

Flying Start FAQs

Here are some typical questions while trying to pursue this hobby.

1. This hobby seems a bit expensive. Let's assume I will not pursue this hobby for any sort of commercial purpose. What's a good way to ease into this hobby to see if it's right for me and minimize expenses along the way? **Cheaper option is to rent C150 through Bode for a few hours = \$140 per hour w/instructor. Golf is expensive. Motorhomes are expensive.**

2. It seems my health has declined over the years, and it's not likely I could pass a 3rd class medical. **Stick with Light Sport Aircraft and sport class self-certifying medical. If significant event is possible, maybe aviation isn't a good option.**

a. Does the club have access to an AME with whom I could just sit down and discuss my health situation? Heck, maybe I could pass. However, I don't want to actually apply for a 3rd class physical and fail since that would disqualify me for a Sport Pilot license. **Couple of options in Albuquerque but a good start would be with Doc Lauren Chavez.**

b. What do you feel are the big disadvantages of a Sport Pilot license over a Private Pilots? From what I can tell, the only disadvantage for me would be the loss of the constant speed prop. I'm not sure I need retract gear, to fly a bunch of passengers, fly a heavy plane, fly at night, or fly at a high speed. **If pleasure / personal flying is what you want, then LSA is a great option. Even an RV12 has 110 kt cruise at tiny fuel burn. And it is day/night approved, just not IFR (normally).**

3. What's the preferred term for a factory-built plane like a Cessna? I've heard certified and certificated. **FAA website says "standard airworthiness certificate" versus "experimental certificate".**

4. What are the advantages/disadvantages of an experimental plane compared to a certificated? **Far too many "what ifs" to answer this succinctly. Let's talk.**

5. What are your recommendations for taking flying lessons? Would it make sense to pursue one of the flying academies like the Sport Pilot academy EAA offers at Oshkosh? Have you heard of anyone attending some other commercial entity for an immersive and accelerated pilot training experience? **The EAA Sport Pilot Academy, offered 3 times per year is 3 intense weeks for \$4000. Room & Board included. It is effective. Other "immersive" schools are usually Part 141 so fewer hours required but their normal intent is get you through the pipeline to fly professionally. Does it make sense to try and go flying every day, or is it better to fly every other day? You could plan to train everyday, but life / airplane maintenance / weather gets in the way. Not sure if there is an optimum, but > 4 times week would push you to the limit of absorbing what you've been taught. And there is the knowledge test to do in conjunction with flight training. Recommend scheduling for 3-4 days/week. Some will get cancelled.**

6. Does it make sense to rent an aircraft rather than buy? **Most people probably rent to get their license. If you own the plane, now you're learning to fly AND you're learning to be an owner with maintenance, insurance, getting a CFI, etc. But we have known people in both situations so either is possible. Buying into a club airplane could be a baby step option.**

7. How does one go about obtaining a hangar at Double Eagle? How long is the waiting list? Does it make sense to get on the waiting list now? If I got on the list now, and I wasn't yet ready to rent when my name reached the top of the waiting list, then what would happen? Has Kenny started building new

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hangars? Would it be possible to tour the location for those hangars? Wait list for KAEG varies over time. Probably 6 months. If you decline when your name pops up, they just leave you in the same place in line and ask again when another opens up. We can show you the Hinkes hangar location and the drawings showing the conceptual site plan.

8. Let's say I try to build an aircraft. Is there a DAR to sit down with prior to starting the build to see what he considers the best building practices so as to maximize the chance of the build passing inspection? There are a couple of DAR's in the area but that is NOT where I would start if building. There is a huge expanse of building expertise at Double Eagle. Start with them and utilize their knowledge. There also three tech counselors on the field.

9. Let's say I find a way to fold the aircraft wings and transport the whole thing by truck or trailer. How is the aircraft then launched from the airport? There are several people who trailer their (usually) light sport plane to Oshkosh. Unload it on the field, put it together and then go fly. There are many models that have removable wings for doing a trailer (RV12, Kitfox, etc) You just need to make sure you are really good at knowing it's airworthy....

10. What are your recommendations for ground school? Is it best to finish ground school prior to starting flying lessons? Some recommend starting flight training and then start the knowledge test education. Others say, get the bookwork done so you can focus on flying.

11. Does it make sense to enter some sort of collective and fractionally own and operate an aircraft? Again, my comment above about buying into a club. If you're sure that you will stick with it, then yes, a good option. If you're still testing the water for the aviation bug, at least get through solo in a rented plane.