

# LEARNING TO FLY

---

*Starting off Right and Lowering your Costs*



A Guide to Learning to Fly Airplanes

[HTTP://WWW.PILOTTRAINING.COM](http://www.pilottraining.com)

# MS Aviation – Totally Complete Training

---

© MS Aviation  
2575 Robert Fowler Way  
San Jose, CA 95148  
Phone 408.666.3133 email: [info@pilottraining.com](mailto:info@pilottraining.com)  
<http://www.pilottraining.com>

# About the Author

- *Where the information comes from is as important as the information*

## Mike Shiflett

Mike Shiflett is a Designated Pilot Examiner for the FAA in the USA and a CAA Flight Examiner in the United Kingdom. He has flown over 8,000 hours, been Chief Flight Instructor at a Large Flight Training School, taught hundreds to fly and has conducted over 2,500 practical tests (Checkrides). He conducts Private – Commercial Flight tests as well as additional Flight Instructor Ratings. Based in San Jose, CA for over 20 years the Reid Hillview Airport (KRHV) is his home airfield. He holds an Airline Transport Certificate with a Cessna Citation Type Rating, and holds a Sea Plane Rating and Flight Instructor Ratings for Airplanes.

In 2005 Mike Started MS Aviation with the intent to create Interactive Pilot Courses for aspiring pilots to use in preparation for ground training, FAA Knowledge Test Preparation and Checkride Preparation. The product was released in May 2006 and is available in both Online and DVD/CD formats.

Mike has been featured in EAA Pilot Magazine for “Adventure Flying”, and has been a speaker at numerous Safety Seminars in San Jose and at EAA Air Venture at Oshkosh. During major aviation accidents and incidents he is called upon by KNTV, KRON and other National Network news agencies as an expert on flight training and reasons for pilot error. He is considered a high activity examiner in the FAA and is subject to regular surveillance and proficiency checks with the FAA to maintain his position as a pilot examiner.

Mike began flying in 1984 and has flown almost every production single engine aircraft as well as numerous multi engine airplanes and experimental aircraft.

His company is located on the web at <http://www.pilottraining.com>

- August 2006

---

# Table of Contents

<b>Deciding if you want to fly for fun or as a career .....</b>	<b>1</b>
<b>Basic Requirements .....</b>	<b>1</b>
<b>What Flight Training is Like .....</b>	<b>2</b>
<b>Minimum Time Requirements .....</b>	<b>4</b>
<b>Lowering the Costs of Learning to Fly .....</b>	<b>6</b>
<b>Choice of Aircraft .....</b>	<b>6</b>
<b>Choice of Flight Instructors .....</b>	<b>7</b>
<b>Lowering the Total Time – Beating the Averages .....</b>	<b>8</b>
<b>Lowering the Number of Hours Spent on the Ground .....</b>	<b>9</b>
<b>Flying for Fun .....</b>	<b>10</b>
<b>Flying for a Career .....</b>	<b>10</b>
<b>Lowest Entry Position .....</b>	<b>11</b>
<b>Pay me Now or Pay me Later .....</b>	<b>11</b>
<b>Picking a Flight School .....</b>	<b>13</b>
<b>Last Words .....</b>	<b>13</b>

## Deciding if you want to fly for fun or for a career

*Knowledge is Power – This guide will arm you with what you need to learn to fly and help you save as much money as possible doing it.*

It would seem that that whether you are learning to fly for fun or as a career that the steps would be the same. They are not. Similar yes but different. The first part of this book will deal with the basic requirements common to either direction that you may choose. The last parts of the guide will discuss the differences between recreational flying and career flying.

### Basic Requirements

To be able to get your Private Pilot's License you must be at least 17 years old when you are finished training. You can fly solo (under an instructor's supervision with no passengers) when you are at least 16 years old. While there is no age limit to begin flight training, most people will be at least 15 before actually getting serious about learning to fly. There is no upper age limit to learning to fly.

In addition to the minimum age requirement there is a medical requirement. You have to go to an approved FAA Medical Examiner for a flight physical. If you are under 40 this will need to be done every three years and if you're over 40 then every two years. There are some medical conditions that will not allow you to fly. Some medical conditions will require you to have additional testing done, or limit the duration of your medical certificate. Examples of things that would not be allowed would be, Seizures, Migraine Headaches etc. Examples of things that will require additional testing and approvals would be Diabetes, Hypertension etc. Needing to wear glasses or contacts is fine. You'll just have a limitation placed on your medical certificate requiring you to wear them when flying. One of the first things you'll want to do before investing any time or money into learning to fly is to get the medical certificate. It's best to know ahead of time if you'll need additional tests etc.

