



**St. Charles Flying Service, Inc.**

3001 New Town Blvd.  
St. Charles, MO. 63301  
(636) 946-6066 (800) 447-6066

**PRE-PAID LIGHT SPORT PILOT PACKAGE**

**EFFECTIVE MARCH 2006**

**PACKAGE INCLUDES THE FOLLOWING:**

All Books and Study Materials Needed (Gleim)	\$ 149.95
5 Hours of Solo in 2005 Sport Star @ \$74.98	\$ 374.90
20 hours of Dual in 2005 Sport Star @ \$109.98	\$2,199.60
3 hours of Pre & Post flight Briefing @ \$35.00	<u>\$ 105.00</u>
Total Special Price	\$2,829.45
Sales Tax on Books and Solo @ 5.950%	<u>\$ 31.23</u>
	\$2,860.68
<b>Total Pre-Paid Price</b>	<b>\$2,860.68</b>

You will use a 2005 Evektor Sport Star aircraft for your Sport Pilot Training. The prepaid rates are charged for all flights taken until the Sport Pilots License is obtained. Once you pre-pay, if you use all of the funds up prior to taking the check ride, you can receive the same rates if you apply monies to your account. If not, you have the choices of purchasing a 10-hour block of time, joining the Club, or finishing at the straight rate.

This package listed above is based on prepayment. The minimum requirements for the Sport Pilot are 20 hours of Total Time with 15 hours of Dual, 5 hours of Solo with 2 hours of Cross Country time (at least 75 miles) and 10 Take-offs and landings. Our package includes an additional 5 hours of dual to insure safety requirements are met.

The Sport Pilot requirements are as follows:

- No Medical required - as long as you have never been denied
- At least 17 years old
- Receive ground training – as required in Part 61.309
- One passenger
- Operate only in Class G & E airspace
- No flights above 10,000 ft. MSL
- Endorsement required for speeds above 87 knots
- U.S. Drivers License – must comply with restrictions
- Pass an FAA Knowledge Test
- No Business use of the aircraft
- No flights after dark
- Operate in B, C & D airspace with endorsement
- 3 miles visibility
- Must maintain visual reference to the surface (No flight above the clouds)

8% penalty on funds used if a refund is given prior to completion of course.

\* Rates are subject to change without notice.



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### Arrival and Accommodation Information

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March 2006

#### If arriving at St. Louis International Airport (STL)

Call 1-800-447-6066 for transportation to St. Charles Airport. For transportation from St. Charles Airport to your hotel our courtesy vehicle will be available for your use.

#### **If arriving via automobile**

From the east, take Highway 270 north to Highway 370 west to the Elm St./New Town Boulevard exit #5. Travel north on New Town Boulevard 1.5 miles. We are located on the left hand side of the road.

#### **If arriving via aircraft**

St. Charles Flying Service, Inc. is located at the St. Charles Airport (3SQ). The airport is one mile southwest of the St. Louis VOR (117.4), shown on the Kansas City and the St. Louis sectional charts and the L-21/22, low en route chart. The airport has a VOR approach to a 3500' runway.

#### **Recommended Hotels**

Super 8 Motel	(800) 800-8000 or	local	(314) 291-8845	\$44.99
Red Roof Inn	(800) 843-7663 or	local	(636) 947-0330	\$43.95
Motel 6		local	(636) 925-2020	\$43.95
**Sleep Inn & Suites		local	(636) 947-0330	\$50.95
Extended Stay		local	(636) 926-2800	N/A
**Holiday Inn		local	(636) 928-1500	\$69.00
*Hampton Inn		local	(636) 947-6900	\$45.00

\* Holiday Inn and Hampton Inn will provide shuttle service.

\*\* Holiday Inn & Sleep Inn & Suites rates given are at a discount and the student needs to inform the hotel they are a St. Charles Flying Service, Inc. student to receive the discount.

\*\* Sleep Inn & Suites give a Military discount.

