



Our Introduction to Flight Training for Young Pilots

A handy guide by Herefordshire Aero Club



www.shobdonairfield.co.uk

Contents

1.0	Introduction.....	3
2.0	Flight licences in the UK.....	4
2.1	The Private Pilots Licence (PPL)	4
2.1.1	Practical experience requirements.....	5
2.2	The Light Aircraft Pilots Licence (LAPL)	5
2.2.1	Practical experience requirements.....	5
2.3	Theoretical study and examinations.....	6
2.3.1	Exam Preparation – Don't Panic!	6
2.3.2	Study Equipment and Materials.....	7
3.0	Medical Certificates.....	8
4.0	The cost of training.....	9
4.1	Ideas to help you prepare for the cost of training.....	10
4.2	The Herefordshire Aero Club Young Aviator Scholarship	11
5.0	What to expect during Flight training	11
5.1	Practical hints and tips to get the most out of your lessons.....	12
6.0	From zero to licence – A summary training plan.....	12
7.0	Once you've got your licence.....	13
7.1	Keeping your licence current.....	13
7.2	Ways to use your pilot's licence.....	13
7.3	Adding ratings to your licence	14
7.3.1	The night rating.....	14
7.3.2	The restricted instrument rating.....	14
7.3.3	Hour building	15
7.3.4	Future qualifications.....	15
8.0	Why fly with Herefordshire Aero Club?.....	16

1.0 Introduction

Welcome to our e-book to help you understand how to plan for and start your flight training in the United Kingdom.

This guide will help you to understand what's required to obtain your Private Pilots Licence or Light Aircraft Pilots Licence including the practical and theoretical examinations, how to fund your flying and more.

A little about us...

Herefordshire Aero Club offers flying lessons, trial flights and a great club atmosphere. We're located in the beautiful countryside on the border of Herefordshire and the Welsh Marches. The airfield is surrounded by a large area of unrestricted Class G airspace, has both asphalt and grass runways, and offers more affordable flying as we own our fleet of club aircraft as well as operating the airfield.

We've been operating at Shobdon Airfield since 1962 and have helped hundreds of pilots get started on their flying journey.

Want to know more? Visit www.shobdonairfield.co.uk



One of our Cessna 152's: G-BTAL



2.0 Flight licences in the UK

Licences can either be for professional flying or for general aviation. If you have a professional licence, you can be paid for flying and fly in commercial operations (such as an airline flight). General aviation licences are for recreational flying only and you aren't allowed to be paid for any flying you do using one, apart from some kinds of flight instructor work.

In this guide, we'll focus on the UK CAA General Aviation licences that **Herefordshire Aero Club** offer at our approved training organisation, namely the Light Aircraft Pilot Licence (LAPL) and the Private Pilot License (PPL) courses.

As always, the most up to date information can be found on the UK's Civil Aviation Authority (CAA) website: <https://www.caa.co.uk/general-aviation>.

2.1 The Private Pilots Licence (PPL)

A PPL for aeroplanes will allow you to act as pilot in command (PIC) in non-commercial operations on aeroplanes or touring motor gliders (TMGs). The exception to this is for holders of a PPL(A) with instructor or examiner privileges who can be paid for the following: Flight instruction for the LAPL(A) or PPL (A)

The minimum age to get a PPL is 17 and you will need to hold a Part MED Class 2 Medical Certificate.

2.1.1 Practical experience requirements

You will need to complete 45 hours of flight instruction on aeroplanes, 5 hours of which may have been completed in an approved flight simulator (an FSTD – flight simulation training device), including at least:

- 25 hours of dual flight instruction,
- 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross country flight of at least 270 km (150 NM) that includes full stop landings at 2 aerodromes different from the departure aerodrome.

2.2 The Light Aircraft Pilots Licence (LAPL)

The privileges of the holder of a LAPL for aeroplanes are to act as PIC on single-engine piston aeroplanes-land (SEP(land)), single-engine piston aeroplanes-sea (SEP(sea)) or TMG with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are always a maximum of 4 persons on board of the aircraft. (FCL.105.A)

Your privileges will be limited to the type and class of aircraft you take your skill test in, unless you complete additional training.

