



# TAKE OFF WITH



# Sky Wings Aviation

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## **1. Who are we?**

**Sky Wings Aviation Academy** is an Alberta Corporation whose majority shareholders are Albertans. The company's philosophy is to advance the interest of Canadians in aviation while simultaneously providing jobs in the various fields of aviation.

Sky Wings has been in operation at the Red Deer Regional Airport since 1982, providing flight training, charters, storage services and fuel services. Housed in three hangars at the Southeast corner of the airport, Sky Wings operates a fleet of Cessna 172's and a Twin-Engine Piper Seneca. Ground Training is conducted in a large, multi-media classroom. Instrument and Multi-Engine preparatory training is provided on an ALSIM 200 Flight Simulator at our Red Deer location.

The ALSIM 200 from France is currently a one-of-a-kind in North America. The ALSIM 200 is configured for a PA-31 and a King Air 200. It can be set up as a Cessna 172, Piper Seneca, King Air, Navajo, and more than a dozen other aircraft. Some of the Simulator's features include:

- 210° visual screen
- Ability to change the environment (wind, temp, cloud)
- Ability to have any emergency the aircraft may ever come across
- Force feedback, which makes the controls feel similar to the aircraft

### **Who are the Chief operating personnel?**

CEO – Dennis Cooper

Chief Flight Instructor – Sherry Cooper

Assistant Chief Flight Instructor – Jared Bourn

### **Why should I learn to fly at this school as opposed to others in the area?**

Sky Wings Aviation stresses personal and individual attention to all persons taking their training with us. We are most interested in listening to your comments and suggestions and we strive to accommodate a student's individual needs whenever possible. Our prices are competitive, but not at the expense of quality and professionalism. We are conveniently located between both Edmonton and Calgary airports. We offer pilot training for fun and/or for a career. Ask us about our 2-year **Aviation Diploma program in conjunction with the Red Deer Polytechnic.** That program gets its own brochure!

## **If I am training towards a career in Aviation, how can the school help me find a position?**

Sky Wings Aviation gives preference to its own graduates of the Commercial Pilot and Instructor courses that wish to gain further experience. We also maintain contact with other organizations in aviation and refer our graduates to them if we are unable to employ the graduates within. Several of our graduates have been hired by major airlines.

## **2. How do I get started?**

You know you'd love to learn more about flying...otherwise you wouldn't be reading this booklet. Only you can make that all important first step towards making your dream of flying into a reality.

Right now, while you're thinking about it, pick up the phone and call us. You can speak to one of our professional flight instructors who will be glad to answer any questions that you may have about flying, tell you how to get to the training centre, and make an appointment that's convenient for your introductory flight lesson.

When you call, say that you've read the Take Off with Sky Wings Booklet, and ask to book your introductory flight.

Go ahead! Do it! What on earth are you waiting for?!

Before you get full swing into your training, you will need to get a medical. The category will depend on how far you are going with your training. Your instructor will be able to answer this for you. Here is a list of local doctors who are approved by Transport Canada to do this for you:

<b>Red Deer:</b>	Dr. Holmes	Ph: 403-346-4206
<b>Rocky Mountain House:</b>	Dr. Game	Ph: 403-845-2815
<b>Stettler:</b>	Dr. Vogel	Ph: 403-742-4011
<b>Olds:</b>	Dr. Kutskeyy	Ph: 403-556-7130
<b>Airdrie:</b>	Dr. Helleur	Ph: 403-948-3109

For a full list of doctors in each province, search for "Transport Canada Civil Aviation Medical Examiners" online,  
<https://tc.canada.ca/en/aviation/medical-fitness-aviation>

### **3. How Difficult Is It?**

Like any other education program, you have topics to learn and skills to master. It is a fascinating, absorbing experience, but it is not particularly difficult. It can be mastered by anyone who is willing to put forth some time and effort.

There are two aspects to a pilot's education. The actual flying of the airplane and the ground school; both are integrated into one course.

The ground portion of the flight training system prepares you for each specific flight lesson by first introducing you to the subject through reading the Flight Training Manual. What you've read is reinforced through one-on-one briefings with your professional flight instructor and doing the exercises in the airplane. It is all carefully sequenced into your program, and by the time you are ready for your private certificate, you will be a safe, competent pilot.