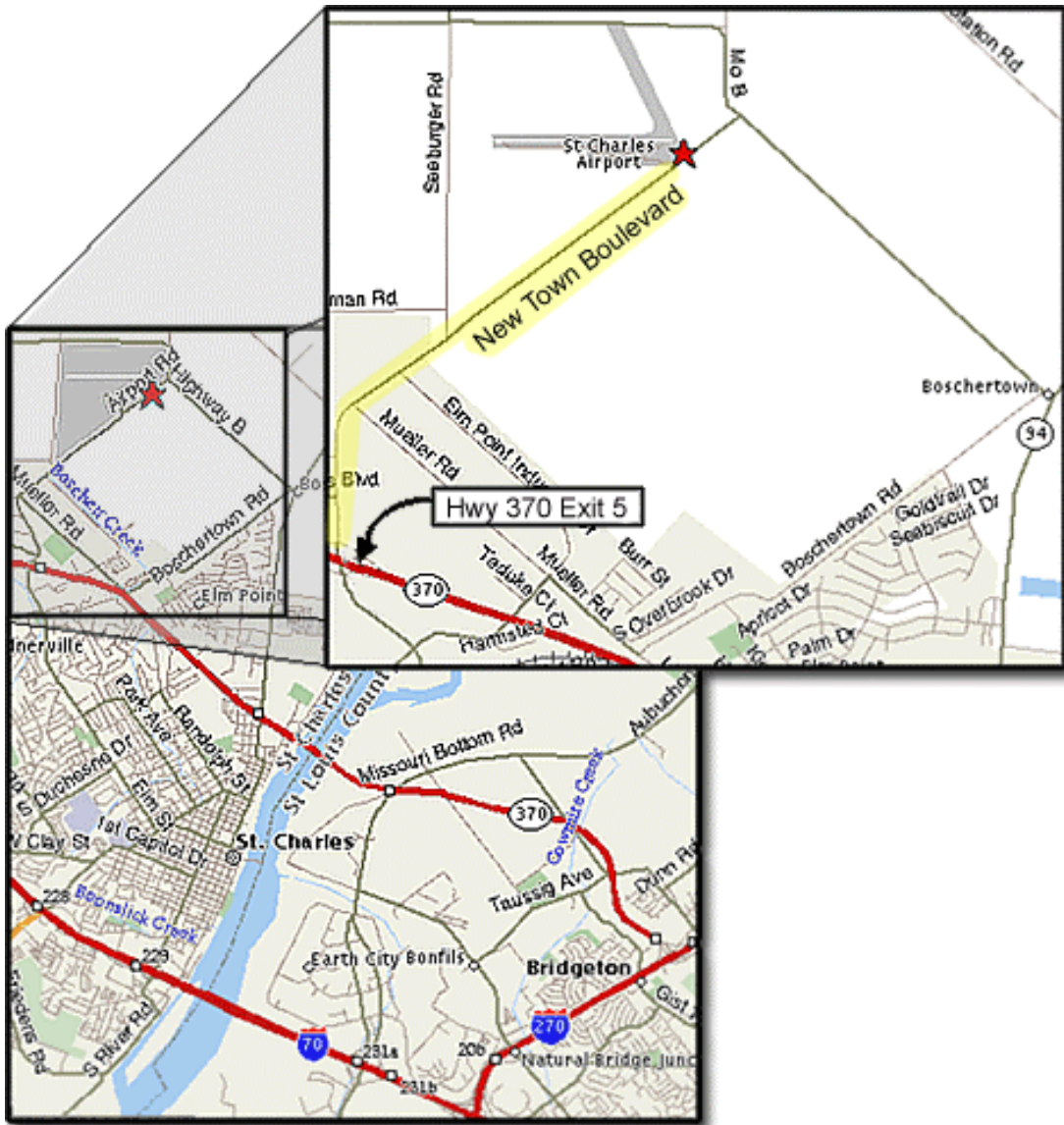
All of the above hotels and motels are within six miles of the Airport.

\*\* Don't forget to bring your headset if you have them for use while training\*\*



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### **What is a Sport Pilot Certificate?**

A sport pilot certificate is much like a driver's license. A sport pilot certificate will allow you to fly an airplane and carry a passenger and baggage, although not for compensation or hire. However, operating expenses may be shared with your passenger. The certificate, which is plastic similar to a driver's license, is sent to you by the FAA upon satisfactory completion of your training program, a pilot knowledge test and a practical test.