The minimum age to get a LAPL(A) is 17 and you will need to hold a Part MED LAPL Medical Certificate.

- Flight performance and planning
- Aircraft general knowledge

2.2.1 Practical experience requirements

The LAPL requires a minimum of 30 flying hours; including 15 hours of dual training with an instructor and 6 hours of supervised solo flight.





2.3 Theoretical study and examinations

For both the PPL and LAPL licences you will need to take and pass the following theoretical examinations:

Common subjects

- Air law
- Human performance
- Meteorology
- Communications (1 written and 1 spoken examination)
- Navigation

Exams specific to the aircraft category

- Principles of flight
- Operational procedures
- Flight Performance & Planning
- Aircraft General Knowledge

2.3.1 Exam Preparation – Don't Panic!

Whether you want to fly for fun or for a career, you'll need to pass the theory exams to get your pilot's licence. During your theory training, you'll learn everything you need to know about flying an aircraft, including navigation, flight planning, air law, operational procedures, and meteorology.

Each exam will cost around £30 and your training organisation will help you prepare and sit the exam.

There are many different ways to learn the subjects. Some prefer to attend ground school or hire a tutor, while others prefer to self-study. There is no right or wrong way to learn, the best way is the way that works best for you.

To help consolidate your learning, some question banks or apps are available to test yourself as you prepare to take your exams. Speak to your instructor if you have any questions or concerns.

2.3.2 Study Equipment and Materials

There are a number of items that you'll need in order to study for the theoretical examinations. We have prepared a 'starter kit' and it's available to purchase in the club reception and via our website.

The starter pack includes (note some items may be swapped for an appropriate substitute if required):

- 6 Air Pilot Manual Flight Training Volumes
 - APM Volume 1 Flying Training
 - APM Volume 2 Aviation Law & Meteorology
 - APM Volume 3 Navigation
 - APM Volume 4 The Aeroplane Technical
 - APM Volume 6 Human Factors & Pilot Performance
 - APM Volume 7 Communications
 - Charts & Navigation

- CAA 1:500,000 scale aviation chart - Choice of Area
 - Flightstore 16" Scale Ruler
 - Flightstore Square Protractor White Border
 - Flightstore FVP-1 All In One Plotter - New!
 - Staedtler Lumocolour chart markers

- Pilot Equipment:
 - Pooleys Pilot's Flying Logbook
 - Design4Pilots Deluxe Licence Holder
 - Pooleys CRP-4 Student Flight Computer
 - Design4Pilots Rookie Pilot Kneeboard
 - AFE or Pooleys VFR Log Pad
 - Sporty's Crosswind Flight Bag
 - Coast G20 Inspection Torch
 - ASA Standard Fuel Tester
 - Design4Pilots High Visibility Jacket

3.0 Medical Certificates

For both the PPL and LAPL licences you will need an appropriate level of medical certification.

To issue the certificate you will need to register on the CAA medical records system (Cellma) which can be accessed as a service via [the CAA Customer Portal](#). This online system has replaced all existing paper-based application forms and also allows applicants to view their own medical record and to track the progress of applications and referrals to the Authority.



There is a cost associated with the appointment with an Aeromedical Examiner (AME) which varies depending on the AME that you see.

Check the UK [CAA website on Medical Requirements for private pilots](#) to find the latest information and [find your local AME](#).

It's often a good idea to obtain your medical early on in your training; you won't be able to fly solo without it and it's better to know whether you will qualify for a medical before you outlay any significant sums on your training.