And that's exactly what you want to be!

### **4. What will my first flight be like?**

Your first flight will be unlike anything you've ever done in your life. The combination of excitement and wonder that you'll feel when you take control of the aircraft is almost indescribable.

That's right: "when you take control of the aircraft"! Even on your very first flight that's what you will do.

Your instructor will introduce you to the Cessna 172. He or she will brief you as to how to do a pre-flight inspection; how to turn left and right, go up and down, and what to watch for when you're up there. Then the two of you will go aloft.

You will be consumed by one of the most inspiring thrills of your life – the mystery and mastery of flight.

Put it this way – whatever you have planned for later in the day will have a tough act to follow!

### **5. Will I have to buy an airplane?**

Absolutely not! Owning your own airplane has little to do with it. There are more than 1,000,000 pilots in Canada and the United States who do not own their own aircraft.

A large part of private flying is done in airplanes that pilots rent at their local airport. Many airports today have airplane dealers who are in the business of renting airplanes. Rental fees are normally computed based on so much per hour of actual flying time. The fee normally covers everything, including fuel, oil, and

insurance on the airplanes. You'll discover that it often costs less to rent a plane than it does a car.

Today there are more and more groups formed by several pilots who do not own individual airplanes but pool their money to buy an airplane to be shared. If you are interested, we can tell you what groups there are in your community and how to get in touch with them. We can also give you information about several attractive ways to own or lease an airplane by individuals or groups. Aircraft leasing is a popular method of flying without buying, especially by business organizations.

## **6. What about physical or educational prerequisites?**

There are minimum age requirements – 14 for a student pilot permit and 17 for a private licence – but nothing in the regulations about the maximum. In fact, assuming continued general good health, advancing years have little to do with a person's ability to fly safely.

A medical exam, by a physician designated by the government, is required every five or two years for private pilots. It is a routine physical examination and is designed only to ensure that the applicant has no physical or medical problems that would interfere with his or her ability to fly safely. Physical handicaps are not automatic barriers...only the ability to control an airplane counts.

Concerning education, the regulations say only that the applicant for a pilot certificate must "be able to read, speak and understand the English or French language". If you are a Canadian citizen that has graduated from (or are enrolled in) a Canadian high school, you do not need to do a formal language assessment. If you do not meet the above requirements, we can help set you up for the formal language assessment. This is an over-the-phone conversation that tests your basic language skills and usually takes about 15 minutes.

You do not need to be a mechanic or possess any mechanical skills or aptitude. Nor do you need the physical coordination of an athlete. Just about anyone who can learn to drive a car can learn to fly.

Simple as it may sound, the basic requisites to becoming a pilot (and a good one) are common sense, and a willingness to stay within the boundaries of both flight regulations and your own piloting ability.

## **7. How long will the training take?**

All courses are tailored to meet the individual's schedule. Flying can be done on a full or part time basis. As an example, the Private Pilot Course can be completed in as little as six weeks.

## **8. Is it difficult to maintain the licence after I receive it?**

Currently, the legal requirement is that you renew your medical certificate every five or two years and fly at least once in five years. However, common sense dictates that in order to maintain your piloting skills, you should fly on a regular basis (at least once a month) or take a refresher session with an instructor.

## **9. What about exams?**

There are two final tests that are required to obtain your pilot licence. A written test that covers topics discussed in ground school, and a flight test, which covers the manoeuvres and the procedures practised in the airplane.

The written test is a multiple-choice type of exam, which over 90% of the students pass the first time around. Most of the test deals with “common sense” type situations.

The flight test is a practical skills test in an airplane with our Designated Flight Test Examiner on staff at Sky Wings Aviation Academy.

## **10. How much will it cost?**

Compared to the costs of training in other business skills, pilot education is very inexpensive. Prorated over a lifetime, it is one of the biggest bargains you will ever find. When you consider the returns in increased productivity, the cost of a pilot education is not a cost at all, but rather a solid investment in your future.

***Prices in this brochure are subject to change without notice.***

Special price offers are listed with some specific programs. Look for them in this book or special promotional advertising. Refunds are subject to administrative fees and do not include any prepaid bonuses.