Before your flight training is complete you'll also need to pass the FAA Knowledge Test which is a multiple choice test of 60 questions. This is given at approved locations throughout the country and the results are given to you immediately after you take the test.

The last step is to pass a Practical Test, which is commonly called a checkride. This is given by an FAA Inspector or a Designated Pilot Examiner. This test has an oral exam and flight exam part to it. It usually lasts between 4 and 7 hours total. MS Aviation provides all of the ground training, FAA Exam Preparation and Checkride Preparation you'll need to master the ground parts of flying. Even if you're not 100 percent sure if flying will be for you, the course will give you great insight into flying. If you do decide to start flying you'll be that much farther ahead when you take your first lesson. Check it out at <http://www.pilottraining.com>

## What Flight Training is Like

Flight training will incorporate both aeronautical knowledge (Ground Training) to make sure you understand things like the aircraft systems, airspace etc. and will also include the mechanical skills needed to operate the airplane safely.

The first few flights are designed to get you used to being in the air. After that the four fundamentals are covered which are: Straight and Level Flight, Climbing, Descending and Turning. Next comes Flying at different airspeeds and in particular at very slow airspeeds. Stalls are usually next which show you to allow the wings to stop flying and for you to make the correct recoveries to get the wing flying again. As you master these basic flying skills you will move on to the effects of wind. You'll practice tracking over specific points over the ground and learn how to stop the wind from drifting you. In the later stages you'll learn how to land. You can't learn how to land until you have pretty well mastered all of the basic handling of the airplane. Somewhere during this phase or maybe a little before, you'll learn how to handle an engine failure and how to perform an emergency approach and landing. Other emergencies will also be covered and you'll be given scenarios and some practice on handling abnormal conditions. As your landings get better and your radio communications procedures improve you'll arrive at the day you solo the airplane. Your instructor will endorse your logbook and your student pilot certificate and then will watch

---

you take off and land all by yourself. Most instructors like for you to make three takeoff and landings on your first solo. It's a tradition to do three but it's not a regulation. This will be a day you will always remember.

After your first solo your instructor will want to review certain maneuvers to keep you proficient. The next phase is the Cross Country Phase and will have to do with navigation. You'll have instructional flights away from your home airport. You'll be taught how to navigate by looking outside (pilotage), navigate by plotting lines on a chart and following headings and times (Dead Reckoning) and navigating by Radio Aids. When you can do these things your instructor will authorize you to make solo cross country flights to other airports.

In this phase of your training you will also learn how to control the airplane by looking inside at only the flight instruments. You'll wear a device that only allows you to see the flight instruments and you'll learn how to control the aircraft in the event you accidentally fly into a cloud or lose visual reference to the horizon.

Night flying will be covered in the cross country phase as well and you'll learn to fly at night. You'll make at least 10 takeoffs and landings and fly a 100 mile cross country with your instructor at night.

There will also be a period where you learn special kinds of takeoffs and landings for operations on grass or dirt runways and at very short runways.

As your checkride date approaches you will receive instruction specifically to help you prepare and pass the test. This will be at least 3 hours.

When you pass the checkride the pilot examiner will issue a Temporary Airman Certificate which allows you to fly as a Private Pilot until your permanent one comes in the mail. At this point you can fly without any additional supervision or limitations from your instructor and you can carry your first passenger.

During all of your flight training you will be studying both the flight skills and you'll be either going to a ground school or taking one on DVD or online like the MS Aviation Private Pilot Course. Your instructor will usually tell you what you need to study and quiz you on what you've learned. Again you can save time and money by being prepared ahead of time for your lessons. Your flight instructor then checks on what you've learned rather than teaches you everything at \$ 45.00 per hour. If you save only three hours of ground instruction by taking our course you will have paid for it plus a little. Check it out at <http://www.pilottraining.com>.

