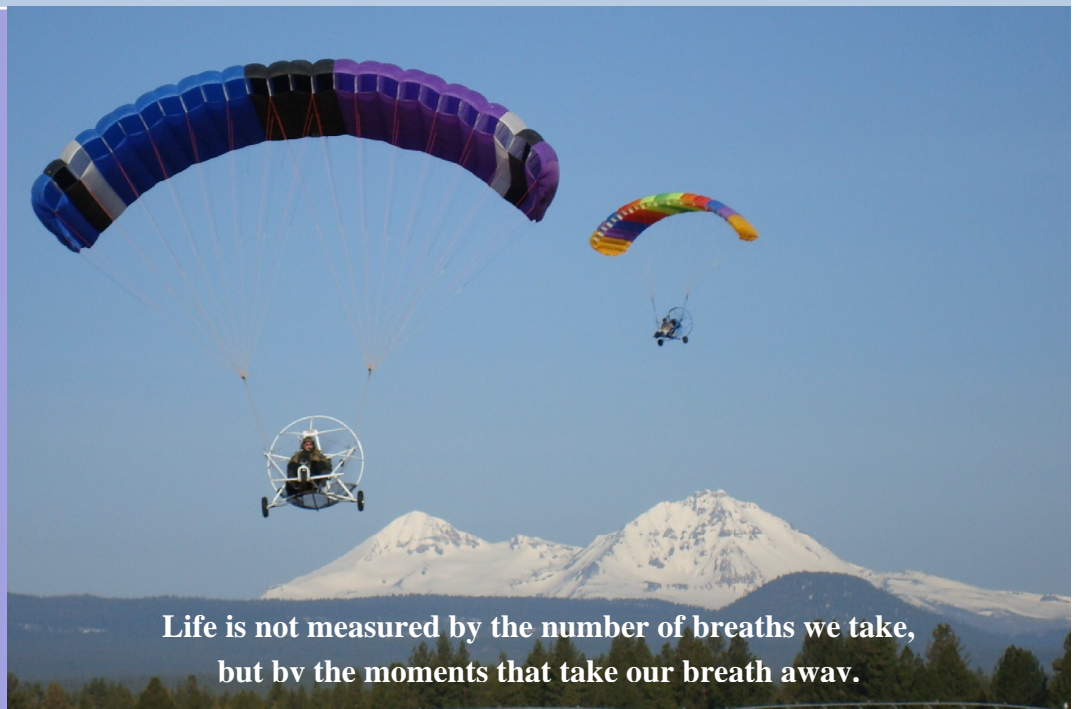


2010



Powered Parachute Training Catalogue



Life is not measured by the number of breaths we take,
but by the moments that take our breath away.

Western Powered Parachute Association LLC

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Who Are We?

The Western Powered Parachute Association LLC was formed in 2004 primarily to create an organization to manage the Western Regional Powered Parachute Championships. This event was the first formal powered parachute competition in the Pacific Northwest and drew 25 final participants.

As the sport of powered parachuting continues to grow we recognized the need for an organization focused on supporting the ever-increasing number of participants. The mission of the WPPA was therefore expanded beyond the single championship of 2004. That same year the FAA Sport Pilot rule was adopted. And our organization grew to respond to the needs of well over a hundred pilots who required support in their transition to sport pilot.

The Western Powered Parachute Association now has affiliate staff members that include:

- FAA Designated Pilot and Instructor Examiners
- FAA Certified Flight Instructors, Sport Pilot PPC & Private Pilot
- An FAA Designated Airworthiness Representative
- FAA Repairmen with Maintenance Ratings for Powered Parachutes & other Light Sport Aircraft.

We provide training from introductory lessons through the FAA Certified Instructor course. Our flying is year-round in some of the most beautiful areas in the Western United States.

The Western Powered Parachute Association is affiliated with EAA Ultralight Chapter #127 Northwest Powered Parachute Coalition. This EAA chapter was formed, partly with the leadership of the WPPA, to provide social support to over two hundred powered parachute pilots who fly predominantly in the Pacific Northwest.

MISSION

The mission of the Western Powered Parachute Association, LLC is to promote the sport of powered parachuting in the Western United States, through Education, Participation and Resources.

EDUCATION

The Western Powered Parachute Association offers Ultralight training courses from discovery flight lessons through the instructor certificate. We are actively involved in transitioning to Sport Pilot and have certified FAA Flight Instructors and Examiners available. The WPPA maintains a directory of active powered parachute instructors.