## **11. Is flight-training tax deductible?**

Due to the present status of negotiations with the Federal Government, it is difficult to determine the latitude that will be permitted in tax deductibility of flying lessons. At this time, it is safe to say that all dual training and certain portions of solo practice together with all ground training are deductible, provided that the training is being taken towards a Commercial licence. Books and boarding or lodging costs and the cost of building flying experience is not deductible.

## **12. Is there government assistance or financing available?**

Yes. Students enrolling in a career program may apply for an Alberta student loan if they are Alberta residents and hold a private licence. Depending on your financial situation, you may qualify for up to 50% of the tuition fees in an outright grant, and the remainder in a low interest student loan. Application forms are available in our office or on the Alberta student aid website.

Non-resident students in Alberta must apply to the respective student aid offices in their home province.

## **13. How much of an investment?**

According to surveys among flight schools, the prices are about the same as for a semester at college. The variations are regional, and due to such factors as fuel costs, insurance, etc.

When discussing cost, it is important to note that obtaining a private pilot's licence at Sky Wings Aviation Academy, on average, is accomplished in 35% fewer flying hours than the national average. A sure way to go places in your career is to acquire a pilot education. A sure way to get the best value in pilot education is at Sky Wings Aviation Academy.

## **14. What about safety?**

Airplanes are built to very rigid specifications and they are constantly checked and re-checked to make sure they are mechanically and structurally safe. People who fly are safety conscious because no one is permitted to fly until a flight instructor is convinced that he or she is ready to fly safely. In addition, proficiency must be demonstrated before a pilot can take anyone with him or her as a passenger.

Most pilots, even those with thousands of hours recorded in their logbook have never been involved in any flying mishap of any kind.

One concern that you may have is "what happens if the engine quits?" Well, an aircraft engine is a piece of finely built machinery that is specifically designed to keep on running. However, if anything should happen, the Cessna airplane you will be flying becomes a glider when the engine is turned off. With many fields and other open areas, finding a place to land is simpler than one might imagine.

The risk inherent in an airplane or any other moving vehicle will never be eliminated as long as people are operating them, but a well built and well maintained airplane, in the hands of a competent and prudent pilot, makes flying a very safe form of transportation.



## **15. What about insurance?**

In the past, life insurance companies simply didn't know what to expect when people started flying. This was simply because they had statistics on almost a hundred million licensed drivers, but less than one million pilots.

Today however, insurance companies have learned how extremely safe flying really is. Consequently, if your policies are recent, you're probably covered. If you have policies fifteen or more years old, there may be a clause that excludes private flying. These clauses may often be removed merely by requesting it. In some cases there may be a slight increase in premium.

A common alternative is the purchase of special low cost "pilot insurance" which covers private flying and nothing else. At any rate, you should check with your own insurance agent. He will be able to tell you where you stand and advise you on any problems that may exist.

As per Canadian Aviation Regulations, Sky Wings carries all insurance required for commercial aircraft.

## **16. How can this program work for me?**

You can be assured of getting your pilot education in one completely organized and fully integrated program at **Sky Wings Aviation Academy**. We will individualize your program to meet your needs and help you achieve your goals.

Our system integrates all a pilot should know and be able to do into a sequence, which helps him or her learn faster, better, and retain information longer.

Professional, modern teaching techniques incorporating audio-visual materials provide you with the flexibility to study at home or in the office. We incorporate both online and in-person training to achieve the best possible learning environment. Our flight instructors are carefully chosen, specially trained and passionate about what they do.

The value of **Sky Wings** training can be seen in the fact that the percentage of students passing the required government private pilot's written examination the first time is greater than the national average of all other civilian flight training courses available. The average mark for our students is around 80% while a passing mark is 60%.

For our school, the average hours to completion for a private pilot's license is 55. The national average is 85, so you can see that if your training times are done according to our specially designed program, the price will be closer to our quote.

### **17. Are there accommodations available?**

Our facility includes modest accommodations with laundry and kitchenette areas as well as furnishings. Accommodation is available on a first come, first served basis. Call us for more information.

