



# FLIGHT TRAINING CATALOG

## 2011-12



# Suncrest Aviation

## FLIGHT TRAINING CATALOG

Locations: Spanish Fork Airport (U77)  
\*VFR Salt Lake Sectional Area Chart  
826 North 100 East #7  
Spanish Fork, UT 84660

Grand Junction Regional Airport (GJT)  
\*VFR Denver Sectional Area Chart  
2874 Aviators Way  
Grand Junction Colo. 81506

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Services: Flight training, Robinson Helicopters  
\*Helicopter ratings & currency services\*

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**STUDENT LOANS AVAILABLE FOR THOSE WHO QUALIFY**

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## School History

Due to the growing demand of helicopter flight training and the need of rotorcraft schools, Suncrest Aviation opened their doors in the spring of 2004. Since that time, Suncrest has produced some of the finest helicopter pilots/instructors in the industry.

## Institutional Philosophy

At Suncrest Aviation, our goal is to specialize in personalized flight instruction tailored to the individual needs of our Pilots in training. We strive to maintain the highest level of training and to ensure each Pilot in Training carries forth an uncompromised dedication to safety. We are committed to producing highly competent, well-trained pilots for personal leisure or to enter the aviation community and competitive job markets of the industry. Training in Utah and Colorado provides our Pilots in Training with valuable experience, in mountains, rough terrain and for go, no go in adverse weather conditions. Suncrest Aviation uses Scenario Based Training (SBT) as a foundation to help our Pilots in Training make good, sound Aeronautical Decisions and to develop Higher Order of Thinking Skills (HOTS).

## Instructional Facilities

The Main office is located in Spanish Fork Utah, about 1.2 miles from our hangar at the Spanish Fork/Springville Airport. The school consists of an administrative office run by Chief Flight Instructor Kyle Davis, and President John Kay, where there is sufficient ground school teaching area with offices, and thousands of square miles of beautiful western sky to conduct our flight training. We enjoy access to a Towered Delta Airspace airport at Provo, Utah, and at our Grand Junction, Colorado Location. Maintenance is provided by our highly skilled mechanic Jim Boben, who has spent thousands of hours keeping helicopters in perfect operating condition.

## Training Aircraft

Flight training is given in the Robinson R-22 and Robinson R-44 helicopters. Robinson Helicopter Company of Torrance, California, has produced over 5,400 helicopters and is currently the world's leading producer of civil helicopters. Robinson is known worldwide for its durability and reliability.

Make	Model	Horsepower	Quantity
Robinson	R-22	131	3
Robinson	R-44	245	1

The two-seat Model R-22 holds every world record in its weight class, including speed, altitude and distance. The four-seat Model R-44 has been the world's top-selling helicopter for the past four years. The Raven II is equipped with a fuel-injected, angle-valve, tuned-induction, IO-540 Lycoming engine which produces substantially more power and gives the Raven II greater altitude performance, more payload, and increased speed. There is however a Maximum weight limit of 240 lbs per seat for the R-22 and 300 lbs for the R-44.

## Instructional Schedule

Flight training: Offered year-round, six days a week, weather permitting.

Classroom training: Individual classroom training is offered upon request. Pre and post flight briefings are given with each flight lesson.

Course duration depends on scheduling, weather and student performance. An average length of each course is given with the course description found in this catalog.

## Enrollment Policy

Pilots in Training may enroll at any time. To enroll, fill out a student enrollment application and mail, fax or drop off in person at the Spanish Fork office. Please advise us of your arrival date for easy scheduling. Eligibility requirements for student pilots are:

- At least 16 years of age.
- Able to read, speak, write and understand the English language.
- We recommend students take their medical exam as soon as possible after enrollment, so any medical deficiencies will be evaluated. The following items must be reviewed and/or completed with the student prior to admissions:
  - Enrollment application
  - Dispatch form: Helicopter rules, regulations and rental agreement.
  - Drivers license, birth certificate or passport (needed for the Transportation Safety Authority)

## Previous Flight Training Evaluation Policy

Pilots in Training with previous flight and/or ground training will be tested upon enrollment and given appropriate credit. Evaluation will be based upon either a written test, flight check or both. Credit will be recorded on an enrollment record.

