

**PRIVATE PILOT'S LICENCE COURSE**

The objectives of Glasgow Flying Club are:

to provide flying facilities for private pilots:  
to provide flying training up to and beyond the requirements of the  
**PRIVATE PILOT'S LICENCE (PPL)**

The club was founded in 1963 and is a non-profit making organisation. It is run by its members and there is no private interest involved. Members are encouraged to take part in the club's organisation and to contribute whatever they can to the club's various logistical needs as this helps to foster a good club spirit, and also helps to keep costs down.

The club is unique in that it is the only CAA Registered Flying Club operating entirely out of Glasgow International Airport. We operate from a site on Walkinshaw Road on the north side of the airfield. Despite being a busy International airport, Glasgow has many advantages as a base. The ready access to many different types of terrain and highly variable weather pattern gives pilots a wide range of experience. Pilots have to cope with the radio work and traffic procedures of a busy airport and yet, by contrast, we are only a few minutes flying time from the less congested airspace to the north.

The club uses PA-28 Cherokee aircraft as the basic trainer. Other aircraft are available to those who wish to develop their flying skills. We have a highly professional instructional staff who are able to pass on a wealth of experience beyond the basic PPL requirements.

**FLYING TRAINING INFORMATION**

**EASA PPL AND LAPL**

The Light Aircraft Pilot's Licence (LAPL) provides an alternative to the existing EASA (European Aviation Safety Agency) PPL.

The LAPL is designed for recreational use within the UK. The holder is restricted to flying single-engine aeroplanes in good weather conditions. Full details of the LAPL syllabus are available in the clubhouse. Alternatively visit the LAPL website at [http://www.caa.co.uk/General-aviation/Pilot-licences/EASA-requirements/Lightaircraft-pilot-licence-\(LAPL\)](http://www.caa.co.uk/General-aviation/Pilot-licences/EASA-requirements/Lightaircraft-pilot-licence-(LAPL))

Glasgow Flying Club provides training for both the LAPL and the PPL. We will be pleased to discuss the alternatives with you to ensure you choose the correct course for your needs.

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**BASIC REQUIREMENTS FOR A PRIVATE PILOT'S LICENCE**

(The following refers to the EASA PPL syllabus)

A minimum of the 45 hours flying experience of which a minimum of 25 must be dual (with a flying instructor) and a minimum of 10 must be solo. The solo time will include at least 5 hours of cross country flying, including at least one cross country flight of at least 150 nautical miles landing at two different airports.

At the end of the training there is a Skill Test covering all aspects of the flying training course.

There are nine written multiple-choice examinations for the PPL. The pass mark for each is 75%. Topics for the examinations are as follows:

Air Law  
Operational Procedures  
Principles of Flight  
Meteorology  
Navigation  
Communications  
Human Performance & Limitations  
Aircraft General Knowledge  
Flight Performance & Planning

Additionally, there is a practical test for the Radio Telephony Licence.

As part of the skill test, a short oral test must be taken on the specific type of aircraft used for training.

A EASA medical certificate is required before flying solo. This must be issued by a medical practitioner approved by EASA. Names and addresses of local approved GPs are available on request from the club office.

**THE PPL COURSE**

**Phase 1 – Basics**

The first ten hours or so are spent in becoming familiar with the effects of the flying controls, learning how to fly the aircraft at a constant altitude, climbing, descending, turning and exploring what happens when the airspeed is allowed to reduce to the point where the wing of the aircraft stalls.

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At the end of this stage you will have become confident in handling the aircraft both on the ground and in the air. You will most certainly have completed a take-off, and thus you will be equipped with all the basic abilities required for the next phase.

**Phase 2 – The circuit**

The early lessons are conducted away from the airfield, but in order to get the maximum amount of practice in the next section, you return to the airfield for this phase. A circuit of the runway incorporates all techniques that you practised in phase 1, viz. A take-off, climb to circuit height, level off, fly parallel to the runway, turn and descend on to final approach, followed by the interesting part – the landing!

Your first attempts at this demanding exercise will, of course, leave a lot to be desired, but gradually your ability will improve to the point where one day your instructor will hop out the aircraft and send you off on your first solo circuit and landing. You are now well on your way to becoming a pilot!