### **18. What are Transport Canada Fees?**

There are fees that Transport Canada charges everyone who gets a licence or endorsement. Transport Canada fees such as licensing fee, Flight Test fee and Written Exam fee are subject to 'change without notice'. We estimate you will need approximately \$650 to cover these costs.

\* **Sky Wings** staff members appointed by Transport Canada are able to provide temporary licences to our customers. The administrative fees included in the quote pages cover this.

## **CAREER PLANNING**

You dream of getting paid to soar the skies. Whether your plan is cruising around the world as captain for the airlines, flying air ambulance, or teaching others the joys of soaring through the air, you can make a rewarding career out of aviation. Our comprehensive and professional program will prepare you for your goals. Our students have gone on to fly for major carriers and airlines all over the world, and you can too!

We recommend getting your Multi-Engine Instrument Rating as an integrated program within our Commercial Licence course. This is the most cost effective way for you to do your training. It also can lead to many exciting careers and gives you the most options wherever you go.

To obtain your Commercial Licence, you will need 200 hours total flying time. This includes your Private Licence training. The major milestones are 100 and 150 hours. At 100 hours you are eligible to write the written test. At 150 you can do your flight test.

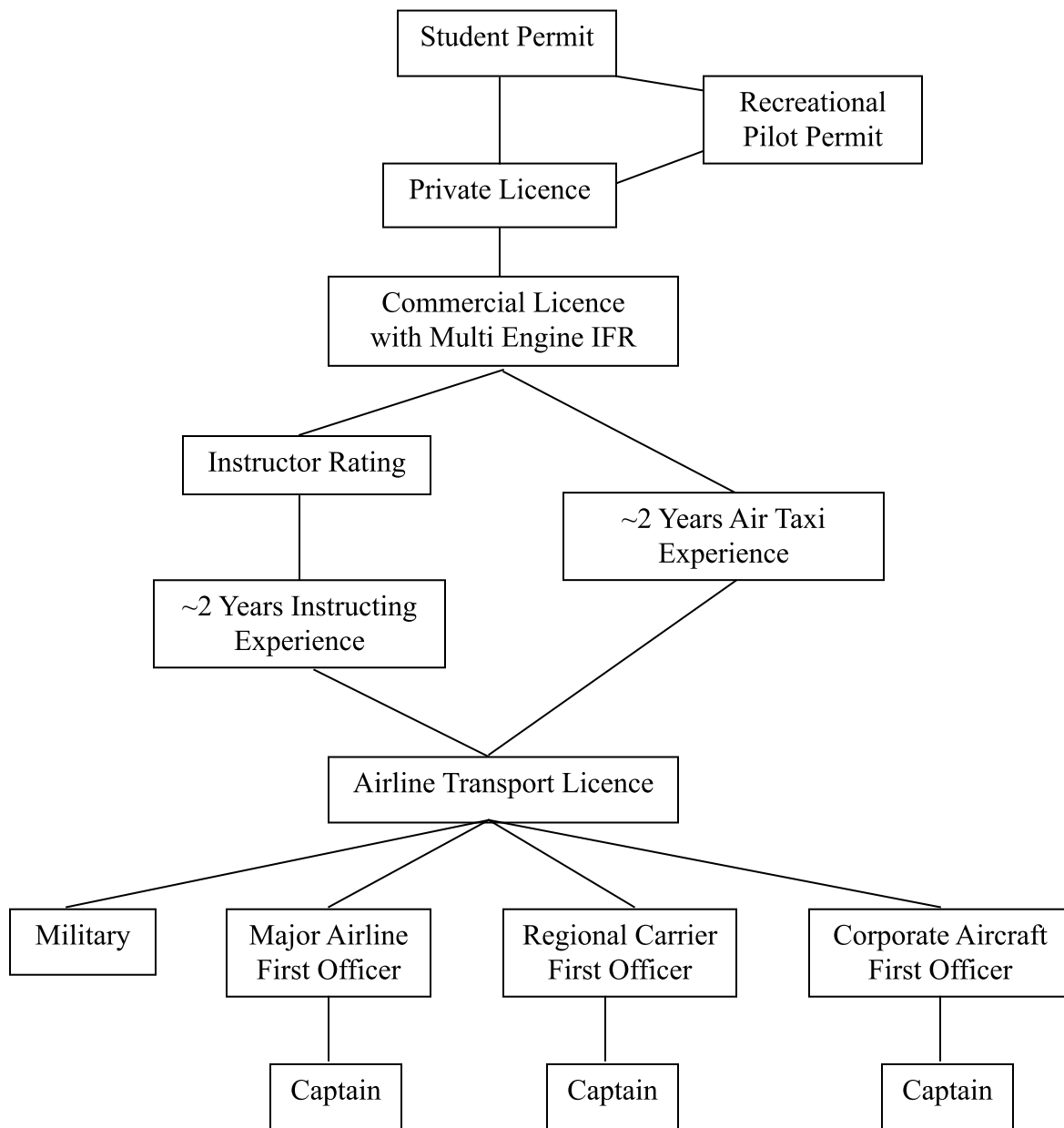
On the next page is a typical progression to obtain your Commercial Licence with a Multi-Engine Instrument Rating. Please talk to us though about your plans so that we can give you specific advice.