PARTICIPATION

The Western Powered Parachute Association organizes and manages various powered parachute events. The Memorial Day Fly In and the Western Regional Competition are examples.

RESOURCES

The Western Powered Parachute Association provides affiliates, contacts and a variety of resources to enhance your education, experience and safety in the sport.

Where Are We Located?

Our primary operating area includes Washington, Oregon and Northern California. We have nearly a dozen flying fields ranging from north of Seattle Washington to the Sacramento, California valley. We have associates as far East as Helena Montana and as far Southeast as Salt Lake City, Utah. Our Vancouver-Portland center is located in the Willamette Valley between the Cascade Mountains and the Pacific Coast mountain range, providing moderate climates and great flying conditions. We provide several unique places to fly and have access to safe airfields organized and staffed for training purposes.



Western Powered Parachute Association LLC Instructors and Affiliates

Washington State	SERVICES	PRIMARY TRAINING LOCATION
Doug Maas CFI, DPE, DPE Vancouver, WA 360 771-4047 maas0755@comcast.net www.westernppa.org	<ul style="list-style-type: none"> • Ultralight Training • Sport Pilot Training • Private Pilot Training • FAA Practical & Proficiency Tests, and Reviews • LSA Rentals 	Grove Airfield, Camas WA. http://www.airnav.com/airport/1W1 Lenhardt Airpark Hubbard, Oregon http://www.airnav.com/airport/7S9
Mike Bird CFI Vancouver, WA 503 853-9349 flynlownslo@yahoo.com	<ul style="list-style-type: none"> • Ultralight Training • Sport Pilot Training • FAA Practical & Proficiency Tests and Reviews 	Grove Airfield, Camas WA. http://www.airnav.com/airport/1W1 Lenhardt Airpark Hubbard, Oregon http://www.airnav.com/airport/7S9
Jim Groebner CFI, DPE Olympia, WA 360 402-0167 jgroebner@hotmail.com	<ul style="list-style-type: none"> • Ultralight Training • Sport Pilot Training • Private Pilot Training • FAA Practical & Proficiency Tests and Reviews • LSA Rental 	Scatter Creek, Rochester, WA Private Field Olympia, WA http://www.airnav.com/airport/KOLM Toledo, WA http://www.airnav.com/airport/KTDQ
Rick Gutierrez CFI Arlington, WA (425) 443-8137, (425) 466-4453 Rick@SeattlePowerchutes.com www.seattlepowerchutes.com	<ul style="list-style-type: none"> • Ultralight Training • Sport Pilot Training • LSA and Ultralight Rentals 	Arlington Airport, Arlington WA http://www.airnav.com/airport/KAWO
Mike Lersbak CFI, DPE Arlington, WA 425 231-7562 mikel@sportpilotu.com	<ul style="list-style-type: none"> • Ultralight Training • Sport Pilot Training • LSA Rental • FAA Practical & Proficiency Tests and Reviews 	Arlington Airport, Arlington WA http://www.airnav.com/airport/KAWO
Clyde Poser CFI, DAR, Repairman (PPC, WS, Airplane) Buckley, WA 253-447-4398 www.ruleaviation.com	<ul style="list-style-type: none"> • Sport Pilot Training (PPC, AP, WS) • FAA Proficiency Tests and Reviews • Aircraft Certification • Aircraft-Engine Maintenance and Inspection 	Buckley, WA http://www.airnav.com/airport/WN42 Toledo, WA http://www.airnav.com/airport/KTDQ
Bill Hansen, CFI Cheney-Spokane, WA 509 993-5211 wrrmhansen@msn.com	<ul style="list-style-type: none"> • Ultralight Training • Sport Pilot Training • FAA Proficiency Tests and Reviews 	http://www.nwchutes.com/
Steve Rambo Sport Pilot Napavine, WA 360 269-2133 aerochutes@localaccess.com	<ul style="list-style-type: none"> • Ultralight Training 	Toledo, WA http://www.airnav.com/airport/KTDQ Napavine, WA Private Fields

