



## Welcome to Flywell Aviation

Flywell Aviation is based at the Bowling Green / Warren County Regional Airport (KBWG), in the beautiful town of Bowling Green, Kentucky. If you come flying with us and don't spot a cave, sinkhole, or corvette, then you just haven't looked out of the window during the ride! We are also just a 1 hour car drive north from Nashville, TN where we currently have students choosing us for their preferred flight training needs!

KBWG is a thriving airport that is vital to the infrastructure of Bowling Green and the Southern Kentucky region. We have multiple on-field maintenance providers and Co-Mar Aviation provides 24/7 Full Service FBO needs along with airport board managed self-serve Avgas.

## Our Mission

We determine the success of Flywell Aviation not by the amount of flight hours accrued or from the revenue created but strictly by the result of quality pilots being produced in a safe, timely manner. We stand behind our values, integrity, and safety conscious practices to make you a high quality aviator. Great pilots are always learning!

We invite you to come see us and join the exciting, rewarding, and adventurous world of aviation. Be a part of the adventure!

## Contact Us

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*Don't Forget to Like Us on Instagram and [Facebook!](#)*

## **The Private Pilot Certificate**

Many private pilots are interested in flying for fun and flying a variety of different aircraft. Others learn to fly so they are able to use an aircraft to support their business or professional interests, like flying themselves to meetings to cut down on travel time. Whatever the goal, private pilots have many options.

The Private Pilot Certificate is the certificate held by the majority of active pilots in the USA. It allows command of any aircraft weighing less than 12,500 lbs, (subject to appropriate ratings) for any non-commercial purpose and gives almost unlimited authority to fly under visual flight rules (VFR). A private pilot may carry passengers and flight in furtherance of a business. However, a private pilot may not be compensated for services as a pilot. Passengers are only allowed to pay a pro-rata share of flight expenses, such as fuel or rental costs.

### **What's involved in Flight Training?**

Private pilot training involves two main components – Ground School and Flight Training. Ground School is accomplished in our classroom, mostly 1 on 1 with your instructor or sometimes in a group setting with other students, we also highly recommend home study courses found online and by using textbooks. The more you study on your own, the cheaper your training can be. It teaches you all the background information that all pilots need to know, but are not easily taught in the air. Topics covered during ground school include: regulations, airplane systems, navigation, aerodynamics, weather theory, and radio communications.

Typically 1 ½ - 2 Hour lessons are scheduled during which students will log 1 - 1 ½ hours of flight time. Each lesson is structured to cover the specific maneuvers needed to master in order to earn a certificate. This training prepares the student to take both the written and practical tests. Private Pilot Certification is achieved upon successful completion of these two tests.

### **How long does it take?**

That's very much dependent on each student. Flying regularly and studying at home shortens the amount of time in the air and time with an instructor on the ground substantially. Some people have completed it in about 2 months, but on average 6-8 months is a more realistic time frame.

### **How much will it cost?**

Cost is also very dependent on the student. If a student flies regularly, and puts forth good home study habits, the cost will be lower. Lessons are paid for as you go, so upfront cost is minimal. At the end of your training, the costs associated should be around \$11,000-\$13,000. We also have an option to prepay 10 Hours at a time and that will save you \$5 off per hour on the aircraft rental, ask for more information.

### **After I get my certificate, can I rent an airplane on my own?**

Yes. After earning your private pilot certificate, you can rent the same airplane type without any additional instruction.

### **What happens during bad weather?**

During days with low visibility, low ceilings or thunderstorms, instructors will call their students if the flying portion of the lesson is cancelled. The private pilot certificate requires ground instruction as well, which could be accomplished on days when the weather is uncooperative.

### **If I can't make it for a scheduled lesson, what do I do?**

When a change in your schedule prohibits you keeping an appointment for a lesson, please cancel at a minimum of 12 hours in advance so that the instructor can schedule another student to use that time and to avoid charges to your account. If there is a special circumstance, please discuss your situation with the instructor as soon as possible.