## **COMMERCIAL LICENCE WITH MULTI-ENGINE INSTRUMENT RATING PROGRESSION**

1. Complete Private Licence
2. Start commercial ground school while time building towards 100 hours
  - a. Here are some examples of what time building could look like:
    - i. Going on flights to other airports to improve your navigation, communication and weather skills.
    - ii. Taking family and friends flying because you are a pilot now and can do that!
    - iii. Working with an instructor towards your night rating (one of the requirements of the Commercial Licence)
3. At 100 hours pass the written test
4. Time build to roughly 130 hours, then start getting prepared for the flight test with an instructor
5. Pass the flight test at 150 hours or just over
6. Now with the last 45 hours or so you can obtain the Multi-Engine Rating, Instrument Rating or both. We recommend doing these at this point in your training instead of earlier because your added experience will make them easier and faster.
7. Once you are licensed, you have the option of getting your Instructor Rating which is an additional 30 hours of flying.

(The prices listed on the following pages are for each licence or rating separately and do not include time building. Integrating the ratings within the Commercial Licence will save both time and money.)

# CAREER PLANNING FLOW CHART



**WE HAVE THE PROFESSIONALS, THE PROGRAMS, AND THE DESIRE TO GIVE YOU THE MOST FOR YOUR TRAINING DOLLAR.**

# RECREATIONAL PILOT PERMIT

This licence is designed to provide a stepping-stone for individuals to the Private Licence and beyond. It gives you a chance to save over \$3,000.00 and still hold some of the privileges of a private pilot.

**Privileges:** Solo at 14 years of age  
Licence at 16 years of age  
Fly a single engine land or seaplane  
Fly anywhere in Canada daytime VFR

**Restrictions:** No night flying  
No flying outside of Canada  
Only allowed to carry one passenger  
No flying high-performance aircraft

**Training:** 25 hours flying time  
40 hours ground school  
Flight test  
Write the recreational pilot written exam

<b>Program Cost</b>	<b>\$/hr</b>	<b>Total</b>
20 hours dual instruction	\$250.00	\$5,000.00
5 hours solo	\$180.00	\$900.00
5 hours solo supervision	\$20.00	\$100.00
Ground School		\$375.00
Book Kit		\$350.00
Administration Fee		<u>\$100.00</u>
		<b>\$6,800.00</b>
GST		\$340.00
<b>TOTAL</b>		<b>\$7,140.00</b>

**NOTE:** (1) Ground Briefing will be charged at \$60.00/hr  
(2) Medical cost is approximately \$170.00  
(3) Flight test cost is approximately \$500.00  
(4) Written Exam is approximately \$200.00

Training times and ground briefings vary for everyone. For this reason, it is not possible to forecast an exact cost for the course. Written exams for the RPP can be done on Examination Computers at the Sky Wings Aviation Red Deer location.

# PRIVATE PILOT LICENCE

**AGE:** Minimum age for Student Pilot Permit 14 Years  
Minimum age for Private Pilot Licence 17 Years

**MEDICAL:** Candidate must pass a medical exam conducted by a Transport Canada Designated Examiner. An electrocardiogram is required if the candidate is 40 years or older

## LICENCE REQUIREMENTS:

### Minimum Transport Canada

17 hours dual instruction  
12 hours solo practice  
45 hours total flight time  
40 hours ground school

### Average Program

30 hours dual instruction  
15 hours solo practice  
45 hours total flight time  
40 hours ground school

### Knowledge and Experience

Candidate must pass a written exam as well as a flight test. There are no minimum educational requirements and all course material is well laid out and easy to understand.

