



LEARN TO FLY!

QUICK START GUIDE



(618) 337-5845

INFO@IDEALAVIATIONSTL.COM

So you're interested in flying? Let us be the first to say; congratulations! The aviation community would be lucky to have you. This ***Learn to Fly- Quick Start Guide*** should answer a lot of your questions as you begin your journey to the sky.

Our FAA Part 61 training program offers the following ratings: Private Pilot, Instrument, Commercial, Multi-engine (add-on), CFI, CFII, MEI. Our FAA Part 141 offers the following ratings: Private and Instrument.

Most of our primary training is done in the Cessna 172 and the Piper Pilot100i, reliable time-tested workhorses for any flight school. For instrument and commercial ratings, we recommend one of our Technically Advanced Aircraft. Our multi-engine trainer is the renowned Piper Seminole!

Our instructors follow a Jeppesen-based syllabus, including a combination of ground and in-flight lessons, with periodic stage checks to ensure you are on track.



Bill Macon

Bill Macon
Managing Partner



WHY FLY?

Flying an airplane brings with it unequalled freedom and a sense of achievement. Becoming a pilot is fun and allows you to fly yourself to airports in thousands of destinations or see beautiful sights from the flight deck. Flying as a career may bring with it alluring responsibilities, giving you access to numerous opportunities.

Pilots use the controls on commercial flights to fly the airplane, which can be hard to imagine. Next time you're on a flight, picture yourself as the pilot flying the plane. You're in control of the left and right turns and altitude – up and down movement, radio calls, landings.

The complexity and freedom of three-dimensional movement makes flying far more exhilarating than driving, not too dissimilar to a rollercoaster without tracks that you're in-charge of. Flying an airplane is more complicated than driving a car, but with practice you'll gain lifelong satisfaction and pride. Flying can change how you approach many facets of life.

If you're left wondering; "is flying for me?" or "what could I possibly do with a pilots license?" You'll have to also ask yourself; "Would I like to camp in places my car couldn't take me?", "How fun would it be to fly to Chicago for lunch tomorrow?", or "I would love to fly to the lake this week." If you can answer yes to any of those, then I'd say flying is most certainly something you would love.



DISCOVERY FLIGHT

A discovery flight, also known as an introductory flight, is the first step to your aviation journey. Ask any pilot around and they could probably give you a few small details and memories from their first flight experience. A discovery flight is exactly how it sounds; it's a flight that allows you to take to the sky in a safe and controlled manner with a with a Certified Flight Instructor (CFI). Depending on your comfort level there can even be portions of the flight where you take the controls!