### **How much "homework" is there per week outside of flying?**

There's about a 1:1 ratio with studying and flying; for example, scheduling 2-3 lessons per week will usually result in about 3-4 hours of flying, in which you can expect 3-4 hours of studying.

### **What do I need to bring for my first lesson?**

Before your flight training begins, we must first apply for your Student Pilots certificate. In order to complete this you must bring a current Passport OR Birth Certificate and Government Issued Photo Identification Card.

### **What does each lessons usually cost?**

Most lessons are usually around \$200 - \$300. The variable being flight time as aircraft usage is billed per 1/10<sup>th</sup> of a flight hour. This is good for the customer because you only pay for what you use. If you and your instructor book the airplane for 2 hours, but you only fly for 1.2 hours, then you are just billed for the 1.2 hours flown, and not the entire 2 hours. A typical 1 hour flight with instructor is \$240.

## FAA Medical Information

A first class medical is required for pilots who exercise airline transport pilot (ATP) privileges; for example, those flying scheduled airliners or various charters.

A Second class is required for pilots who fly commercially—in operations such as crop dusting, delivering canceled checks, or carrying passengers or cargo for hire. The Second class medical is valid for commercial privileges for 12 months.

A Third class medical certificate is appropriate for students, recreational pilots, and private pilots who fly for pleasure and personal use. A third class medical is valid for 60 months for pilots under age 40, and 24 months for applicants who are age 40 or older.

### What medical conditions does the FAA consider disqualifying?

The following conditions are listed in the regulations as disqualifying medical conditions; however, in many cases when the condition is adequately controlled, the FAA will issue medical certification contingent on periodic reports, that is called a special issuance.

- Angina pectoris
- Bipolar disease
- Cardiac valve replacement
- Coronary heart disease that has been treated or, if untreated, that has been clinically significant
- Diabetes mellitus requiring hypoglycemic medications
- Disturbance of consciousness without satisfactory explanation of cause
- Epilepsy
- Heart replacement
- Myocardial infarction
- Permanent cardiac pacemaker
- Personality disorder that is severe enough to have repeatedly manifested itself by overt acts
- Psychosis
- Substance abuse
- Substance dependence
- Transient loss of control of nervous system function(s) without satisfactory explanation of cause.

### Commons Asked Requirements for the FAA Medical:

Medical Class	1	2	3
<b>Distant Vision</b>	20/20 in each eye, with or without correction	20/20 in each eye, with or without correction	20/40 in each eye, with or without correction
<b>Near Vision</b>	20/40 in each eye, with or without correction	20/40 in each eye, with or without correction	20/40 in each eye, with or without correction
<b>Color Vision</b>	Colors necessary for safe performance of duties	Colors necessary for safe performance of duties	Colors necessary for safe performance of duties
<b>Blood Pressure</b>	No standard. If Medication required, will need cardiovascular workup. Guideline Max is 155/95.	No standard. If Medication required, will need cardiovascular workup. Guideline Max is 155/95.	No standard. If Medication required, will need cardiovascular workup. Guideline Max is 155/95.

## Private Pilot Requirements

- Minimum Age to Solo – 16    Minimum Age for Private Pilots License – 17
  - Flight Physical - 3rd Class or Better / MedExpress - Dr. Walter Warren 270-796-8714
  - TSA Verification = Birth Certificate + Photo ID or Passport
  - Student Pilot Certificate Application via FAA IACRA ( <https://iacra.faa.gov/> )
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### FAA 14 CFR 61.109 - Minimum Aeronautical Experience for Private Pilot

#### 40 Hours of Total Flight Time

1. 20 Hours of Flight Training with an Instructor
  2. 3 Hours of Cross Country (XC) Flight Training
  3. 3 Hours of Night Flight Training to include:
    - 1 XC of 100nm Total Distance and 10 Takeoff & Landings at Night.
  4. 3 Hours of Flight by Reference to Instruments only
  5. 3 Hours of Flight Training in preparation for the Practical Test / Checkride
  6. 10 hours of Solo Time to include:
    - 5 Hours Solo XC (1 of at least 150nm total distance & landings at 3 points)
    - 3 Takeoff and Landings at an airport with an operating control tower
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### FAA 14 CFR 61.87 - Solo Requirements for Student Pilots.

