

Ways to Reduce the Cost of Flight Training

Let's face it, no matter where you are in the world, learning to fly is expensive. But there are several ways to reduce that cost. With a little bit of imagination and a lot of motivation, it can be affordable. You have to take control of your training and the cost. Here are a few of many strategies that you can use to keep your costs under control:

- **Ground School** - Pass the FAA Knowledge test by the time you solo. Your ground content will have more relevancy if it is somewhat parallel with your flight lessons but you can work ahead. There is nothing saying you cannot have ground school done even before you start flight training. Watch YouTube videos regarding topics you might be stuck on or chat with any of us here in the office - or other pilots. We love this stuff!
- **Study before every flight** - One of the best ways to keep your costs low is to study. Arriving to a flight lesson prepared will make the lesson much more productive. If you know how, when, and what to do during an instructional flight, you'll save hours in air. That means less money. Your level of preparedness and motivation has a HUGE effect on your training. You can follow your progress and see what is coming next in your online syllabus. Your instructor should also be clear on what to study and what is coming in the next lesson. If they don't let you know, ask.
- **Chair Fly** – And/or use our SIM! It's something that even airline pilots do. Before your next lesson, try out chair flying. Sit upright in the chair as if you're flying. Use a copy of the checklists and go through your flight from takeoff, maneuvers, emergencies, and landing. Everything. Using a flight simulator is the high-tech form of chair flying. The idea is to connect the things you do in the air with a low-stress version on the ground. Practice, practice, practice your flow.
- **Fly Consistently**- Piloting skills are perishable especially in the beginning. Long breaks from flying are likely to degrade your knowledge and the skills you've developed. That means it will take extra time (and money) to get caught up. Before you start your training, let us help you determine a good schedule that would avoid lulls in your flying. If you're dedicated and studious, you'll have a much greater chance of finishing a certificate or rating with some extra cash. Ask about our financing partners. Having the funds for flight ready to go allows a student to fly more consistently.
- **Before Engine Start** - Do as much organizing for your flight as you can before you start the engine. For example, simply calling the ATIS on your phone (775-348-1550 for KRNO) will save you on inefficient Hobbs time. If you have a handheld radio, call for your clearance before you start the engine. Or, see how you can borrow one of ours. You can even set the aircraft radio frequencies, transponder, and GPS flight plan while on battery power without the engine running (just have your instructor help you with this so you don't drain the battery too low). It adds up! Use the engine time efficiently. Don't be an engine running ramp squatter.
- **Know your requirements** – Know what you need to get done for your private pilot. Study the FAR's in regard to Private Pilot, Single Engine, Land. Are all your flights lined up with the syllabus? Is your lesson time being used efficiently? Are you being billed correctly? Hold your instructor accountable. This is **your** aviation journey!
- **Checklists** – Know your checklist from preflight to landing and everything in between. We use a checklist **100%** of the time and studying the checklist will help you move through it at a more efficient pace. Instead of hunting through your checklist, practice the flow to configure your aircraft properly. But don't fly strictly from memory. Instead, always follow the flow with a checklist in hand. Better yet, practice it on the SIM!
- **Research and Apply for Scholarships** - Among others, the following organizations offer scholarships for training: Aircraft Owners and Pilots Association (AOPA), Experimental Aircraft Association (EAA), Aircraft Electronics Association (AEA), National Air Transportation Foundation (NATF), National Gay Pilots Association (NGPA), Ninety-Nines (International Organization of Women Pilots), Women in Aviation International (WAI), LeRoy W. Homer Jr. Foundation, and the Reno Air Race Association. On average, scholarships save pilots thousands in training costs. If you find a scholarship for which you're eligible, you need to take the time to apply.