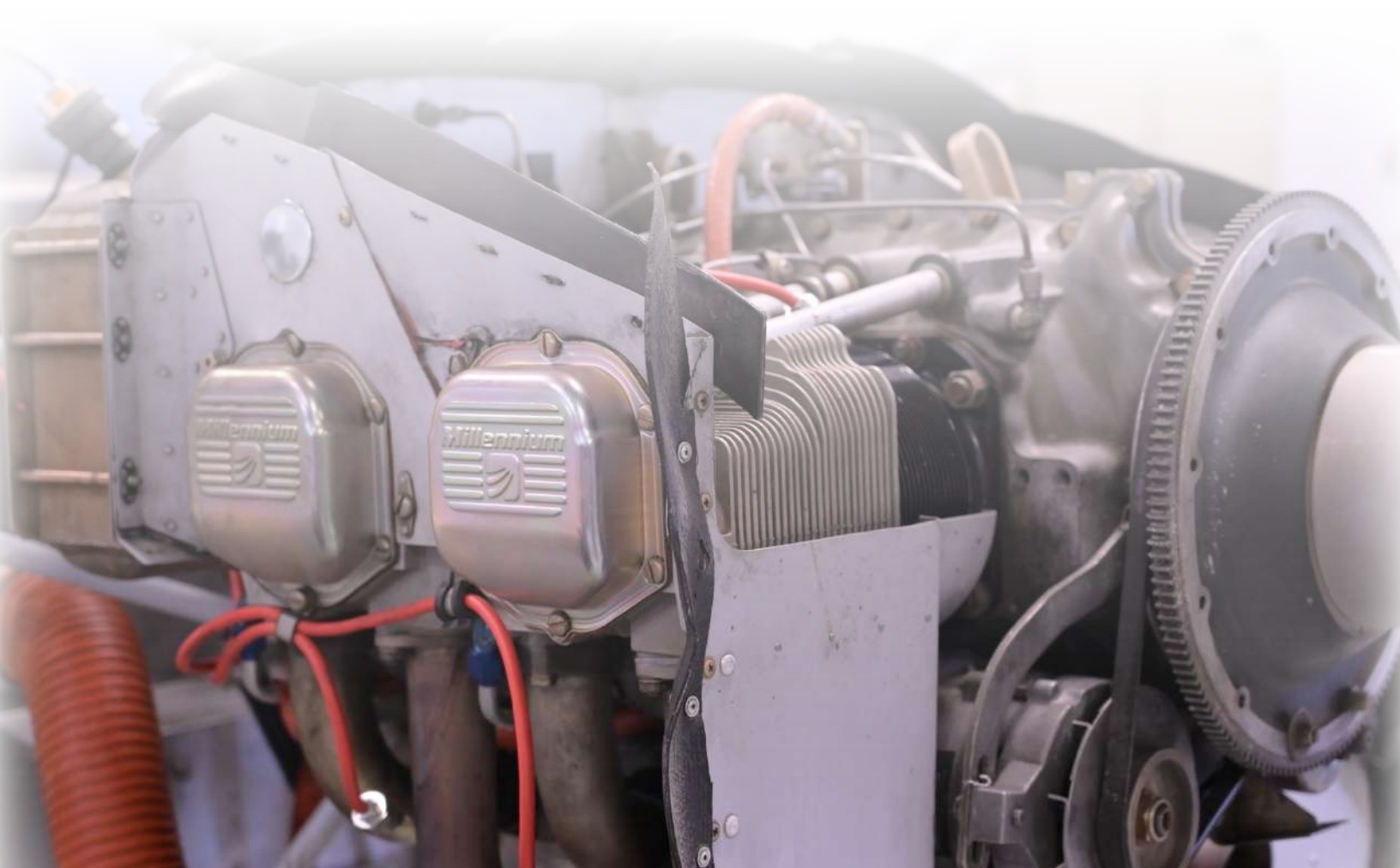
Once you're in the air and controlling the airplane you'll see that flying in it's true nature isn't difficult at all! As stated before it is a lot like being on a rollercoaster that you're in control of. If there's any questions you have on the process of scheduling a discovery flight please don't hesitate to call us at (618) 337-5845, we'd be more than happy to get all of your questions answered.

STARTING FLIGHT TRAINING

ANALYZE YOUR OPTIONS

When you're officially beginning your flight training journey, after your discovery flight, you should have an in-depth visit with your flight school. It's very important that a flight school makes you feel comfortable whether it's the price of rentals, the price breakdowns, the number of rental aircraft available, the number of CFIs available, etc.

One of the most important factors to consider is, does the flight school understand your aviation goals and can the accommodate them? If you're long term goal is to become an airline pilot and you're also graduating high school, maybe you should consider a collegiate program such as Southwestern Illinois College. If you're looking to switch gears and begin a second career maybe a local Part 61 flight school is your best option. There's never a black and white, right or wrong answer, as all situations are situational. Best thing you can do is evaluate your goals, analyze your options, and do what's best for you!





PART 61

- Flexible training schedule
- Part-time training options
- Requires more flight training hours:
 - Private Pilot: Minimum of 40 hours
 - Commercial Pilot: Minimum of 250 hours
- No minimum required ground training hours

Prospective pilots often ask about the differences between Part 61 and Part 141 training. These refer to the sections in the Federal Aviation Regulations (FARs) that define minimum pilot training requirements and certification of flight schools: 14 CFR Part 61 and Part 141.

