



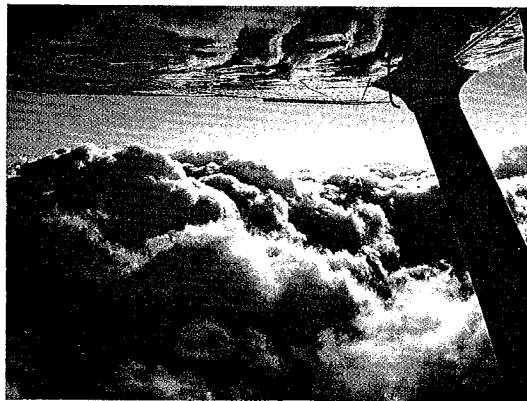
Departing Runway 7 at Sky Manor

SKY BECKONS AVIATION

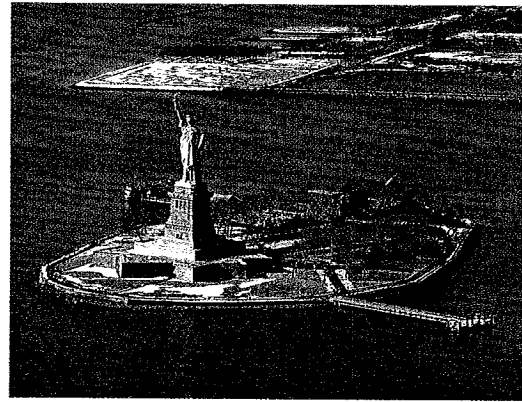
Sky Manor Airport (N40)
Pittstown, New Jersey 08867

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Cloudscape at 6,000 feet over Pennsylvania



Hudson River Scenic Flight at 1,000 feet

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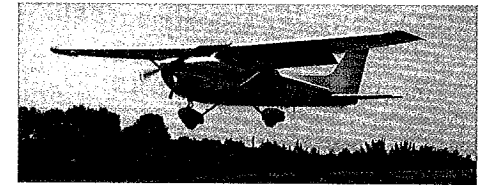
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Final approach Runway 5, Frederick, MD

- **Primary Flight Instruction**
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- **Flight Reviews**
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Airliner departing JFK Runway 14

WHAT, ME FLY?

- Niagara Falls in an hour and a half.
- Boston or Virginia Beach in two hours
- Block Island in 90 minutes.

Learn to operate your own time machine by Learning to Fly.

Thousands of people before you have learned to fly, so why not you? It's easier than you think. There are many reasons to learn. Several are:

- As a business tool because you can cover more territory in less time.
- Great for taking family vacations especially those covering long distances in a limited time.
- How about just for the sport of it.

There is no such thing as a typical pilot. Pilot's come from all walks of life, both men and women. What pilot's have in common is the belief that they could learn to do something a little different – pilot an airplane. There are approximately 700,000 licensed pilots in the U.S. and the numbers are growing every day. So what are you waiting for?

HOW DO I START?

An Introductory Lesson is the quickest way for you to be convinced that flying is "the only way to go!" If you're like most beginners, you may feel some apprehension at first. This is normal, but your apprehension will turn to exuberance when the plane leaves the ground and enters its true element.

AND YOU'RE FLYING.

IS IT EXPENSIVE?

Learning to fly is not cheap and total costs will run from \$7,500 to \$12,000. But expensive is a relative term. Flying can be comparable to learning another business skill or supporting an active hobby such as boating. Actual costs will vary depending on how often you fly, the type of airplane you use and how quickly you learn. And the cost is spread out over time.

HOW LONG DOES IT TAKE?

According to Federal Air Regulations (FARs), to become a private pilot you must have compiled a total of at least 40 hours in a Part 61 operated flight school and passed a physical, written exam, and a flight test. You are encouraged to learn at your own pace, which is different for every student. On average you'll earn the license in 70 to 75 hours and take about 6 months based on flying 2 hours per week. The total time will vary depending upon the amount of time you can devote to your training.

IS IT HARD TO LEARN?

Learning to fly is as hard as you want to make it. Like learning any new skill, there are procedures and techniques that must be mastered and your instructor should be just as eager to teach you as you are to learn. Your flight and ground training will progress in parallel. Your flight training shows you "how" and the classroom training shows you "why."

In ground school, you'll learn such things as aerodynamics, weather, chart reading and navigation. These we will apply in the air and this also prepares you for the FAA written knowledge test.

In the air, you'll learn to fly—straight and level, coordinated turns, climbs and descents, takeoffs and landings, cross-country flights (both dual and solo) and night and basic instrument flying. You'll be learning the maneuvers, procedures and techniques that will make you a safe pilot and that you'll be called upon to demonstrate to the FAA examiner on your Private Pilot Checkride.

At first it may seem there's so much new to learn and there is. But you are not going to learn it all at once. We use a 'building block approach' syllabus where each lesson is based on what was learned in the previous lesson.

ANY SPECIAL QUALIFICATIONS?

Student pilots need only to be able to read write and speak English. There is a minimum age requirement of 16 for a student permit and first solo and 17 for the Private Pilot license. There is no maximum age limit. There is a certain amount of basic math involved in learning such things as navigation, flight planning and weight and balance calculations but it's all simple addition, subtraction, multiplication and division. Sometime before you first solo flight, you must pass an FAA 3rd Class Medical exam. It's not rigorous and its intent is to ascertain that you are in reasonably good health and have no problems that could impair your ability to safely operate an aircraft. It is good to get this done early if there are any doubts so as not to negate your investment at the last moment.

IS FLYING SAFE?

Absolutely! For one thing, airplanes are not allowed to get 'old.' Federal regulations specify that mandatory inspections be made every 100 hours on training aircraft to ensure that the airframe, engine and all components are 'within tolerance' for safe flight. Despite what you may have heard or read, engines seldom quit in flight. Their condition is monitored regularly. However, since it's a machine, it can still happen, so simulated emergency landings will be a part of your training. Simply, an airplane, similar to a car, is as safe as the pilot flying it.

WHAT ABOUT INSURANCE?

Most life insurance policies automatically cover you but check to be sure. Some will attach a rider and increase your premium slightly until you've attained a certain number of hours. An option is to purchase an inexpensive policy that covers you only when flying. There are also inexpensive 'Renters Insurance policies that cover you while in the training airplane.