

# WADDINGTON FLYING CLUB

## Flying Training Courses



Whether you are a seasoned pro or just fancy dipping a toe in new waters or you need to refresh forgotten skills, we offer a range of courses to help you improve your abilities and develop your confidence.

A lesson normally lasts for around 2 hours in total and comprises of a brief, a flight and then debrief. Initially the flights will be around 45 minute's duration but will lengthen as you progress through your course. If you are just starting out and embarking on a PPL or NPPL, you may be wondering at what stage you will go solo; most students normally achieve their first solo flight somewhere between 10 and 15 hours of training.

At WFC we are extremely proud of the standard of training provided; as a non-profit making establishment our aim isn't simply to get as many students through the doors as possible but rather to ensure that our students are given the very best to make them the best. As always in aviation, the weather plays a crucial role in flight training. Good conditions will ensure you gain maximum benefit, particularly during your initial flying lessons. As you progress, it may be possible to fly in less favourable conditions, but there will inevitably be times when we have to postpone your flight.

**Please note that you must be a member of the RAF Waddington Flying Club or members of another service flying club affiliated to RAFFCA in order to participate in any of our courses or hire our aircraft.**

Training courses available:

- PPL - Private Pilot's Licence
- NPPL - National Private Pilot's Licence
- IMC - Instrument Meteorological Conditions
- Night Qualification
- Aerobatics
- Differences & Aircraft Specific Training
- Rating Revalidation, Renewal & Currency Training
- Flight Tests and Ground Exams

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## Private Pilots Licence (JAR-FCL PPL)

The Private Pilot Licence permits you to act as the pilot in command of an aircraft for private use. A comprehensive qualification, the PPL syllabus includes both practical flight training and ground based study and everything you will need to know to pass the final flight test and obtain your licence. The JAR (Joint Aviation Requirements) Licence is valid throughout the UK and Europe and is usually acceptable worldwide subject to individual national requirements.

### PPL - Pre Course Requirements

You must be a minimum of 17 years old to obtain your licence (you may start training from the age of 14 and solo at 16) and you must hold a CAA Class 2 medical certificate prior to flying solo. You can obtain this certificate by attending a brief medical examination with an Aero Medical Examiner (AME); we will tell you how to arrange this when you start your course.

### PPL - Training

If you haven't flown before, the Civil Aviation Authority (CAA) requires you to spend a minimum of 45 hours in the air before you can take your final Skills Test, which is the aircraft equivalent of a driving test. 25 hours must be dual (with an instructor) and 10 hours solo with you acting as pilot-in-command. 5 of your solo flight hours must be cross-country flights, i.e. away from your base airfield. You will also be required to take multiple choice exams in the 7 subjects listed below. These examinations can be sat at WFC and marked 'while you wait'.

### PPL - Instruction Breakdown

Our booking 'slots' are 2 hours long, which include a pre-flight briefing, the flight and a post-flight debrief. During your first lessons, you can expect to fly for 40-50 minutes. As you progress, flight time will increase to around an hour. Frequent and regular lessons may minimize the overall course duration.

### PPL - Flying Solo

Before you fly solo for the first time, in addition to passing your Air Law exam, you'll need to take a simple medical examination with an Aero Medical Examiner (AME), to ensure that you're fit to fly. Most students make their first solo flight after 10-15 hours of flight training.

### PPL - Qualification

You will be training for a European JAA Private Pilot Licence with 'a single engine piston (SEP) class rating'. This entitles you to fly aircraft within that class up to a maximum take-off weight of 5700kg, in any European country, for private and recreational purposes only.

### PPL - Cost

Your training progress will be significantly improved if you are able to attend regular lessons with minimal time in between. This will greatly reduce the amount of training needed to reach the required standard for a PPL and will therefore save you a considerable amount of money. Remember, the cost of each lesson is only based on your flight time, not the overall lesson duration!

## National Private Pilots Licence (NPPL)

Essentially a cut-down version of the PPL, this restricted licence is ideal for recreational flight within the UK. The medical requirements are less stringent than those of the PPL but the licence does have operational limitations:

- Only VFR (Visual Flight Rules) flight is permitted. It does not grant you permission to fly using your instruments alone, for example in cloud, or when visibility is low.
- You may fly only UK-registered aircraft, and solely within UK airspace.
- You may carry a maximum of three passengers.

You cannot add a Night Qualification or IMC.

### NPPL – Pre Course Requirements

You must sign a declaration of fitness to fly. This must be supported by a declaration from your doctor, confirming that you reach the DVLA 2\* standard of fitness. Applicants who meet only the DVLA 1 standard of fitness can fly solo if accompanied by another qualified pilot.

\*The Driver and Vehicle Licensing Agency (DVLA) require road users to satisfy certain medical standards. DVLA 1 (private driver) and DVLA 2 (professional driver) standards are used within the NPPL to ascertain fitness to fly. For more information, visit the DVLA website.

### NPPL – Training

Before you can gain your licence, you are required to spend a minimum of 32 hours in the air. Pilots of different categories of aircraft will receive credit for their existing experience, thus reducing the number of hours required to complete the course. You will also be required to take:

- Flight test
- Skills test
- Ground examinations

## Instrument Meteorological Conditions Rating (IMC)

Invaluable to old hands and rookie pilots alike, the Instrument Meteorological Conditions (IMC) rating permits flight in a wider range of weather conditions, such as cloud and poor visibility. A great way of building your skills along with your confidence, it's also likely to double your potential flying time, given the UK's gloomy climate!

### IMC – Pre Course Requirements

You must have had at least 4 hours of dual instruction in instrument flying, or satisfy the Chief Flying Instructor that your instrument flying is 'at an equivalent and satisfactory standard'.