All this means is each flight school, depending on their certifications, have a different structure to follow when instructing. No matter what regulations you train under, you'll have the same privileges once you pass your checkride.

PART 141

- Fast-Paced Training
- More rigid structure
- Requires fewer flight hours
 - Private Pilot: Minimum of 35 hours
 - Commercial Pilot: Minimum of 190 hours
- Requires 35+ hours of ground training



GROUND SCHOOL

Part of what you'll learn as in your journey to becoming a pilot is you should always find ways to set yourself up for success with little obstacles as possible. Be it through a good pre-flight checklist, an inflight checklist, a well briefed approach to landing, or having several alternate landing airports in the case you encounter weather.

One way to set yourself up for success in your flight training is to enroll in and complete a ground school course; be in online or in person. In order to sign up and take your checkride you must pass an FAA Knowledge Test; in order to take the FAA Knowledge Test you must have the sign off from an instructor that you've completed a ground school.

Some students take ground school and flight training simultaneously, but by focusing solely on ground school first, you can gain valuable knowledge and ensure you can focus on flying after mastering the fundamentals. Some examples of ground schools are:

- Pilot Institute Online
- Sporty's Private Pilot Learn to Fly
- Gold Seal Online Ground School
- Angle of Attack Online Ground School
- Rod Machado 40-hour Private Pilot eLearning Ground School
- ASA Private Pilot Online Ground School
- Gleim Aviation Online Ground School

Come stop by Ideal Aviation and talk to one of our certified flight instructors for more information on ground school!



PAST YOUR PRIVATE

We've discussed what it takes to start your aviation journey; that's plenty of information to try and take in, in one sitting. But still you may wonder, "what's happens after I successfully pass my checkride?" and that's a great way to think ahead (also a great trait for a pilot; always think ahead of the airplane.)

Depending on your aviation aspirations you could end your flying journey after you earn your Private Pilot License, which is perfectly fine! Many pilots stop after earning their wings to enjoy VFR adventures around the world. Depending on your goals and intentions there's many options to further your skills. For example:

TYPICAL CAREER PATH

- Private Pilot License
- Instrument Rating
- Multi-Engine Add-on
- Commercial Pilot License
- CFI/CFII/MEI or Hour Building Job
- Airline Transport Pilot Certificate

ADDITIONAL ADD-ONS

- Seaplane Rating
- Tailwheel Endorsment
- Complex Airplane Endorsment
- High Performance Endorsment
- High Altitude Endorsment
- Glider Endorsment



OVERCOMING OBSTACLES

When you're in the early stages of contemplating whether or not you should begin your journey as a pilot, there are many common concerns and you're not alone. Many people starting out begin to encounter obstacles that seem insurmountable.

"What about the price? I've heard flying is very expensive."

With each individual pilot comes individual total prices. That said we estimate the cost of a Private Fixed-Wing license to be around \$16,000 and the cost of Rotary-Wing license to be around \$30,000.

"Wow I don't have that much money saved for this."

The entire bill doesn't need to be footed right away! You can pay as you fly, many student pilots do. There are also grants, scholarships and potential lenders/financers out there who are looking to help potential pilots like you!

"How safe is this? My partner, friends, and family are all worried about me flying."

Like many things in life, there are risks involved in flying and it's great to see you're already putting safety first. When learning to fly you're paired with a highly educated and experienced instructor. Their top priority is keeping you safe as you learn.

"I wasn't a great student in school. How can I be sure I can handle this?"

While you're spending time around the hanger, ask some other pilots around if they were good students while they were in school I think you'll be happy to hear many pilots we're in the same boat as you. While there is some math and studying involved, we think you'll see that when there's an underlying passion for what you're studying, you'll be surprised at what you're capable of.



"Ok! I'd like to get started! I have some money saved for a few flights, I'm prepared to dedicate the time to study, my friends/family/significant other are on-board, who should I contact?"

Fantastic! We're excited to hear from you. Give us a call at (618) 337-5845 or send us an email at info@idealaviationstl.com

We'll get you set up right away!