**Phase 3 – Practise**

Once your solo flight is completed the rest of the course will alternate between dual flying and solo consolidation, i.e. practising the exercises you have been taught. By the end of Phase 3 you will have logged 2-3 hours solo time and you will have the ability to land the aircraft in different situations, e.g. without the use of flaps or power, and in adverse crosswinds.

**Phase 4**

This phase includes all the exercises which will make you a self-sufficient pilot who will be able to both navigate the aircraft and to deal with all in-flight emergencies which could be encountered. You will be taught how to land in a field in the unlikely event of an engine failure, how to deal with various systems failures and how to fly by reference to instruments if forced into cloud by bad weather.

You will also be taught visual and radio navigation followed by your solo qualifying cross country navigational flight. Your course will then be completed with a Skill Test in which you demonstrate your new-found skills to a CAA approved examiner.

Written tests have to be passed at appropriate times during your training to ensure your theoretical knowledge keeps pace with your practical flying progress.

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**ONCE YOU HAVE YOUR LICENCE**

Your PPL allows you to rent any of the club's aircrafts for which you are checked out. Many pilots start by taking friends and family members for short trips around the local area to build experience. Following this, trips to other airfields such as Oban, Mull, Dundee or Glenrothes help to keep you proficient in navigational skills, as well as being very scenic.

Glasgow Flying Club pilot members are also members of Tayside Flying Club, which entitles them to free landings at Dundee and Fife Airports.

Once you have gained experience, it is possible to take an aircraft away for a weekend or longer, allowing you to explore more of the UK.

If you have a EASA PPL you could visit Europe; for example, Paris or Amsterdam can be reached in around six hours flying time. Night and Instrument qualifications can be added to your licence, giving a whole new perspective on flying, as well as added flexibility returning from day trips.

Both the EASA PPL and the LAPL require revalidation at regular intervals. This is to ensure the holder remains current in all aspects of flying during his or her flying career. Full details are available at the clubhouse.

Current prices (as at June 2017) are detailed below.

Price List	
Piper Cherokee PA-28	<b>£185 per hour</b>
Piper Arrow PA-28R	<b>£210 per hour</b>
Instructor	<b>£20 per hour</b>
Landing Fee (Glasgow)	<b>£30 per landing</b>

## **FAQ**

### **What if I wish to pursue a commercial career in flying?**

We work closely with Tayside Aviation, and our members are also members of Tayside Flying Club. Tayside Aviation is an award-winning, professional flying training organisation who can train you for the commercial flying qualifications. As we utilise the same PPL Training material as Tayside Aviation, and utilise Tayside-trained instructors, the transition to progressing with Tayside will be straightforward.

### **Do flying organisations require to be registered with the CAA?**

Yes, all flying training organisations require to be registered with, or approved by, the CAA. The CAA keep a register of these organisations at <https://www.caa.co.uk/Data-and-analysis/Approved-persons-and-organisations/Datasets/Lists-of-approved-persons-and-organisations/Pilot-training-providers---ATOs-and-RTFs/>

Glasgow Flying Club is a Registered Training Facility with the CAA, as can be confirmed on the CAA website, as above.

### **Do you offer any block purchases of training hours?**

No, we don't and you should be wary of doing this with other companies. We're aware that some organisations impose restrictions on the duration of the purchase, which can result in the time purchased expiring. Companies can go bust, meaning that you lose your money. Also, if you don't like the training that is provided, you are tied to the company, as they already have your money.

### **Can I hire aircraft once I have my PPL?**

To hire aircraft for self-fly hire an organisation is required to be a Flying Club. So, yes, club members can hire aircraft from Glasgow Flying Club.

### **Can I take aircraft away from Glasgow and spend time away?**

Yes, we encourage our members to use the aircraft to visit other airfields. Subsequently, our aircraft have out-of-hours indemnity for a number of Highlands and Islands airfields, which can be visited outside their licensed hours.

### **How many hours does it take to gain a PPL?**

The minimum number of hours to gain a PPL is 45. However, realistically, it is more likely to take closer to the UK average of 60 hours, so you should plan for this figure.

### **Will using a flight sim help me with my flying training?**

Use of a flight sim can help, as it allows the practice of procedures and checks, while on the ground, saving some money. The club has invested in a flight sim, which is available for the use of members.