## Conduct Policy

Pilots in Training shall comply at all times with the Federal Aviation Regulations and comply with all airport and school safety procedures and practices. Instruction will be given in these regulations and rules prior to solo flight and appropriately from time to time thereafter. Constant or flagrant violations of such rules or regulations will be grounds for dismissal.

## Progress Policy

The Pilot in Trainings records are kept in a grade folder at the school. Suncrest Aviation uses the following grade system for flight and Classroom training:

<b>Task Grades</b>	<b>SRM Grades</b>
Perform	Manage/Decide
Practice	Practice
Explain	Explain
Describe	
Not Observed	

Perform is required for each Task and Manage/Decide is required for SRM in Suncrest Aviations Helicopter SBT Syllabus. When this level is attained consistently, the Pilot in Training will be scheduled for a Practical Test with an FAA Designated Examiner.

## Complaint Policy

Pilot in Training concerns or complaints should be brought to their Instructor/Facilitators attention. Complaints that are not satisfactorily resolved at this level should be addressed to the Chief Flight Instructor.

## Price List

Price per hour is based on the "Hobbs Meter" in each individual aircraft. The price listed below is the total price per Hobbs meter hour, which includes all fees, Instructor/Facilitator, and rental fees. A .50hr of Classroom instruction will be charged for pre and post flight briefings and inspections.

Flight Instruction	
	Dual
R-22	\$250.00 (plus fuel)
R-44	\$450.00 (plus fuel)

Classroom Instruction = \$50 per hour

## Solo Flight Time

Pilots in Training may not carry passengers during any phase of solo training flights. Solo flight time means flight time during which the student is the sole occupant and manipulator of the aircraft's controls.

## Refund Policy

When a Pilot in training decides not to enter, withdraws or discontinues the course, it is Suncrest Aviations' policy to fully refund any unused portion of tuition fees at the appropriate rate.

## Student Financing

100% Student financing is available to those who qualify.

# Suncrest Aviation

Program Descriptions

And

Program Charges

## PRIVATE PILOT HELICOPTER

### Educational Objective:

This program is designed for people who have little or no flight time and wishes to obtain a Private Pilot Certificate with Rotorcraft/Helicopter. A Private Pilot Certificate is similar to a driver's license; it allows the pilot to fly for recreation with or without passengers and to share operating expenses with them, but prohibits the pilot from conducting flights for compensation or hire.

### Admission Requirements:

Pilots in Training must be 17 years of age and be able to read, speak, write and understand the English language. Before solo flight, the Pilot in Training must hold a valid third-class medical certificate from a Federal Aviation Administration approved physician.

### Length of Program:

This program runs approximately three months.

### Subject Areas:

#### **Scenario Based Training**

- Applying the Aeronautical knowledge required by part 61 into real world scenarios, to develop the Pilot in Trainings aeronautical decision making (ADM), risk management (RM), and single pilot resource management skills (SRM). To manage real world challenges as a private pilot.
- Helicopter Components, systems, instruments, basic aerodynamics.
- Aviation weather, flight computer, weight and balance, Aeronautical Information Manuals.
- VFR Charts, navigational plotter, radio navigation, cross country planning, human factors, FAA Regulations, airports and heliports.
- Basic procedures and flight maneuvers
- Pre-solo instruction, advanced maneuvers, night and cross-country flying
- Test Preparation

### Program Cost:

FAR's require a minimum of 40 flight hours.

Average private pilot applicant obtains rating at 62 flight hours.

\*58 hours of Scenario Based Training instruction and Review of aeronautical knowledge as per FAR's Part 61

\*R-22 @ \$250.00/hr (\*\*plus fuel) X 62 flight hours= \$18,600.00

Scenario Based Training and review @ \$50.00/hr = \$2,900.00

Post and Pre-Flight 65 flights @ \$25.00 = \$1625.00

FAA Written Examination \$150.00

FAA Practical Test (check ride) \$600.00

Rating Total \$23,875.00

\*Some Pilots in Training may require additional training to reach the necessary proficiency levels. (Estimated times are based upon Suncrest Aviations Classroom and Flight Syllabus)

\*\*Actual cost of fuel may vary

## COMMERCIAL PILOT HELICOPTER

### Educational Objective:

This program is designed for people who already have a Private Pilot Certificate with Rotorcraft/Helicopter and want to obtain a Commercial Helicopter Pilot Certificate. A Commercial Pilot Certificate allows you to conduct flights for compensation or hire. It is recommended that Pilots in Training also take the Certified Flight Instructor Program. This is to maximize employment opportunities; most often a pilot's first job is as a flight instructor.

