

# *M & M Aviation Services, Ltd.*

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## **FAST-TRACK** **Private Pilot Program**

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### Goals & Objectives

- 1) The primary goal of the *FAST-TRACK Private Pilot Program* is to train the student in the fundamental skills and knowledge necessary to pass the Federal Aviation Administration (FAA) Private Pilot Practical Test, culminating in receiving a Private Pilot Certificate. To accomplish this, the student must show satisfactory knowledge in the following areas:
  - a. Aerodynamics as they apply to the student's specific aircraft;
  - b. Operation and familiarity of the systems of the aircraft as they apply to the student's specific aircraft;
  - c. Operation and familiarity of the aircraft control, communication and navigational instruments as they apply to the student's specific aircraft;
  - d. Weight and balance as they apply to the student's specific aircraft;
  - e. Performance expectations and limitations as they apply to the student's specific aircraft;
  - f. Visual navigation including pilotage and deduced reckoning to accomplish cross-country navigation;
  - g. FAA regulations as they apply to the private pilot;
  - h. Aeromedical factors including affects of alcohol, drugs, body-oxygen ratios, night considerations.
  
- 2) The student will demonstrate competency at least equal to the tolerances stated in the Private Pilot Practical Test Standards (PTS) in the following skill areas:
  - a. Aerodynamic stalls;
  - b. Slips;
  - c. Steep turns;
  - d. Flight at minimum controllable airspeed;
  - e. Ground reference maneuvers;
  - f. Flight with reference solely on the navigational and control instruments;
  - g. Normal and crosswind take-offs and landings;
  - h. Specialized take-offs and landings;
  - i. Navigation using visual and instrument skills

### Methods & Schedule

Training is divided into three phases:

- 1) **Phase I Goal:** To acquaint the student with all tasks specified in FAR 61.87(d) in preparation for the student to perform solo flight.
- 2) **Phase II Goal:** To acquaint the student with all tasks specified in FAR 61.93(e) in preparation for the student to perform solo cross-country flight.
- 3) **Phase III Goal:** To determine when the student can meet the tolerances of the Private PTS and is prepared to successfully pass the practical test.



Prerequisites for the *FAST-TRACK Program*

All students will receive *FAST-TRACK Priority Scheduling*. This means that the instructor's main concern will be scheduling the student's time. (Some restrictions may apply.) To qualify for *FAST-TRACK Priority Scheduling* it is required that the student has accomplished the following:

- 1) Holds a current FAA Medical and FAA Student Pilot License;
- 2) Has completed the FAA Knowledge Exam and received a passing score (70% or better);
- 3) Has available time (most days and nights of the week).
- 4) The student must give *M & M Aviation* a minimum of three weeks notice in order to receive *FAST-TRACK Priority Scheduling*.
- 5) The student must stay current with his/her financial account with *M & M Aviation Services, Ltd.* This includes the purchases of flight time, instructor time and any supplies. Should the student's account become delinquent, the student will lose *Priority Scheduling* status and all instruction and rental privileges may be suspended. Flight time may be purchased either at list cost, block-time (receives a 10% discount) or by joining the *Flying M-Club* (see separate documents). If the student has not begun flight training prior to enrolling in the *FAST-TRACK Program*, the student should expect to spend approximately \$6,500 to achieve the rating using *M & M Aviation's Piper Cherokee 140*.

Expected Outcomes of the *FAST-TRACK Program*

It is understood that weather and/or the student's ability to comprehend and/or execute the material may extend or prevent a "timely" completion of the Private Pilot Certificate. No guarantees are provided to the student by *M & M Aviation Services, Ltd.* Scheduling for the student on the *FAST-TRACK Program* will be based on flying two scheduled lessons each day or one scheduled lesson and additional solo time. In the beginning, the student will spend all of his/her time with the instructor. Once the student reaches post-solo status, it is expected that the student will plan to solo (weather permitting) most days. It is assumed that either instruction or solo flight will be accomplished by the student every day during the week and this assumes a 6-day week. Given these conditions, most students can expect to complete their Private Pilot Certificate within 2 ½ to 4 weeks.

## Projected Schedule

(May vary according to student's abilities and weather)

|          |               |                      |  |
|----------|---------------|----------------------|--|
| Day 1 –  | Morning –     | 2.5 hrs instruction  | 1.5 hrs. flight time                             |
|          | Afternoon –   | 2.0 hrs instruction  | 1.0 hrs. flight time                             |
| Day 2 –  | Morning –     | 2.5 hrs. instruction | 1.7 hrs. flight time                             |
|          | Afternoon –   | 2.0 hrs. instruction | 1.3 hrs. flight time                             |
| Day 3 –  | Morning –     | 2.5 hrs. instruction | 2.0 hrs. flight time                             |
|          | Afternoon –   | 2.0 hrs. instruction | 1.5 hrs. flight time                             |
| Day 4 –  | Same as day 3 |                      |  |
| Day 5 –  | Morning –     | 2.5 hrs. instruction | 1.5 hrs. flight time (includes First-Solo)       |
|          | Afternoon –   | 1.0 hrs. instruction | 2.0 hrs. solo/dual flight time                   |
| Day 6 –  | Morning –     | 1.0 hrs. instruction | 2.0 hrs. solo/dual flight time                   |
|          | Afternoon –   |                      | 1.5 hrs. solo flight time                        |
| Day 7 –  | Morning –     | 1.0 hrs. instruction | 2.0 hrs. flight time                             |
|          | Afternoon –   |                      | 1.5 hrs. solo flight time                        |
| Day 8 –  | Morning –     | 3.0 hrs. instruction | 2.0 hrs. flight time (planning/flying x/country) |
|          | Afternoon –   |                      | 1.5 hrs. solo flight time                        |
|          | Evening –     | 2.5 hrs. instruction | 1.5 hrs. flight time (night T.O./landings)       |
| Day 9 –  | Morning –     | 3.0 hrs. instruction | 2.0 hrs. flight time (planning/flying x/country) |
|          | Afternoon –   |                      | 1.5 hrs. solo flight time                        |
|          | Evening –     | 2.5 hrs. instruction | 1.5 hrs. flight time (night X-Country)           |
| Day 10 – | Morning –     | 3.0 hrs. instruction | 2.0 hrs. flight time (planning/flying x/country) |
|          | Afternoon –   |                      | 1.5 hrs. solo flight time                        |
| Day 11 – | Morning –     | 1.0 hrs. instruction | 2.5 hrs. flight time (solo X-Country)            |
|          | Afternoon –   | 1.0 hrs. instruction | 2.5 hrs. flight time (solo X-Country)            |
| Day 12 – | Morning –     | 2.5 hrs instruction  | 1.5 hrs. flight time (Preparation for checkride) |
|          | Afternoon –   | 2.5 hrs instruction  | 1.5 hrs. flight time (Mock checkride)            |
| Day 13 – | Morning –     |                      | 4.0 hrs. flight time (Checkride)                 |

Totals: Total time in aircraft = 45 hours (includes checkride)  
Solo time in aircraft = 14 hours  
Total instruction time (including ground instruction) = 40 hours

|                   |                              |                       |
|-------------------|------------------------------|-----------------------|
| Estimated costs = | Instruction                  | 1,400 <sup>00</sup>   |
|                   | Club Initiation fee          | 300 <sup>00</sup>     |
|                   | Aircraft rental (club rates) | 4,455 <sup>00</sup>   |
|                   | Headphones                   | 199 <sup>00</sup>     |
|                   | Total                        | \$6,354 <sup>00</sup> |