragger is going to be one of the best types you to train in. Most cases flight schools won't allow you to solo in them but you will be able to do your first 10-12 hours or so. This may take you a little longer in the landings lessons but it will be well worth it.

I have had many students start off in tail-draggers and then transitioned into tricycle gear airplanes. After flying a tail-dragger the normal training aircraft were very easy for them to fly. Go for it!!



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