

Academy Flight Training Center  
9222 Airfield Drive  
United States Air Force Academy, CO 80840



04 August 2022

## USAFA Aero Club – Private Pilot Flight Training

Thank you for your interest in flying with us.

If you are [eligible](#) to become a member of the USAFA Aero Club, you would simply need to complete the "New Member Forms", a link to which is under the "IMPORTANT LINKS" area near the top of our website, <https://www.usafasupport.com/aero-club.html>. Although the .pdf file that opens up in the browser is seven (7) pages, only pages 2-4 require some text entry. You can then right-click on that file within the browser, save it as a .pdf file, and e-mail that to us at [10fss.fswa.aeroclub@us.af.mil](mailto:10fss.fswa.aeroclub@us.af.mil). Or you can print the forms out and bring them to us, or you can fill out the printed paper forms here in our office at your convenience, whichever is best for you.

Once we receive your application, we will give your access to Flight Circle ([www.flightcircle.com](http://www.flightcircle.com)), our flight scheduling portal. And we'll assign you an initial CFI, so that you can confer with him or her to start reserving aircraft time slots.

Page 4 of the application, "Recurring Charge Authorization", requests credit card information that we file in our J.P.Morgan Chase banking portal. We are required to charge new members (except USAFA PCSM cadets and former members of other USAF Aero Clubs) a \$50.00 initiation fee, and charge \$25.00 monthly membership dues (a family membership is \$40.00 monthly). And as shown in our "Flight Training Brochure" link, aircraft rental is \$115.00 per hour wet (includes fuel) for the Cessna 172, \$120.00 for the T-41C, and \$155.00 for the Cessna 182 (\$105.00, \$110.00, and \$145.00 for USAFA cadets). And flight instructor cost is \$45.00 an hour, regardless of aircraft type). Fees are paid as you go, in that a simple invoice is filled out after each flight or training session, and cumulative charges are billed against your card on file at the middle and end of each month.

<b>Private Pilot Training Costs:</b>	
Aero Club Initiation Fee	\$50.00 (waived for USAFA PCSM cadets and previous USAF Aero Club members)
Monthly Membership Dues	\$25.00 (\$40.00 for family), charged the 22 <sup>nd</sup> of each month
Cessna 172	\$115.00 per hour wet (includes fuel), \$105.00 for USAFA cadets
Cessna T-41C	\$120.00 per hour wet (includes fuel), \$110.00 for USAFA cadets
Cessna 182	\$155.00 per hour wet (includes fuel), \$145.00 for USAFA cadets
Flight Instruction	\$45.00 per hour, whether flight or ground instruction
Ground School - Classroom	\$650.00 for multiple sessions (currently up to 14), also includes and supplements parallel Jeppesen online ground school
Ground School – Jeppesen Online	\$325.00 for 12-month access to portal, \$39.00 for renewal for additional year if needed

As for training duration and cost, we've typically seen USAFA cadets, ROTC cadets, and others – starting at zero or few hours – spend about 4.0 to 4.5 months and about \$8500 to \$9000 to get their private pilot license (PPL). This duration assumes that one can fly an average of about twice a week.

We essentially require the PPL ground school, which can be discussed with your flight instructor during your first training session. We have two (2) options for ground school, the Jeppesen PPL online ground school portal (cost of \$325.00 for one-year access and 4 books included) or a classroom Monday evening 14-session ground school in our office (cost of \$650.00 for all sessions plus Jeppesen online ground school in parallel). The sign-up can be done the same day, when you advise us of which option you select. Finally, in contrast to the flight training, ground school is paid for in advance.

For PPL students from other flight schools moving forward with existing time in a Cessna 150 or 152 or other aircraft, you should have no problem learning the systems, performance, and other information for the Cessna 172, T-41, or 182 – you'd just get familiar with the 172 info on our website and in the POH (Pilot Operating Handbook, online or copy in our office) – and with continued training toward your FAA check-ride and PPL. There will be some redundancy in verifying your previous experience, as would be expected anywhere, but you would not be re-doing what you've already accomplished. The only question would be a discussion with your flight instructor about the possible need for the self-paced Jeppesen online ground school and your FAA written PPL exam.

In addition to PPL training, we offer instrument, commercial, CFI, CFII, military-to-civilian equivalency training, as well as mountain flying training and biennial flight reviews. And we provide check flights for already certificated pilots who wish to become members here. However, we do not yet offer multi-engine training or sport pilot training.

As for visiting here – which we encourage – our office hours are 0800-1600 Monday-Friday ... although we fly here sunrise to sunset 7 days a week, and have staff here most of the time. It would be good to call in advance or that day to make sure someone will be here when you visit, as we cannot make specific appointments with all the activity here. After entering the USAFA South Gate with your military or civilian ID, you can push the red button next to the card reader at the K-1 Gate into Davis Airfield, or on the weekend can call our number to ask someone to drive down and badge you in.

Additional details:

- You would not need your medical certificate before submitting your application for membership at the USAFA Aero Club.
- If you would be pursuing private pilot license (PPL) training, you would need a Third Class FAA physical certificate before going on your solo flight.
- For other flight training and currency, the physical would depend on type of training and existing certificate expiration.
- If you do need a FAA physical, most of our individuals here go to Dr. Jerome Limoge, who is nearby (1360 Aviation Way, Colorado Springs, 719-659-0988, [drlimoge@gmail.com](mailto:drlimoge@gmail.com)) and for whom appointments can be scheduled for as soon as two (2) weeks out.

**END**