---

In addition to the ground training you will have to prepare for specific types of questions you'll get on the FAA Knowledge test. This test will be 60 questions from a pool of about 600 available questions. You will have 3 hours to complete the test and it will be conducted at an approved test facility. Preparing for the FAA Knowledge test is easy with the MS Aviation Private Pilot Course. By the time you're done with the course you will have seen every test question the FAA has and you'll have answered all of them too. You'll take sample tests until you can pass with a great score. After that you'll take the test and your results will be good for two years.

So as you can see there is quite a bit of work to be done on the ground. Most people, when they think about learning to fly, concentrate on the flying part and often underestimate the time that will be spend on the ground.

Taking the ground training step by step and in an organized manner is what we provide. The good news is that you can begin before you start flight training if you want. Why not get a head start and begin saving money right from the outset?

You can go to our website and take a sample lesson to see how it works. <http://www.pilottraining.com>

## Minimum Time Requirements

The FAA Sets out minimum flight time to be able to take a practical test. While the numbers I'm going to show you below are real numbers they are not practical as most people will take significantly longer than this. It's important when comparing places to learn to fly that it's the hourly rate and instructor rate over a reasonable period of time that is the true cost. Some flight schools will give you pricing based upon the minimum flight time. I can almost guarantee you that you will take longer. Let's look at the numbers:

1. Minimum flight time 40 hours
  2. Solo Flight Time 10 hours
  3. Dual Instruction (Time with a flight instructor) 20 hours
-

These are further broken down as follows:

The solo flight time must include 5 hours of cross country flying of which one cross country has to be at least 150 Nautical Miles (nm) with one leg longer than 50nm and landings at three points. You also have to make 3 take offs and landings at a control towered airport. The rest of the solo time is up to you and your instructor as to what to do.

In the 20 hours of instruction, your flight instructor must give you instruction to cover the requirements for solo flight. After that you need to have at least 3 hours of instruction in cross country flying and 3 hours of night flight time that includes a cross country flight of at least 100nm and you need to do 10 take offs and landings at night. You then need at least 3 hours of simulated instrument time, which is teaching you to fly looking only at the flight instruments and finally 3 hours of training designed to prepare you for the Practical Test (Checkride)

At first these times seem like so little time. Like in a week you could get done. But really there is so much more to flying than just getting flight time. You've got to understand things like Airworthiness, Weather, Aircraft Systems, Performance Calculations, Aeromedical Factors and more. It's not impossible for the average person to achieve their Pilot's license. It's just a matter of time.

Your flight instructor will be your link to aviation. You will not be authorized to solo an airplane or take any test until that person says you're ready and signs your pilot logbook attesting to that. So really the limiting factor for most people is how many hours it will take to get proficient not how many hours the FAA sets as a minimum.

Here's an honest breakdown of the flight hours I've seen when conducting Private Pilot Checkrides. In our area, the San Francisco Bay Area, the average number of hours is around 80. This is mostly instruction. About 15 hours of solo time are typical. What's not shown in any statistic is how many hours of ground training people typically have to do. In my estimation it's probably around 100 hours. So let's run the numbers:

1. Aircraft Rental Charges – 80 hours \* 90.00 per hour = \$ 7,200.00
  2. Flight Instructor Hourly Instruction - \$ 45.00 per hour
    - a. 65 hours of instruction in flight – 65 hrs \* 45.00 = \$ 2,925.00
    - b. Ground Instruction – 80 hours \* 45.00 = \$ 3,600.00
  3. Books and Materials - \$ 300.00
-

4. FAA Written Exam Fee - \$ 90.00
5. FAA Medical and Student Pilot Certificate - \$ 90.00
6. FAA Practical Test Fee - \$ 375.00

The total estimate to become a pilot for the average person is then \$ 14,580.00

That's a pretty large number for most average people to pay. But it is a very realistic number. The next section covers how to lower this amount.

## Lowering the Cost of Learning to Fly

The average cost that I presented above can be lowered quite a bit with some knowledge ahead of time and some planning on your part. Let's look at what you could do and then what you should do. For example, you could cut a lot of cost by looking for a cheaper instructor but in the end you may spend more time, have more frustration, and end up with inadequate knowledge or the skills to pass the test and be a competent pilot.

## The variables are:

1. Choice of Aircraft to learn to fly in
2. Choice of Flight Instructors
3. Lowering the Total Time - Doing better than the averages
4. Lowering the number of hours spend on the ground with your instructor

## Choice of Aircraft:

You can probably find an airplane cheaper than 90.00 per hour. This is a good first step as you might find a very nice one or so at around 80.00 per hour. Make sure the flight school has more than one of these aircraft though because if it breaks for a while or the owner takes it away from the school you'll be faced with learning in a different Make or Model of Airplane and that could scrub any savings you were planning on. This may in fact

---

take more money than the savings you may have been counting on when all is said and done.