### Admission Requirements:

Pilots in Training must be 18 years of age, hold a second or third class FAA Medical Certificate and be able to read, speak, write and understand the English language.

### Length of Program:

This program runs approximately six months.

### Subject Areas:

#### **Scenario Based Training**

- Applying the Aeronautical knowledge required by part 61 into real world scenarios, to develop the Pilot in Trainings aeronautical decision making (ADM), risk management (RM), and single pilot resource management skills (SRM). To expertly manage real world challenges as a Commercial Pilot.
- Helicopter components, systems and instruments.
- Advanced aerodynamics, aviation weather, flight computer
- Cross country planning and execution
- FAA regulations governing commercial operations,
- Beginning Instrument orientation and navigation
- Advanced maneuvers, tracking and holding, departures and approaches.
- Night and Cross country flying, Victor Airways
- Flight in Class C, D, and B airspace.

### Program Cost:

FAR's require a minimum of 100 Hours PIC and 150 hours total.

Average commercial applicant obtains rating at 162 flight hours.

\*44 hours of Scenario Based Training instruction and Review of aeronautical knowledge as per FAR's Part 61

\*R-22 @ \$250.00/hr (\*\*plus fuel) X 57 Flight hours = \$17,100.00

Scenario Based Training and Review @\$50.00/hr = \$2,200.00

Post and Pre-flight 57 flights @ \$25.00 = \$1,425.00

FAA written exam \$150.00

FAA practical test (check ride) \$600.00

Rating Total = \$21,475.00

\*Some Pilots in Training may require additional training to reach the necessary proficiency levels. (Estimated times are based upon Suncrest Aviations Classroom and Flight Syllabus)

\*\*Actual costs of fuel costs vary

## INSTRUMENT RATING

### Educational Objective:

This program is designed for people who have at least the Private Pilot Certificate with Rotorcraft/Helicopter and want to obtain an Instrument rating. Instrument rated pilots are far superior to those who do not hold this rating, and it is a requirement for all Suncrest Aviation students who wish to continue and finish our program as a Certified Flight Instructor.

### Admission Requirements:

Pilots in Training must have his/her Commercial and or Private Pilot Helicopter in order to obtain this rating.

### Length of Program:

This program runs approximately four months.

### Subject Areas:

#### **Scenario Based Training**

- Applying the Aeronautical knowledge required by part 61 into real world scenarios, to develop the Pilot in Trainings aeronautical decision making (ADM), risk management (RM), and single pilot resource management skills (SRM). To expertly manage real world challenges as an Instrument Rated Pilot.
- IFR Charts and landing procedures, Victor Airways travel
- IMC meteorological conditions conducive to instrument flight conditions
- Advanced weather education for understanding IMC conditions.
- Nomenclature for instrument conditions, charts, mapping, landing and takeoff procedures
- FAA regulations governing instrument operations,
- Advanced instrumentation education.
- Advanced maneuvers, tracking and holding,
- Instrument departures and approaches.
- Night and Cross country flying, Victor Airways
- IMC flight planning and execution.

### Program Cost:

FAR's require a minimum of 50 Hours cross country PIC and 40 hrs simulated instrument.

Average instrument applicant usually meets minimums.

\*76 hours of Scenario Based Training instruction and Review of aeronautical knowledge as per FAR's Part 61

\*R-44 @ \$450.00/hr (\*\*plus fuel) X 40 flight hours = \$22,000.00

Scenario Based Training and Review @\$50.00/hr = \$3,800.00

Post and Pre-flight 40 flights @ \$25.00 = \$1000.00

FAA written exam \$150.00

FAA practical test (check ride) \$600.00

\*Some Pilots in Training may require additional training to reach the necessary proficiency levels. (Estimated times are based upon Suncrest Aviations Classroom and Flight Syllabus)

\*\*Actual costs of fuel costs vary

Rating Total = \$27,550.00

## **CERTIFIED FLIGHT INSTRUCTOR**

### Educational Objective:

This program is designed for people who have a Commercial Pilot Certificate with Rotorcraft/Helicopter and want to obtain a Flight Instructor Certificate. A Flight Instructor Certificate allows a pilot to give flight instruction and endorse the logbook of Pilots in Training. This program is highly recommended to maximize employment opportunities; most often a pilot's first job is a flight instructor position.