1. Flight prep including preflight planning & prep, power plant ops. & aircraft systems
2. Taxiing with run ups
3. Takeoffs and landings, normal and crosswind
4. Straight and level with turns
5. Climbs & climbing turns
6. Traffic patterns, with entry and departure (ground school)
7. Collision avoidance, wind shear avoidance & wake turbulence (ground school)
8. Descents with & without turns using high and low drag configurations
9. Flight at various air speeds from cruise to slow flight
10. Stalls with recovery from first indication & from full stall
11. Emergency procedures and equipment malfunctions
12. Ground reference maneuvers - Rectangular Course / S-Turns / Turns Around a Point
13. Simulated engine out approaches
14. Slips to a landing
15. Go Arounds
16. Pre-Solo Test

## Instrument and Commercial Rating Requirements

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### FAA 14 CFR 61.65 - Minimum Aeronautical Experience for Instrument Rating

1. 50 Hours PIC Cross Country time
    - 40 Hours of Actual or Simulated Instrument time
    - 15 Hours Instrument Flight Training from an authorized instructor to include:
      - 3 hours of test prep
      - 1 Cross Country Flight under a IFR Flight Plan of at least 250nm along airways or ATC direct route with an instrument approach at each airport (3 different approaches).
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### FAA 14 CFR 61.129 - Minimum Aeronautical Experience for Commercial Rating

250 Hours of Total Flight Time

1. 100 hours PIC including (50 in which must be in an airplane):
  - 50 hours cross-country time (10 in which must be in an airplane)
2. 20 Hours of Flight Training to Include:
  - 10 Hours Instrument Training
  - 10 Hours in Complex Aircraft or TAA (Glass Panel) or Turbine Aircraft
  - 1 Cross-Country of at least 2 hours under Day VFR with a total distance straight line of at least 100nm from departure airport.
  - 1 Cross-Country of at least 2 hours under Night VFR with a total distance straight line of at least 100nm from departure airport.
  - 3 Hours of Test Prep

## Helpful Resources

### Books:

FAA - Airplane Flying Handbook  
FAA - Pilots Handbook of Aeronautical Knowledge  
ASA - Private Pilot Oral Exam Guide  
ASA - Private Pilot Test Prep

### Apps:

ASA - Private Pilot Prepware  
Sporty's - Pilot Training (Learn to Fly Course)  
ForeFlight Basic

### Tools:

FAA - Sectional Chart – St. Louis  
Sporty's - Electronic E6B  
Sporty's - Map Plotter  
Sporty's - Pilot's Flight Logbook and Record SKU: 8120A

### Ground Schools:

[Sporty's Learn to Fly Course](#)  
[King Schools](#) (Ask about our special pricing for King)  
[Gold Seal Online Ground School](#)  
[MzeroA.com](#)  
[Aviationseminars.com](#)

### Online Resources:

NOAA – Aviation Weather Planning	<a href="http://www.aviationweather.com">http://www.aviationweather.com</a>
AirNav – Airport Info and Planning Resource	<a href="http://www.airnav.com">http://www.airnav.com</a>
NOTAMS Research – Notice to Airmen	<a href="http://www.notams.faa.gov">http://www.notams.faa.gov</a>
FAA Wings Safety Program – Training Resource	<a href="http://www.faasafety.gov">http://www.faasafety.gov</a>
Live ATC – Listen Online with Live ATC	<a href="http://www.liveatc.net">http://www.liveatc.net</a>
EAA – Experimental Aircraft Association	<a href="http://www.eaa.org">http://www.eaa.org</a>
AOPA – Aircraft Owners and Pilots Association	<a href="http://www.aopa.org">http://www.aopa.org</a>
SkyVector – Aviation Map and Planning Resource	<a href="http://www.skyvector.com">http://www.skyvector.com</a>



**Flywell Aviation Online Scheduling Account Creation Link**

<https://flightcircle.com/associate/9712ec825410>