So, strategy one is to look for good quality well maintained airplanes at a school that has more than one of these. Also check the availability. It's no good if you can't get the airplane you need when you are able to fly. Finding a place to fly is really what we're talking about.

If you are on an absolute low budget then don't expect a high level of service from where you find the lowest price. All flight schools and clubs operate on basically the same fixed costs for the airplane. (Fuel, Oil, Maintenance, Insurance etc.) When you see an airplane that is significantly less than an identical one from another school you can bet money that this airplane has a high time engine that is perhaps operating past the manufacturers recommended time before overhaul and that the maintenance is being done at the minimum level. This is risk management for you. The only way a flight school can charge a lot less money for an airplane is if they own it, they maintain it and they milk every ounce of engine life out of it. Ask to see how many hours are left until overhaul on any airplane you are considering flying. If it's over, consider if you are willing to accept this added risk. It may not be excessive, but you need to know it's not the same as an airplane being operated with an engine under the overhaul time. Legally you can do it and most places do a careful job of watching these high timers a little more closely, but you never know. Aviation has very low margins for its flight schools and aircraft owners so every corner is always considered.

### Choice of Flight Instructors:

This section can really save you money. Flight Instructors are not all created equal. I've know great ones and I've know ones that were so bad I wondered how they ever got to this point. There is some leg work involved in picking an instructor. Here are some tips for doing that:

1. Don't look for a high time instructor that charges a low hourly rate. These people are either looking to just have fun flying while making some beer money or they are not being hired by other higher paying careers. High time doesn't mean a good quality instructor. It can mean that, but hours aren't the only thing to consider.
  2. Look for Instructors who are teachers first and pilots second. Most people make the mistake of thinking a really great pilot makes a great teacher. I've know many great pilots who couldn't teach you anything because they were impatient or couldn't express what they were doing in a way that was understandable.
-

3. Make sure the instructors personality and demeanor fits you. You'll be spending some close quarters times together and you'll be waiting for your instructor to endorse you for this and that so you've got to be comfortable with this person.
4. Avoid Instructors who don't charge for ground time. It means that you will not be getting much, as they are not getting paid for it, and it also means that the instructor is just building time and doesn't care about anything but putting time in his logbook too. Remember that instructors also log flight time anytime they are with you. Most airlines, commuters etc. require a lot of flight time. This is how most get it.
5. Don't overpay. You can find instructors who charge anything from \$20.00 to 120.00 per hour. The rate should be competitive for where you live. Also high priced Flight Instructors, like me for example, charge \$ 120.00 per hour because we usually are teaching other kinds of flying like Turbine transitions, High Altitude operations etc. We don't change the rate for Private Pilot Instruction as it usually eats into the time we would be doing the higher rate instruction. So, pick your price point from the type of instruction the prospective instructor typically does. If he's mostly doing Private Pilots the rate will be higher if they have more success to give you like a higher pass rate, more flexible hours, lots of Private Pilot's done already etc. Less experienced instructors charge less of course.
6. Avoid people teaching for the fun of it. It's usually fun at your expense. Some flight instructors come back into instruction after a long career of doing something else. For them it's fun to get back into the air. They may not be current with General Aviation things anymore and are likely to not want to spend much time on the ground training because for them that's not as fun. Pay for quality instruction.

## Lowering the Total Time – Doing better than the averages

This area is the hardest to really define how you'll be saving because no one really knows how well you'll do at flying. But there are several big things you can do to really optimize your chances for doing better than the averages. Here they go:

---

1. Fly regularly – Take lessons at least 3 times a week. Don't exceed 4 days though unless you are highly driven and can absorb information at a high rate.
2. If you have to fly once a week, save up the first 20 weeks before you start so that you can do the first 20 lessons 3 times a week.
3. Don't fly just to fly. Always know what you'll be doing on today's lesson before you get to the airport. You can study what you need to in advance and not lose any flight time to a wasted lesson.