### Ground Training

Extensive ground training and numerous proficiency exams will ensure that the student are thoroughly prepared for the written exam.

### Flight Training

The popular Cessna 172 provides a comfortable, stable learning platform.

### Book Kit

From the Ground Up  
Flight Training Manual  
Pilot Logbook  
Pultz Private Pilot Study Guide  
Sky Wings Syllabus  
Map, Plotter, Paper Computer  
Pilot Operating Handbook  
Flight Bag, Ruler

### Getting Started

Call Sky Wings at 403-886-5191 for your first introductory lesson for only \$95.00 plus GST.

### **Time Required To Complete the Course**

Students enrolled in our full-time program will require a minimum of 6 weeks for completion. Those wishing to train on a part time basis can expect to take 3 or 4 months to complete the course. Training can be conveniently scheduled around your personal schedule.

### **Ground School**

Ground school commences the second week of each month and is held on Tuesday/Thursday evenings (7:00pm - 10:00 pm) & Saturday mornings (8:00am-2:00pm). To be placed on the list, please call our office.

We also have a one-on-one program to suit individuals with a unique schedule, which can't work into our regular program. Confirm with one of our instructors for a quote.

Ground School Course Content: Theory of Flight, Air Law, Meteorology, Engines and Airframes, Weight and Balance, Performance Charts, CFS, E6B, Communications, Navigation, Human Factors, Pilot Decision Making, Flight Operations and Instruments

### **We fly the CESSNA 172, the WORLD'S MOST POPULAR TRAINER**

It is a four seat aircraft

The cruise speed is 110 knots (126 mph)

It has a full intercom and headset system as well as a complete radio package

Sky Wings has 8 C-172's for your convenience, which allows us to customize your flying schedule.

## PRIVATE PILOT LICENCE PRICE

Program Cost	\$/hr	Total
27 hours dual instruction	\$250.00	\$6,750.00
15 hours solo practice	\$180.00	\$2,700.00
15 hours solo supervision	\$20.00	\$300.00
5 hours ground briefing	\$60.00	\$300.00
5 hours exam review	\$60.00	\$300.00
3 hours simulator	\$170.00	\$510.00
Ground school		\$375.00
Book Kit		\$350.00
Transport Canada Fees		\$1,000.00
<i>(Written Exam, Licensing Fee, Flight Test Fee)</i>		<b>\$12,585.00</b>
GST		\$629.25
<b>TOTAL</b>		<b>\$13,214.25</b>

### \*APPROXIMATE COST OF TRAINING\*

Training times and individual ground briefing may vary for everyone. For this reason, it is not possible to forecast an exact cost for the course. Flight training and ground school are tax deductible, provided that the individual is contemplating a career in aviation. Price is subject to change without notice.

Medicals costs vary between \$150.00 to \$200.00. Written exams for the PPL can be done on Examination Computers at the Sky Wings Aviation Red Deer location.



## MOUNTAIN FLYING

Mountain flying is fun and safe too...if good judgement is exercised. Good judgement in this case includes the use of proper technique.

It is almost as bad to fear the mountains beyond a normal protective reaction, as it is to have no respect for them at all. It is imperative to have some basic knowledge and appreciation of both mountains and airplanes. The prospective mountain pilot needs to know what can happen when the two of them are near one another before attempting a mountain flight.

What exactly is different about mountain flying? First, the air is thin. Second, the thin air is moving. Thin, moving air requires specialized flying techniques in the mountains.

**Sky Wings Aviation** has professional instructors who follow designated routes for the optimum learning of the techniques for mountain flying.

