



Frequently Asked Questions Sheet

What is a class 1 or 2 medical and how do I get one?

A class 2 medical is required for a PPL(H) and will check that you are healthy enough to fly, a number of problems (such as diabetes) may prevent you from obtaining a licence, if you are unsure consult us or we can put you in touch with an AME (Aviation Medical Examiner) there is one based at Shoreham. The medical will last 5 years below the age of 40 and one year if you are over 40. If you are unable to get a medical you may still be able to fly on a LAPL licence.

A class 1 medical is more in depth and is required for commercial work or instructing. These last one year unless you are over 40 in which case its 6 months.

Do I get a credit for my previous flying experience?

With a PPL(A) you will usually get a 6 hour reduction on the 45 hour minimum requirement. If you have other flying experience then please [talk to us](#).

I have been refused a medical, can I still learn to fly?

If you have been refused a class 2 medical you still may be able to obtain a LAPL licence. If you wish you can still come along for some trial lessons. Indeed there is no reason why you cannot learn to fly, but you will only be able to obtain a LAPL(H).

Do I have to buy a helicopter?

Absolutely not. We operate a self fly hire system so that you can rent a machine as you need it. This is what the majority of people do. Though if you want to purchase a helicopter or a share in one, then we can assist you in choosing and finding a suitable machine.

I am going travelling abroad, can I rent a helicopter overseas?

Usually yes. The operator will probably insist on some form of check flight, this gives you the opportunity to ask questions and find your way around a little.

I am visiting Shoreham and wish to Self Fly Hire, can I rent from you?

Absolutely. If you have a valid and current licence, bring them with you along with your log book and ID. If you have any questions, [contact us](#).

I am not sure if I am capable of doing a PPL what should I do?

Many people are a little unsure to start with, why not come in for a visit, and a [trial lesson](#).

What is the difference between the Schweizer helicopter and the Robinson helicopters?

The R22 is a good machine though some people find it a little skittish and unstable, Robinson products have bought helicopter flying to many people and the R44 is the best selling helicopter in the world. The Schweizer is a more stable helicopter, mainly because of the three blades. It is all down to personal preference, there are pros and cons to each, why not try both then decide. We have found that learning on the 300 series is easier and quicker.

I have looked on the internet and found that flight training is much cheaper in the United States, why is this?

Fuel, helicopters, rent and insurance are cheaper in the US, however when you return home you will need to convert your licence. If you want to be flying around the UK then realistically you should learn here. We do however offer FAA training, BFR for people that have their FAA licences, please see [FAA training](#) for more details.

I am unsure which licence to take, what advice have you?

[Thinking of learning to fly PDF.](#)

I often feel a little unwell on an aeroplane, is this the same as a helicopter?

The turbulence you feel in a helicopter is a lot less, also better all round vision helps those who are not so keen on air travel.

Am I too old to learn to fly?

No. Though its a fact of life that as we get older we learn more slowly so it may take more time. For a licence you will need to pass a medical.

How much will a licence cost me?

It is difficult to give an exact cost, we can only tell you what it will cost to reach the minimum requirements. There is a guide [here](#), you can of course speak to us if you are unsure.

Do I need to have perfect eyesight?

No, some eyesight problems will stop you obtaining a medical. Wearing glasses or contact lenses is generally fine.

Can I just go to the United States and get a licence there, it seems to be cheaper?

Yes you can do this. If you want to fly in Europe you will have to convert your licence (we can assist in this). If a CPL is your aim the costs of conversion will offset any savings, also how will you decide which school to use, the quality of training can be variable.

Do I have to buy my own headset?

No, all our helicopters have headsets supplied. Many people prefer to use their own, there are many types available, do not buy one until you have tried a couple of different types and had some advice.

What happens if the engine stops?

The popular myth is that the helicopter will drop like a stone, this is not true and it is possible to 'glide' in a helicopter. During your training you will practice lots of 'glides' or 'Autorotations' as they are called. Whilst a helicopter will not glide as far as a plane the landing area required is much smaller. The helicopter in autorotation is still under control of the pilot – you can manoeuvre the helicopter to touch down in a suitable landing area.

Is it safe?

There is a certain amount of risk in everything. Helicopters are safe machines but they are not toys and should be treated with respect. Your safety is the most important part of the job of our instructors. You will not be treated as 'just another student'. Our emphasis is on training you on a one to one basis at your pace to produce a safe and competent pilot.

I am still trying to find a school, have you any advice?

Visit the school, look at the facilities, talk to the owner or manager. Find out their costs and don't forget about hidden extras, accommodation, travel costs, some schools will surcharge for certain items, ask about ground school training and exams. Look at their fleet, and check availability of their machines, if they have one aircraft what happens when it is in maintenance. Ask to see insurance documents. Next speak to an instructor or two, what is their availability and will you use the same instructor, training with 5 different instructors is not good. Ask the instructor if he or she enjoys working there, what is the average time for someone to gain his or her licence, is the maintenance good. Finally and most importantly speak to some of their current or recent students. Ask the same questions of them, if there is a big discrepancy wonder why. If students are regularly taking 90 hours for a PPL (occasionally someone may take this many hours) then the school is overtraining them. Ask the students what is good and bad about the school.

All these abbreviations and Acronyms, what do they all mean?

Do not worry, when you start to fly it seems like a whole different language is being spoken. Some of the more common ones are here.