Lowering your total time is all about getting through your solo. If you go a few times a month it will take a long time to solo and you'll repeat lessons. ***The big variable in teaching people to fly is in how long it will take you to solo.*** I've soloed students in as few as 12 hours (very rare) and I've had people who have had over 40 hours.

The cross country phase everyone seems to get in about the same amount of time. It's the time to solo that costs you cash. If you aren't prepared before each lesson you're wasting your time. Do the ground study and make sure you're absolutely ready for the flight lesson that day. Don't obsess on how long it takes to solo though. While you can optimize your chances of getting there as quickly as possible it really is very individual. Focus on being prepared for every lesson.

## Lower the number of hours spent doing Ground Training with your Instructor

Did you catch the 100 hours of ground training you'll need to get done? Did you catch how much that runs? This is the one area that you can really lower your costs in. You have absolute control of this variable. Take our course and you WILL save ten fold on what you pay for it. Your flight instructor will always do additional ground instruction on things you didn't fully understand or can't quite put to practice. That's fine, that's what they should do, but preparing on your own for the ground training and the FAA Knowledge test is part of almost every flight instructor's plan of action.

Think of our ground training course as a "Talking Textbook" that directs you through all of this aeronautical knowledge in bite sized lessons that you can understand. This "Talking Textbook" also uses lots of animations to help you get through the technical subjects by allowing you to interact with the animations and learn even more.

---

No other aviation company has created such a complete set of training materials and animations for aviation. When you see your instructor during your lessons you'll be confident that the ground training is done, FAA Knowledge Test Preparation is done and you'll be ready to focus on flying and absorb all the extra's your flight instructor will have time to show you.

## Flying for Fun

If you're like most people flying today you're learning to fly for recreation. Maybe you want to take family vacations and speed up the getting there time. Maybe you want to do aerobatics. Everyone has their reasons. Flying for fun means that you can look at different places to fly other than Flight Training Academies or Large Flight Schools designed for full time every day students. You probably don't want to wear a school uniform and probably don't have 9 to 5 to spend at the airport studying and flying.

If you're this type of pilot you should look at Flying Clubs. Flying clubs have other social activities and organize fly in's and other types of events. Flying clubs also usually offer more variety of aircraft. This is because large flight schools are optimizing their fleet for people getting through flight training to fly something other than what's at the schools, like Jets. So chances are they have only a few variations in their fleet. Most of these schools also don't like to rent airplanes as much as a club because the aircraft are always being used.

Flying Clubs usually have a membership that you pay per month and have club instructors who work at the club as contractors (independent flight instructors). Clubs will generally not have large ground school classes and the instructors may follow different training philosophies or use different training material from one to the other. This can be good as you can have more variety in the type and style of instructors available to you. A ground school course on DVD, like ours, will go a long way in this type of training environment as it will be self paced and on your own time.

## Flying for a Career

If you're looking to get into aviation as a Pilot you need to do things a little differently. What I'm going to show you here is worth more than 10 fold the price of our course! These are the things no one tells you about before you start and spend your cash. It's because flying is something emotional. Imagining yourself as a 747 Captain is an irresistible temptation and plays into your Ego, your Sense of Power and Joy. You also know the Airline Captains make good money too.

---

You think about being in the air and not in an office. You think about going to exotic places, staying in good hotels, eating out and having people look at you in wonderment when they see you in uniform at an airport. This is what sells you. It's actually pretty true but the want to do it will not be adequate without a lot of effort and sacrifice. The odds aren't too bad but they are not by any means guaranteed. Let's look at what's real and how long things take.

## Lowest Entry Position Job

Flight Instructor - Minimum flight time around 300 hours. You have to have a Commercial Pilot Certificate, Instrument Rating and a Flight Instructor Certificate. This will run you about \$ 20,000 – 30,000 dollars to get. It will take you about a year maybe 8 months from the time you start as a Private Pilot.

Flight Instructors make anywhere between \$ 8.00 to 100.00 per hour. For new guys and girls the average is around \$ 18.00 per hour. You'll need to build about 1000 hours of time this way to be able to do anything else that pays any more.

## Pay me now or Pay me Later

The most common question I get is "How do I get Multi Engine Flight Time?" This is because any job that pays good money will require you to have at least 100 hours of multi engine time to even get looked at. These airplanes are around 200 to 300.00 per hour to rent. So you do the math. (About \$ 30,000.00 to buy it yourself) So here's the dilemma. Do you work at a real busy flight school and make dirt money to build time quickly and probably get most of that multi time by teaching students. Or do you go to work for a much higher paying school where you make say \$ 40.00 per hour but don't have much in the way of multi engine airplanes? Answer: Work at the busy school and make low money to get the multi time. If not, the people who are there will pass you up and get on to the next job quicker. Quick is what it's about in the career pilot game.