### **Requirements to obtain a Sport Pilot Certificate**

1. Be at least 17 years of age, 16 years of age to operate a glider or balloon.
2. Be able to read, write and converse fluently in English (certificates with operating limitations may be available for medically related deficiencies).
3. Possess a valid state driver's license or, if required, an FAA medical certificate.
  - a. The sport pilot rule states that if an individual's most recent application for an FAA medical certificate has been denied, suspended, or revoked, that person may not use a driver's license as a medical certificate until the denial is cleared from the record.
  - b. Additionally, Federal Aviation Regulation 61.53 requires every pilot, from sport pilot to airline transport pilot, to be able to truthfully state before each flight that he or she is medically fit to operate the aircraft in a safe manner. As pilots, it is our responsibility to ensure that our current medical health in no way jeopardizes the safety of a flight.
  - c. Your state driver's license is valid as long as you comply with the laws of your state.
    - i. Most states require you to stop driving and notify the state department of motor vehicles if you have a significant change in your health. The more common medical issues that require suspension of driving privileges are:
      1. Vision changes
      2. Loss of consciousness
      3. Impairment of judgment
      4. Loss of motor function
      5. Seizures or blackouts
    - ii. If your license is suspended or revoked due to traffic violations or alcohol/drug related convictions, you cannot use your state driver's license to establish medical fitness; you would have to possess a third-class medical certificate.



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4. Obtain a FAA student pilot certificate. A student pilot certificate can be issued by either an aviation medical examiner (AME) as part of a medical certificate, an aviation safety inspector (ASI), or a designated pilot examiner (DPE).
  - a. Your CFI or FBO will be able to recommend the most convenient way of obtaining a student pilot certificate.
  - b. Additionally, you may contact your regional FAA Flight Standards District Office (FSDO) for assistance locating AMEs, ASIs, and DPEs in your area, and ask for their contact information. To find the phone numbers of your regional FAA FSDO, visit the FAA's FSDO website at [http://www.faa.gov/about/office\\_org/field\\_offices/](http://www.faa.gov/about/office_org/field_offices/)
  - c. Contact the AME, ASI, or DPE and schedule an appointment to obtain a student pilot certificate for sport pilot training. Bring the following documents and records to the appointment:
    - i. A completed and signed Airman Certificate and/or Rating Application-sport Pilot (FAA Form 8710-11). The form should be filled out in ink or typewritten.
    - ii. An acceptable form of photo identification, e.g., a valid driver's license.
5. Receive and log ground training from an authorized instructor or complete a home-study course.
  - a. Applicable Federal Aviation Regulations... that relate to sport pilot privileges, limitations, and flight operations.
  - b. Accident reporting requirements of the National Transportation Safety Board.
  - c. Use of the applicable portions of the Aeronautical Information Manual and FAA Acs (advisory circulars)
  - d. Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems.
  - e. Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts.
  - f. Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence.
  - g. Effects of density altitude on takeoff and climb performance.
  - h. Weight and balance computations.
  - i. Principles of aerodynamics, powerplants, and aircraft systems.
  - j. Stall awareness, spin entry, spins, and spin recovery techniques, as applicable.
  - k. Aeronautical decision-making and risk management.
  - l. Preflight action that includes
    - i. How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and full requirements.
    - ii. How to plan for alternatives if the flight cannot be completed or delays are encountered.
6. Pass a knowledge test with a score of 70% or better. All FAA tests are administered at FAA-designated computer testing centers. The sport pilot knowledge test consists of 40 multiple-choice questions with a 2-hour time limit selected from all of the questions in the FAA's sport pilot knowledge test bank. Each of the FAA's published sport pilot questions is reproduced in this book with our complete explanations to the right of each question.
7. Accumulate flight experience (FAR 61.313). Use the table on the following pages to determine how much flight experience you will need for the specific type of aircraft you will be applying for.