## IMC – Training

The course consists of 15 hours of instrument training, of which 2 hours may be in an appropriate simulator. You will also be required to pass a multiple choice written exam and an IMC skills test.

## IMC – Qualification

Your IMC rating must be re-validated every 25 months, when you will be required to take a flight test. Please note that the IMC rating is valid only within the UK. However, you may be able to exercise its privileges in other countries by prior arrangement.

## Night Qualification

Some of the most rewarding and spectacular flights are at night, especially when you are lucky enough to fly over a city that sparkles like Lincoln. The night Qualification also happens to be one of the easiest and most straight forward ratings to obtain, which makes it a favourite with newly qualified PPL holders.

### Night Qualls – Training

The course consists of 5 hours' flight training (3 hours dual, including 1 hour cross-country navigation) and 5 solo takeoffs and full-stop landings. There is no exam: your qualification will be granted upon satisfactory completion of the training on application to the CAA.

### Night Qualls – Qualification

Once granted, your night qualification will remain valid for the duration of your licence. If you wish to carry passengers at night, you must have completed the appropriate number of both day and night time take offs and landings required by the CAA.

## Aerobatic Flying

Without doubt, aerobatic flight represents the pinnacle of 'hands on' flying. Flying an aircraft in this manner demands skill and judgment beyond that required by more straight forward 'A to B' flying. Your reward for achieving this level of skill is unparalleled freedom and confidence improving all aspects of your relationship with aviation, whilst significantly deepening the satisfaction and enjoyment which motivated you to start flying in the first place.

In recognition of this most rapidly expanding area of interest, we offer a number of different courses for aerobatic training. Ranging from a simple one-off trial aerobatic lesson, to full-blown courses to prepare you for the exciting world of competition flying. Whichever you choose, all aerobatic training courses are fundamentally designed to make you a better and safer pilot.

### AOPA - Aerobatic Certificate Courses

For those looking to hone their flying skills, these certificates, devised and endorsed by the Aircraft Owners and Pilots Association (AOPA) and are considered to set the standard in aerobatic qualifications. There are 3 courses available: Basic, Standard & Intermediate. With an emphasis on good airmanship and safety, these courses are designed to give you a full understanding of both human and aircraft limitations. By the end of the course, you will be proficient in basic, standard or intermediate level aerobatics.

## AOPA - Aerobatic Pre Course Requirements

You do not need to be a qualified pilot to receive aerobatic training. Non-qualified flyers are advised to try an Aerobatic Trial Lesson in the first instance. Qualified pilots are advised to discuss their requirements with us to determine a suitable level of training.

## AOPA - Aerobatic Training

These courses consist of a minimum of 8 hours' flight tuition and 8 hours' ground tuition. At the end of the course, you will undergo a 'Flight Test' to demonstrate your proficiency at your chosen level. Once you have completed this, your instructor will supply you with the paperwork required for you to apply for your AOPA Certificate.

### Aerobatics Basic Syllabus

- Engine & Airframe – Knowledge of limitations & safety aspects
- Pre-flight procedures
- Slow flight – Level, climbing, turning & descending
- Stall entries & recoveries
- Advanced / Max rate turns
- Spins with non-precision recoveries
- Recoveries from Unusual Attitudes
- Loops
- Aileron (Ballistic) Roll
- Barrel Roll
- Slow Roll
- Stall Turn
- Half Roll off the top of a Loop
- Half Cuban (rolling on down line)
- Quarter Clover, rolling downwards
- Combination Sequences

### Aerobatics Standard Syllabus

- Engine & Airframe – Knowledge of limitations & safety aspects
- Pre-flight procedures
- Climbing & Descending 45° lines
- Precision Spin from level deceleration or after Climbing Line
- Quarter Clover rolling upwards or Wingover
- Half Cuban Eight
- Half Reverse Cuban Eight
- Recovery from mishandled Stall Turn
- Stall Turn with ¼ roll down
- Split-S
- Two point Roll
- Four point Roll
- Hesitation Loop
- Standard Sequence – Recommended 8-10 Figures

### Aerobatics Intermediate Syllabus

- Engine & Airframe – Knowledge of limitations & safety aspects
- Pre-flight procedures
- Full Roll on Climbing 45° line
- Precision Inverted Spin from level deceleration or after climbing line
- Inverted Steep Turn through at least 180°
- Half Outside Loop upwards
- Stall Turn with half vertical roll
- Humpty Bump with quarter rolls up/down
- Rolling Turn in or out
- Flick Roll, Half Flick
- Eight Point Roll
- Avalanche
- Square Loop
- Intermediate Sequence – Recommended 8-10 Figures

## Differences & Aircraft Specific Training

Aircraft that fall within the same 'Class' may have model specific differences that require the pilot to undergo additional training. We are very proud to offer comprehensive differences training packages for all of our aircraft.

## Rating Revalidation, Renewal & Currency Training

We offer a full rating renewal service. Whether you are revalidating by experience or renewing by flight test, we have both Ground and Flight Examiners who can help keep your privileges right up to date! Of course, you may feel the need for a little extra coaching before you take a test. We will evaluate your needs and offer re-currency training specifically tailored to give you the very best chance of passing first time.

## Flight Test & Ground Exams

We have both Flight and Ground examiners which means we can offer a full and independent examination service at Waddington Flying Club.

Naturally, this also means that all of our PPL students can take both their Ground exams and Final Skills Test exam 'in house' which greatly speeds up completion of the course and helps to improve student confidence. The cost of your final flight test and other bespoke examinations will be notified by your examiner in advance of your test.

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