<b>Program Cost:</b>	<b>\$/hr</b>	<b>Total</b>
		\$875.0
3.5 hours aircraft	\$250.00	0
1-hour briefing	\$60.00	60.00
		<u>\$917.5</u>
		<b>0</b>
GST		<u>\$45.88</u>
		<b>\$963.3</b>
TOTAL		<b>8</b>

Call us and arrange for your "Stretch to the West"

## NIGHT ENDORSEMENT

The night endorsement provides a new dimension to your flying by introducing some of the basic techniques involved in instrument flying. This advancement of your pilot skills will enable you to extend your flights and fly in a beautiful, relaxing atmosphere.

**Prerequisite:** Private Pilot Licence (includes 5 hours instrument)

**Course Outline:** 5 hours dual instrument training (up to 5 may be in simulator)  
10 hours night (5 dual, 5 solo)

<b>Program Cost</b>	<b>\$/hr</b>	<b>Total</b>
3 hours dual instruction	\$250.00	\$750.00
2 hours dual cross-country	\$250.00	\$500.00
5 hours solo practice	\$180.00	\$900.00
5 hours solo supervision	\$20.00	\$100.00
3 hours in-flight instruments	\$250.00	\$750.00
2 hours flight simulator	\$170.00	\$340.00
Administration Fee		\$80.00
		<hr/>
		<b>\$3,420.00</b>
GST		\$171.00
		<hr/>
<b>TOTAL</b>		<b>\$3,591.00</b>

**NOTE:** It is possible to arrange to complete the night endorsement on the commercial course

# COMMERCIAL PILOT LICENCE

## EMBARK ON A CAREER IN AVIATION, OR JUST SHARPEN YOUR FLYING SKILLS!

**Prerequisites:** Private Pilot Licence  
18 Years of Age  
Category 1 Medical  
Acceptance of Enrolment

**Licence standards:** 80 hours of ground school  
Pass written exam with minimum 60%

Experience needed upon completion of course:

20 hours cross country experience  
100 hours pilot in command time  
200 hours total time  
20 hours instrument training  
Night endorsement

**Course outline:** 80 hours of ground school (times are arranged for the convenience of the students enrolled)  
30 hours solo – 5 night and 25 hours general practice  
35 hours dual – 20 Instrument  
5 hours may be simulator  
10 hours general dual (13 if simulator used)  
5 hours night

<b>Program Cost (Cessna 172)</b>	<b>\$/hr</b>	<b>Total</b>
25 hours dual instruction	\$250.00	\$6,250.00
30 hours solo	\$180.00	\$5,400.00
10 hours simulator	\$170.00	\$1,700.00
5 hours briefing	\$60.00	\$300.00
Ground School		\$900.00
Administration Fee		\$120.00
		<b>\$14,670.00</b>
GST		\$733.50
<b>TOTAL</b>		<b>\$15,403.50</b>

\*Licensing, written exam and flight test fees are not included and subject to change. For budgeting purposes, we estimate that you will need approximately \$700.00 to cover these costs.

## MULTI-ENGINE RATING

The Multi-Engine Rating will be your ticket to enjoy reliable high-performance travel. Learn to handle aircraft with high-speed features like fuel injection, constant speed propellers and retractable gear. Enjoy the reliability of two engines!!

### Program Cost (Seneca PA-34)

	<b>\$/hr</b>	<b>Total</b>
7 hours dual instruction	\$495.00	\$3,465.00
2 hours simulator	\$200.00	\$400.00
2 hours ground instruction	\$80.00	\$160.00
Seneca Manual		\$19.95
Administration Fee		\$50.00
		<hr/>
		<b>4,094.95</b>
GST		204.75
		<hr/>
TOTAL		<b>\$4,299.70</b>

Ground instruction covers aircraft performance and systems.

\*Licensing and test fees are not included and are subject to change. For budgeting purposes, we estimate that you will need approximately \$1,000.00.

# SINGLE ENGINE INSTRUMENT RATING

35% of the time, the weather at either your departure or destination is in instrument conditions. Increase your flying potential by training with an instrument rating.

**Prerequisites:** Private or Commercial licence  
18 Years of age  
Night endorsement

**Course Requirements:** 40 hours total training  
20 hours simulator \*  
20 hours instruction in aircraft  
30 hours ground school – including:  
    Meteorology  
    Instrument procedures  
    Navigation

\***Sky Wings** has an ALSIM 200 Simulator that has approach data for all major airports in Canada.