4.0 The cost of training

The cost of training can sometimes be overwhelming for people starting on their journey to become a pilot. We've provided a view of some costs to anticipate – this is a rough guide and may be subject to change as costs fluctuate and is based on passing with the minimum number of hours (45 hours, 10 of which are solo). [View our most up to date fees on our website.](#)

Cost	Amount*	Total*
45 hours Dual Aircraft Hire – Cessna 152	£162 / hour with instructor	£7,290
Theoretical Examination Fee	£30 per exam, 9 exams	£270.00
Theoretical Study Materials	Starter pack containing all materials from Shobdon	£249.95
Skills Test Examination Fee	Flight with an examiner	£450.00
CAA Initial Licence issue fee		£220.00
	Total	£10,000 (including some contingency)

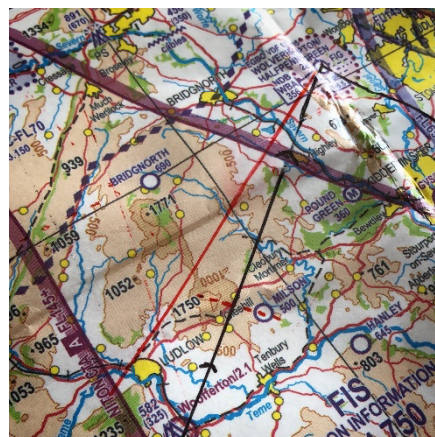
* Note: these fees are an indication only and are subject to change. They are based on passing the PPL in the minimum flying hours.



4.1 Ideas to help you prepare for the cost of training

So much of what you learn when flying relates to airmanship – Airmanship is all about making good decisions or exercising judgement in an informed way that results in having expert control of an aircraft and a situation while continuously balancing safety against flight objectives.

The cost of training is just another test that you will need to overcome on your journey to be pilot in command. Here are some ideas that may help:



- **Start saving early.** The cost of flight training can be expensive, so it's important to start saving early. Even if you can only save a little bit each month, it will add up over time.
- **Look for scholarships and grants.** There are a number of scholarships and grants available to help young people fund their flight training. Do some research to find out what scholarships and grants are available in your area. **Herefordshire Aero Club is proud [to offer a scholarship](#)** each year that can contribute 10 hours towards your flight training
- **Get a part-time job.** If you're able to get a part-time job, you can use the money to help fund your training.
- **Ask your parents or family for help.** If your parents or family are able to help you fund your flight training, be sure to thank them.
- **Consider a career in aviation.** If you're serious about flying, you may want to consider a career in aviation. There are many different jobs in aviation, and many of them offer good pay and benefits.
- **Be realistic about your budget.** Flight training can be expensive, so it's important to be realistic about your budget. Don't overspend on your training, as this could put you in debt.
- **Be patient.** It takes time and effort to become a pilot. Don't get discouraged if you don't get your private pilot's licence right away. Just keep working hard and you will eventually achieve your goal.
- **You don't need to have all the money straight away.** Whilst it's ideal to get the flight training done in 'one go' it's not always possible. If you can't afford to fund all of the training, it doesn't mean you can't get started.
- **Have fun!** Flying is a great way to see the world and meet new people. Make sure to enjoy the process of learning to fly.

4.2 The Herefordshire Aero Club Young Aviator Scholarship

We are extremely proud to offer a sponsorship opportunity with Herefordshire Aero Club. Each year we will sponsor 10 hours of flight training [through the Young Aviator Scholarship](#).

You can apply for the scholarship each year through the local schools.



5.0 What to expect during Flight training

The flying training is some of the most fun and structured flying that you will do as a Private Pilot. It's an enjoyable experience but can be challenging at times as you master your new skills. Here are some ideas on what you should expect:

- **Ground school:** Ground school is the classroom-based portion of flight training. During ground school, students learn the theoretical knowledge required to fly an aircraft. Topics covered in ground school include aerodynamics, navigation, meteorology, and air law. You'll need to set aside time to read, revise and prepare for exams.
- **Flight training:** Flight training is the hands-on portion of flight training. During flight training, students learn how to operate an aircraft and how to deal with emergencies. Students will also learn how to plan and execute flights. The lessons build up your skills logically with the instructors handing over more and more of the flying responsibilities to you as the course progresses. It's helpful to progress through the flying training portion systematically to avoid having to repeat flights but it's not impossible to spread the flying over a longer period if you need to.
- **Exams:** PPL students must pass a series of written exam practical exams in order to earn their licence. The written exams test the student's knowledge of the theoretical material covered in ground school. The practical exam tests the student's ability to operate an aircraft safely and proficiently.
- **Cost:** The cost of PPL training varies depending on the flight school and the location. However, it is generally a significant investment.
- **Time commitment:** PPL training typically takes 6-12 months to complete. However, the amount of time required will vary depending on the student's learning style and the availability of flight training.