Look at it this way. If you and I start flying at the same time and you do the busy flight school way and I do the make better money route, you'll probably get a year of time on me. That means that when we both retire at 60 from our 747 Captain jobs you will have made about \$ 250,000.00 more not to mention that you'll be higher on the seniority list and have less of a chance of getting laid off (Furloughed).

---

The next job after flight instructor you're likely to have is that of a first officer at a commuter airline. You'll pull down a whopping \$ 1,400.00 to \$ 2,000 per month and you'll be there for two years. In that time you'll get the time you need to qualify for a major airline. You'll upgrade to Captain in the commuters and you'll be doing better. **But there is a huge catch.**

The catch is that you aren't guaranteed a job in a commuter. You will have to do a technical interview where they will ask you lots of Aeronautical Knowledge questions. Why do you think they'll do that? Because most accidents are the result of pilot's not understanding the aeronautical knowledge and not as a result of a mechanical piloting skill. This is perhaps the first time you'll really appreciate that fact that you really took the time to understand the ground material. You'll really be happy you took the MS Aviation Private Pilot Course and the others for Instrument and Commercial too.

After the technical interview you'll go to the flight simulator and be given a challenging check. If you pass these two steps and have a clean record and have a medical certificate you may be offered a job.

Your job will be contingent on you passing a more rigorous medical test,. This happens mostly but now always. It depends upon the employer. The commuters and major airlines always want to know before they put thousands of dollars of training into you if you can really pass a medical test.

You'll finally begin to attend classes specific to the airplane the company is flying. You'll be getting information on the Aircraft Systems, Automation, Weather Systems, etc. **Here's the other catch.**

If your aeronautical knowledge isn't really good by here there will be no time to catch up with the class. If you get behind because of something you should have known before as a private pilot you will be sent home. Maybe you'll be able to come back, maybe not.

Now assuming you pass the class you'll compete for the airplane types and locations based upon how well you did in the class. Yet another reason to really know, not just pass tests. Again, you'll be so happy you learned using our course and had the benefit of good flight instructors along the way.

Ok, so after the commuters the process is basically the same for the major airlines in terms of the tests and the hiring procedures. So here it's a matter of time before you upgrade into something that pays you great money.

---

This is the reality of flying for a living. You may be able to “wing it” to “get by” etc. but when you start flying for money everything changes. Starting off with the right school, right flight instructor and the right ground training course is the best gift I can give you.

## Picking a Flight School

You'll probably want to concentrate your choices to schools that turn out pilots quickly working full time towards this goal. These schools can usually tell you how to arrange student loans, if you need them, or arrange other financing terms so you can not worry about money and concentrate on flying. Pick a school with lots of similar makes and models of airplanes with their goal on training career pilots. Before you go to this flight school take our course and have your FAA Knowledge test passed. You'll be way far ahead and be able to concentrate on both flying and on optimizing the schools programs and opportunities to get you to your goal faster. By taking the course and passing the Knowledge test you could save up to 2 months of living expenses staying at the flight schools location. The worst case is that you finish up earlier. You already know what finishing early means to you financially.

## Last Words for Everyone

To bring this guide to a close I have to say that learning to fly is something very special. It gives you something that you'll never forget, puts you into another place in your life and adds so many dimensions of freedom. How you approach flying is how you optimize your chances of success whether flying for fun or for a career. I tried to be totally honest with you in this guide and give you advice on how to go about this properly. Yes, I touted our pilot courses in the process, but that allowed me to give you this guide for free and to be inspired to write it for you. However you proceed in you quest for flight I wish you success and hope you have many hours of great experiences up there.

- Mike Shiflett
- August 6, 2006

## Resources

### Ground Training

<http://www.pilottraining.com>

### Checkride Preparation

<http://www.checkrides.com>

### Flight Schools Directory

<http://www.justflightschools.com>

### Bay Area Flight Schools

<http://www.wvfc.org>

<http://www.ksql.com>

<http://www.niceair.net>

<http://www.mastercfi.com>

---