\*\***Sky Wings** has an aircraft equipped with GPS, ILS, VOR, ADF, Transponder, Marker Beacons, and Dual Communication Radios.

## Reference Materials:

Pultz Instrument Manual  
Canada Air Pilot  
LO Charts

\*The CAP and LO Charts are not available at Sky Wings\*

## Program Cost (Cessna 172)

	<b>\$/hr</b>	<b>Total</b>
20 hours simulator	\$180.00	\$3,600.00
20 hours aircraft	\$260.00	\$5,200.00
Ground School		\$450.00
Pultz Instrument Manual		\$84.95
		<b>\$9,334.95</b>
GST		\$466.75
<b>TOTAL</b>		<b>\$9,801.70</b>

\*Licensing and test fees are not included and are subject to change. For budgeting purposes, we estimate that you will need about \$650.00 (includes A/C time for flight test)

# MULTI-ENGINE INSTRUMENT RATING

35% of the time, the weather at either your departure or destination is in instrument conditions. Increase your flying potential by training with an instrument rating.

**Prerequisites:** Private or Commercial licence  
18 Years of age  
Night endorsement

**Course Requirements:**  
40 hours total training  
20 hours simulator \*  
20 hours instruction in aircraft  
30 hours ground school – including:  
    Meteorology  
    Instrument procedures  
    Navigation

**Reference Materials:**  
Pultz Instrument Manual  
Canada Air Pilot  
LO Charts  
\*The CAP and LO Charts are not available at Sky Wings\*

## Program Cost (Seneca PA-34)

	<b>\$/hr</b>	<b>Total</b>
20 hours simulator	\$200.00	\$4,000.00
20 hours aircraft C-172	\$260.00	\$5,200.00
15 hours aircraft Seneca	\$495.00	\$7,425.00
Ground School with Book Kit		\$450.00
Books (not including LO chart)		\$107.85
		<b>\$17,182.85</b>
GST		\$859.14
<b>TOTAL</b>		<b>\$18,041.99</b>

\***Sky Wings** has an ALSIM 200 Simulator that has approach data for all major airports in Canada.

\*\***Sky Wings** has an aircraft equipped with GPS, ILS, VOR, ADF, Transponder, Marker Beacons, and Dual Communication Radios.

\*\*\*Licensing and test fees are not included and are subject to change. For budgeting purposes, we will estimate that you will need approximately \$1,000.00 (includes A/C time for flight test)

# INSTRUCTOR RATING

The airlines and the military are starting to realize what we knew all along; the value of a pilot with experience working as a flight instructor is beyond measure.

**Prerequisites:** Commercial Pilot Licence  
18 Years of Age

**Course Outline:** 30 hours flight time  
25 hours dual instructional techniques  
5 hours dual instrument instructional techniques  
60 hours Ground School  
Instructional techniques  
Flight exercises

**Course Materials:** Transport Canada Flight Instructor's Guide  
Cooper Flight Instructor Manual  
Briefing Book (to be written by student)

<b>Program Cost</b>	<b>\$/hr</b>	<b>Total</b>
25 hours aircraft	\$260.00	\$ 6,500.00
5 hours simulator	\$180.00	\$ 900.00
Ground School		\$ 4,500.00
Books		\$ 104.90
		<b>\$ 12,004.90</b>
GST		\$ 600.25
<b>TOTAL</b>		<b>\$ 12,605.15</b>

\*\*Licensing and test fees are not included, and are subject to change. For budgeting, we estimate that you will need approximately \$700.

## AIRCRAFT FUELLING

Sky Wings has fuel available 24 hours a day. A call out fee will be charged after office hours. Key Lock is also available for frequent fuellers.

**Administration:** Monday to Friday 0800-1700

**Hours of operation:** Monday to Sunday 0800-1800

## PROGRAMS FOR KIDS

Sky Wings Aviation regularly offers programs for kids.

**School Tours** for children of all ages can be arranged. During this tour, kids will be shown the ins and outs of being a pilot, how an aircraft works, and a tour of the facilities. We can also arrange a local flight over the city for small fee – call the office to get a quote for your group and arrange a date!







**BOOK YOUR  
INTRODUCTORY  
FLIGHT NOW!**