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If you are applying for a sport pilot certificate with...	Then you must log at least...	Which must include at least...
(a) Airplane category and single-engine land or sea class privileges,	(1) 20 hours of flight time, including at least 15 hours of flight training from an authorized instructor in a single-engine airplane and at least 5 hours of solo flight training in the areas of operation listed in Sec. 61.311,	(i) 2 hours of cross-country flight training, (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport; (iii) One solo cross-country flight of at least 75 nautical miles total distance, with a full-stop landing at a minimum of two points and one segment of the flight consisting of a straightline distance of at least 25 nautical miles between the takeoff and landing locations, and (iv) 3 hours of flight training on those areas of operation specified in Sec. 61.311, preparing for the practical test within 60 days before the date of the test.
(b) Glider category privileges, and you have not logged at least 20 hours of flight time in a heavier-than-air aircraft,	(1) 10 hours of flight time in a glider, including 10 flights in a glider receiving flight training from an authorized instructor at least 2 hours of solo flight training in the areas of operation listed in Sec. 61.311,	(i) Five solo launches and landings, and (ii) 3 hours of flight training on those areas of operation specified in Sec. 61.311, preparing for the practical test within 50 days before the date of the test.
(c) Glider category privileges, and you have logged 20 hours flight time in a heavier-than-air aircraft,	(1) 3 hours of flight time in a glider, including five flights in a glider while receiving flight training from an authorized instructor and at least 1 hour of solo flight training in the areas of operation listed in Sec. 61.311,	(i) Three solo launches and landings, and (ii) 3 hours of flight training on those areas of operation specified in Sec. 61.311, preparing for the practical test within 60 days before the date of the test.
(d) Rotorcraft category and gyroplane class privileges,	(1) 20 hours of flight time, including 15 hours of flight training from an authorized instructor in a gyroplane and at least 5 hours of solo flight training in the areas of operation listed in Sec. 61.311,	(i) 2 hours of cross-country flight training. (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport. (iii) One solo cross-country flight of at least 50 nautical miles total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straightline distance of at least 25 nautical miles between the takeoff and landing locations, and (iv) 3 hours of flight training on those areas of operation specified in Sec. 61.311, preparing for the practical test within 60 days before the date of the test.
(e) Lighter-than-air category and airship class privileges,	(1) 20 hours of flight time, including 15 hours of flight training from an authorized instructor in an airship and at least 3 hours performing the duties of pilot in command in an airship with an authorized instructor in the areas of operation listed in Sec. 61.311,	(i) 2 hours of cross-country flight training, (ii) Three takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One cross-country flight of at least 25 nautical miles between the takeoff and landing locations, and (iv) 3 hours of flight training on those areas of operation specified in Sec. 61.311, preparing for the practical test within 60 days before the date of the test.
(f) Lighter-than-air category and balloon class privileges,	(1) 7 hours of flight time in a balloon, including three flights with an authorized instructor and one flight performing the duties of pilot in command in a balloon with an authorized instructor in the areas of operation listed in Sec. 61.311,	(i) 2 hours of cross-country flight training, and (ii) 3 hours of flight training on those areas of operation specified in Sec. 61.311, preparing for the practical test within 60 days before the date of the test.



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If you are applying for a sport pilot certificate with...	Then you must log at least...	Which must include at least...
(g) Powered parachute category land or sea class privileges,	(1) 12 hours of flight time in a powered parachute, including 10 hours flight training, and at least 2 hours solo flight training in the areas of operation listed in Sec. 61.311,	(i) 1 hour of cross-country flight training, (ii) 20 takeoffs and landings to a full stop in a powered parachute with each landing involving flight in the traffic pattern at an airport; (iii) 10 solo takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iv) One solo flight with a landing at a different airport and one segment of the flight consisting of a straight-line distance of at least 10 nautical miles between takeoff and landing locations, and (v) 3 hours of flight training on those areas of operation specified in Sec. 61.311, preparing for the practical test within 60 days before the date of the test.
(h) Weight-shift-control aircraft category land or sea class privileges,	(1) 20 hours of flight time, including 15 hours of flight training from an authorized instructor in a weight-shift-control aircraft and at least 5 hours of solo flight training in the areas of operation listed in Sec. 61.311,	(i) 2 hours of cross-country flight training; (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One solo cross-country flight of at least 50 nautical miles total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straightline distance of at least 25 nautical miles between takeoff and landing locations, and (iv) 3 hours of flight training on those areas of operation specified in Sec. 61.311, preparing for the practical test within 60 days before the date of the test.

8. Receive flight instruction and demonstrate skill (FAR 61.311).
  - a. Obtain a logbook sign-off by your CFI on the following areas of operations:
    - i. Preflight preparation
    - ii. Preflight procedures
    - iii. Airport, seaplane base, and gliderport operations, as applicable
    - iv. Takeoffs (or launches), landings, and go-arounds
    - v. Performance maneuvers, and for gliders, performance speeds
    - vi. Ground reference maneuvers (not applicable to gliders or balloons)
    - vii. Soaring techniques (applicable only to gliders)
    - viii. Navigation
    - ix. Slow flight and stalls (as appropriate)
    - x. Emergency operations
    - xi. Postflight procedures
9. Successfully complete a practical (flight) test, which will be given as a final exam by an FAA inspector or designated pilot examiner. The practical test will be conducted as specified in the FAA's Sport Pilot Practical Test Standards (FAA-S-8081-29, effective December 1, 2004)
  - a. FAA inspectors are FAA employees and do not charge for their services.
  - b. FAA-designated pilot examiners are proficient, experienced flight instructors and pilots who are authorized by the FAA to conduct practical tests. They do charge a fee.