5.1 Practical hints and tips to get the most out of your lessons

It's important to prepare for your lessons in advance so that you spend less time having to think about theory during your practical lessons. Here are some tips to consider:

- **Be prepared:** Before each lesson, make sure you have reviewed the material that will be covered. This will help you make the most of your time with your instructor.
- **Ask questions:** Don't be afraid to ask questions if you don't understand something. Your instructor is there to help you learn.
- **Be engaged:** Pay attention during your lessons and participate in the discussions. This will help you learn the material more effectively.
- **Practice:** The more you practice, the better you will become at flying. Make sure to practice what you learn in your lessons outside of the classroom. This could be as simple as closing your eyes and visualising the steps you would follow during your flights (often called arm-chair flying)
- **Be patient:** Learning to fly takes time and effort. Don't get discouraged if you don't master everything right away. Just keep practicing and you will eventually get there.
- **Make friends:** You will be surrounded by people that love flying as much as you do – make the most of their experience by asking questions to those around the flying club.

6.0 From zero to licence – A summary training plan

Some flying schools offer an intensive training plan that helps you get through your PPL in the shortest, most efficient way.

[Herefordshire Aero club offers an intensive PPL course](#) on request and the course price includes:

- 45 hours of dual and solo flying
- Ground school, including the 9 PPL exams
- Pre-flight and post flight briefings
- Home based landings
- Aircraft hire for test
- Practical flight test
- License issue

All training is done at our fully approved ATO based at Shobdon Airfield. If you require accommodation, we have static caravans for hire available on the airfield.

7.0 Once you've got your licence

Congratulations, you've just joined an exclusive and exciting club of aviators! Whatever your future plans, it's a huge achievement to complete the studying, theoretical and practical examinations.

7.1 Keeping your licence current

To revalidate your PPL licence rating you must complete the following:

- Pass a proficiency check in a single-engine (single-pilot) aeroplane with an examiner. The proficiency check must take place within the 3 months immediately before the rating's expiry date; or
- 12 hours of flight time in single-engine (single-pilot) aeroplane within the 12 months preceding the rating's expiry date, including the following:
 - 6 hours as pilot-in-command (PIC)
 - 12 take-offs and landings
 - a training flight of at least 1 hour (or a maximum of three totalling 1 hour) with the same flight instructor or class rating instructor. If you have already completed a proficiency check or skill test in another type or class of aeroplane, you will not have to complete this training flight

Check [the CAA Website](#) to be sure of the latest requirements.

7.2 Ways to use your pilot's licence

There are several ways to enjoy your new licence from flying to new places through to continuing your learning journey by adding ratings to your licence.

A key thing to consider is keeping all those newly obtained skills fresh. When you're planning your flights, try to make them count by using the navigation and communication skills that you learnt. Whilst it's recommended that you use electronic moving map devices during flight you could also try navigating by chart too!

Most flying clubs also arrange fun fly-outs – it's worth flying with other people when you can to lessen the expense and help see more locations.

7.3 Adding ratings to your licence

There are several ways to continue your learning journey as a pilot once you have obtained your licence. We've listed some ways to continue formal training, the most important thing is to enjoy it!