CHECKLIST

When you're ready to begin flight training there's some steps you'll want to take to ensure a smooth process. Let's assume you've completed a few already:

- ☐ Schedule a discovery flight
- ☐ Completed your discovery flight
- ☐ Took a tour of our hanger
- ☐ Sat down and spoke with a few CFIs
- ☐ Selected or been assigned a CFI

From there you'll need a medical certificate, depending on your flying goals, will determine which class of medical you'll want (1st class, 2nd class, 3rd class, or Basic Med.) This is something you'll want to discuss further with your CFI, to ensure you have the proper guidance for your situation.

- ☐ Schedule an FAA Medical Exam

At this point it's time to begin flight training with your CFI! Your CFI will work with you to develop a training schedule around your availability and theirs. They'll follow what is call the ***Jeppeson Syllabus or the ASA Syllabus***. Meaning you'll see what you should expect to learn ahead of time. It's at this point as well that you and your CFI will discuss the ground school portion of your training and the FAA Knowledge test requirements. This process is all very dependent on your situation so you and your CFI can develop a good plan of action to get you enrolled in a ground school course and ready to pass your FAA Knowledge test.

- ☐ Enroll in a ground school
- ☐ Completed your ground school requirements, obtain a sign off to take the FAA Knowledge Test
- ☐ Schedule a time to take the FAA Knowledge Test
- ☐ Pass the FAA Knowledge Test with a score of 70% or higher

OUR LEADERS

We have a managing staff with decades of aviation experience who are willing to put in the work to make your passion for aviation come to life, as well as a full staff of thirteen CFIs and growing!



BILL MACON MANAGING PARTNER

Bill Macon, Ideal Aviation's Managing Partner, has a background in manufacturing, but he comes from a family with a long history of aviation in St. Louis. Bill began his flight training when he acquired Ideal Aviation in 2011, and he has since earned his private, instrument, and multi-engine ratings. He uses Ideal's planes for business and for personal trips ... it's been a fantastic opportunity to combine work with pleasure!

KIMBERLY NAGEL DIRECTOR OF ADMINISTRATION

Kimberly Nagel was born and raised in the St. Louis metro-east area. Her education has been focused on management and accounting. She was on the Dean's List and a member of the honor society. Kimberly started at Ideal Aviation in 2012. She was offered a position at FlightSafety International in 2019 which she accepted but returned to Ideal Aviation in 2022 to be closer to home. Although not a pilot, she has had the opportunity to fly many aircraft including Maul, Cessna 150, 172, SR-22 Turbo, Piper Arrow, Pilatus PC-12, Cessna Citation 1SP, and an airship! She also has several simulator hours in Embraer 145, 170, and CRJ 200.



BILL HOUSKA DIRECTOR OF OPERATIONS

Bill Houska comes from a family of aviators. Bill is a Helicopter CFI with over 20 years of experience with over 15,000 hours of flight time. In 1970 his father, Bill Houska, Sr. founded Metropolitan Helicopters, St. Louis's first helicopter flight school. Growing up around the business his first helicopter ride was when he was 6 months old and then around the age of 12 he got his chance to start "hold the sticks". After high school he became a Commercial helicopter pilot and a Flight Instructor eventually stepping in to run the family company after the untimely death of his father. In 2002 he was offered the opportunity to become the Newschannel 5 Pilot/Reporter for Chopper 5. During the next 18 years he worked his way through the company holding the different job titles from Line Pilot to Check Airman to Director of Training to Chief Pilot. Bill is excited about getting back to his family roots in the Helicopter Training Industry to help move Ideal Aviation into the future.

JIM MOSELEY CHIEF FLIGHT INSTRUCTOR

Jim graduated Magna-Cum-Laude from Saint Louis University with a B.S. in Flight Science. He is a CFI and CFII and was awarded the 2018 Flight Instructor of the year in the St. Louis area. He also instructs in Southwestern Illinois College's Aviation program. Jim has been instructing with Ideal since January 2018 and became Chief CFI of the Fixed-Wing program in the fall of 2021.