### Admission Requirements:

Pilots in Training must be 18 years of age, hold a third class FAA Medical Certificate and a Commercial helicopter pilot rating. Must be able to read, speak, write and understand the English language.

### Length of Program:

This program runs approximately three months.

### Subject Areas:

#### **Scenario Based Training**

- Applying the Aeronautical knowledge required by part 61 into real world scenarios, to develop the Pilot in Trainings aeronautical decision making (ADM), risk management (RM), and single pilot resource management skills (SRM). To Teach, Facilitate and Manage real world challenges as a Certified Flight Instructor.
- Fundamental of Instruction, teaching process
- Pilot in Training evaluation and testing, course development, lesson planning
- Training techniques, FAA regulations, endorsements
- Familiarization with flying left seat, Training procedures
- Scanning, methodology, and performance evaluation typing
- Advanced flight maneuvers and emergency procedures

### Program Cost:

SFAR 73 (Robinson specific) requires minimum of 200 hours.

Average CFI applicant usually meets minimums.

\*68 hours of Scenario Based Training instruction and Review of aeronautical knowledge as per FAR's Part 61

\*R-22 @ \$250.00/hr (\*\*plus fuel) X 26 flight hours = \$7,800.00

Scenario Based Training and Review @ \$50/hr = \$3,400.00

Post and pre-flight 26 flights @ \$25.00 = 650.00

FAA written exams (CFI & FOI) \$300.00

FAA Practical test (Check ride) \$600.00

\*Some Pilots in Training may require additional training to reach the necessary proficiency levels. (Estimated times are based upon Suncrest Aviations Classroom and Flight Syllabus)

\*\*Actual costs of fuel costs vary

Rating Total = \$12,750.00

# CERTIFIED FLIGHT INSTRUCTOR (INSTRUMENT)

## Educational Objective:

This rating will enable all Certified Flight Instructors who are going to teach Pilots in Training and endorse them adequately for their Instrument rating. This also makes CFI's more marketable, improving safety and productivity.

## Admission Requirements:

For Certified Flight Instructors only.

## Length of Program:

This program runs approximately three weeks.

## Subject Areas:

### **Scenario Based Training**

- Applying the Aeronautical knowledge required by part 61 into real world scenarios, to develop the Pilot in Trainings aeronautical decision making (ADM), risk management (RM), and single pilot resource management skills (SRM). To Teach, Facilitate and Manage real world challenges as an Instrument rated Certified Flight Instructor.
- Instructing fundamentals for educating student pilots seeking their instrument rating.
- Formulating lesson plans that will educate student pilots on all aspects of the instrument rating preparing them for the FAA practical and oral exams.
- Implementing FOI fundamentals to insure that a proper teaching/learning atmosphere will be present when instructor is in a teaching situation.
- Allowing CFI to instruct from the left seat insuring that he is affluent in the knowledge necessary to teach Pilots in Training the necessary skills of Aviating, Navigating and Communicating while manipulating the controls of the aircraft with reference to the instruments only.

## Program Costs:

No minimum requirement.

Average CFII applicant obtains rating at 5 flight hours

\*34 hours of Scenario Based Training instruction and Review of aeronautical knowledge as per FAR's Part 61

\*R-44 @ \$450.00/hr (\*\*plus fuel) X 15 flight hours = \$8,250.00

Scenario Based Training and Review @ \$50/hr = \$1,700.00

Post and Pre-flight 15 flights @ \$25 = \$375.00

FAA written exam \$150.00

FAA Practical exam (check ride) \$600.00

\*Some students may require additional training to reach the necessary proficiency levels. (Estimated times are based upon Suncrest Aviations Classroom and Flight Syllabus)

\*\*Actual costs of fuel costs vary

Rating Total = \$11,075.00