7.3.1 The night rating

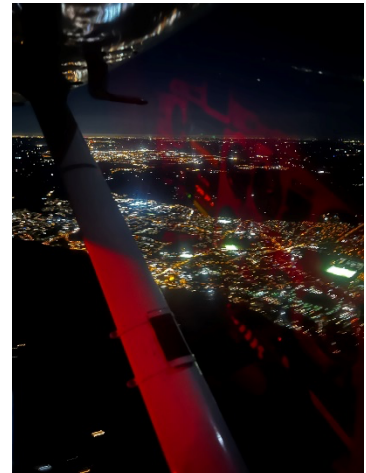
Don't let the dark months of winter limit your flying hours! Get a night rating and experience the magic of flying between a carpet of lights below and a ceiling of stars above.

Herefordshire Aero Club offers instructional night flying one evening a week from October to March. The course consists of 5 hours of training, including 3 hours of dual instruction, 1 hour of cross-country navigation, and 5 solo take-offs and landings. There is no formal exam or flying test required to qualify for a night rating.

Here are some of the benefits of getting a night rating:

- You can fly more hours during the winter months.
- You can experience the unique beauty of flying at night.
- You will be better prepared for emergencies that may occur at night.

If you are interested in getting a night rating, [contact Herefordshire Aero Club](#) or your local approved training organisation.



7.3.2 The restricted instrument rating

The Instrument Rating (Restricted) – IR(R) is a valuable addition to your pilot's license if you want to fly in IMC (Instrument Meteorological Conditions), such as clouds or reduced visibility. This is an essential skill in the UK, where the weather can be unpredictable.

Herefordshire Aero Club offers instruction on obtaining your IR(R). The course consists of a minimum of:

- 15 hours of flight training, of which 10 hours are entirely on instruments.
- 20 hours of ground instruction.

There are two assessments:

- A written multi-choice exam.
- An Instrument Meteorological Conditions (IMC) Skills Test.

Here are some of the benefits of getting an IR(R):

- You can fly in IMC conditions, which can be essential for safety and flexibility.
- You will be better prepared for emergencies that may occur in IMC conditions.
- You will be able to fly more hours, as IMC conditions are more common during some parts of the year.



If you are interested in getting a restricted instrument rating, [contact Herefordshire Aero Club](#) or an approved training organisation.

7.3.3 Hour building

Whether you're flying for fun or planning to start the next level of professional flying training, there are some cost effective ways to build up hours in your logbook.

For example, Herefordshire Aero Club have a syndicate system that offers discounted flying hour rates. [Look at the details on our website.](#)

7.3.4 Future qualifications

In order to start your commercial flying training, you'll need 150 Total hours of which 100 must be pilot in command (PIC). You'll also need to complete your ATPL / CPL theory examinations.

We haven't covered these future qualifications in our e-book but you can read more about them on [the CAA Website.](#)

8.0 Why fly with Herefordshire Aero Club?

Herefordshire Aero Club is a well-established flight school with a long history of providing high-quality training to student pilots. The club is based at Shobdon Airfield, which is located in the beautiful Herefordshire countryside. The airfield is well-equipped and has a variety of aircraft available for training.

We offer a variety of training programs to suit the needs of all student pilots. The club's experienced instructors are passionate about flying and are committed to providing their students with the best possible training. We are a great choice for student pilots who are looking for a safe, professional, and enjoyable learning environment.

- **Experience:** Herefordshire Aero Club has been providing flight training for over 50 years. The club's experienced instructors have a wealth of knowledge and experience that they can share with their students.
- **Location:** Herefordshire Aero Club is located in the beautiful Herefordshire countryside. The airfield is well-equipped and has a variety of aircraft available for training.
- **Training programs:** Herefordshire Aero Club offers a variety of training programs to suit the needs of all student pilots. The club's experienced instructors are passionate about flying and are committed to providing their students with the best possible training.
- **Safety:** Herefordshire Aero Club is committed to safety. The club's aircraft are regularly maintained and the club's instructors are highly qualified.
- **Affordability:** Herefordshire Aero Club offers affordable flight training. The club's instructors are committed to providing their students with the best possible training without breaking the bank.

If you are interested in learning to fly, I encourage you to contact Herefordshire Aero Club today. The club's experienced instructors will be happy to answer any questions you have and to help you get started on your journey to becoming a pilot.