Oregon	SERVICES	PRIMARY TRAINING LOCATION
Perry Robertson, CFI, Repairman Troutdale, OR 503 913-8536 perrobertson@comcast.net HTTP://www.p3-sports.com	<ul style="list-style-type: none"> • Aircraft, Weight Shift Control, Powered Parachute Engine Maintenance and Inspection Customer Site – Mobile Service • Ultralight Training • Sport Pilot Training • FAA Proficiency Tests and Reviews 	Lenhardt Airpark Hubbard, Oregon http://www.airnav.com/airport/7S9 Portland-Mulino Airport Mulino, Oregon http://www.airnav.com/airport/4S9

California	SERVICES	PRIMARY TRAINING LOCATION
Steve Clyatt CFI Sacramento Area, CA (530) 878-8749 sclyatt@poweredparasports.com http://www.poweredparasports.com	<ul style="list-style-type: none"> • Ultralight Training (Foot Launched PPG, PPG Trike & Conventional PPC) • Sport Pilot Training (Airplane, PPG Trike & Conventional PPC) • Private Pilot through ATP Training • Proficiency Checks & Logbook Endorsements (Conventional PPC and PPG Trike) • Flight Reviews Conventional PPC and PPG Trike) • LSA PPC (Conventional PPC and PPG Trike) Rentals 	
Steve Brandon CFI Fremont, CA (510) 579-9905 srbrandon1@comcast.net	<ul style="list-style-type: none"> • Ultralight Training • Sport Pilot Training • FAA Proficiency Checks and Biennial Flight Reviews 	Tracy, California http://www.airnav.com/airport/KTCY

Montana	SERVICES	PRIMARY TRAINING LOCATION
Bill Dotter CFI, SPE Helena, MT 406 4586420 bill@scratchgravelaviationllc.com www.scratchgravelaviationllc.com	<ul style="list-style-type: none"> • Ultralight Training • Sport Pilot Training • FAA Proficiency Tests and Reviews • LSA Rental 	

Utah	SERVICES	PRIMARY LOCATION
Dennis Stanley CFI, SPE, SPIE, Private Pilot CFI and Examiner Salt Lake City, UT (801) 816-0472 http://www.bonnevilleskybase.com/	<ul style="list-style-type: none"> • Ultralight Training • Sport Pilot Training • Private Pilot Training • FAA Practical and Proficiency Tests 	
Lew Ershler CFI 801-557-5657 http://www.bonnevilleskybase.com/	<ul style="list-style-type: none"> • Ultralight Training • Sport Pilot Training • FAA Practical and Proficiency Tests 	

What Training Do You Offer?

Discovery Flight Lesson

Many people just want to find out what it feels like to fly in a powered parachute. One of our instructors can safely take you into the air as a "back-seater". The experience is probably like nothing you have ever tried. Your instructor will show you basic flying skills and the capabilities of the aircraft in a safe manner. It gives you a chance to see how the equipment performs, get comfortable with the open air feeling of flying without walls, and show you what kind of fun you can have yourself some day after you master flying a chute.

The overall goal of your first flight lesson in a powered parachute is to gain an understanding of the fundamentals of flying this ultralight aircraft. The first flight lesson will help you evaluate whether this is really a sport that you will enjoy and be able to participate in safely.

Instructor Checks Student Safety Equipment Prior
To Introductory Lesson



The Discovery Flight Lesson

At the end of this lesson you will understand and be able to explain the basics of flying a powered parachute

Objective #1-Learn how to conduct a complete preflight check of the aircraft

Objective #2-Learn how to start the aircraft, warm the engine and taxi into position for takeoff

Objective #3-Understand the purpose and technique of preparing the chute for takeoff

Objective #4-Experience the fundamentals of normal flight operations including takeoff, climb to altitude, normal turns, normal descent to landing and deflation of the chute

The first flight in a powered parachute is \$95 for approximately thirty minutes of ground instruction and thirty minutes of flight

What is Required to Learn How to Fly a Powered Parachute?

[Part 103 Ultralight Training](#)
[Sport Pilot Training Overview](#)
[Medical Certification](#)
[What Can I Fly?](#)
[Sport Pilot Curriculum](#)
[Accelerated Training](#)

Links

- EAA Sport Pilot information center
<http://www.sportpilot.org/>
- FAA Sport Pilot Index
<http://www.faa.gov/avr/afs/sportpilot/index.cfm>

Part 103 Ultralight Training

If you fly a "true ultralight", there is legally no medical, no training, and no currency requirement whatsoever! The part 103-ultralight is an aircraft that is a single seat, weighs less than 254 pounds, and has a gas tank not exceeding 5 gallons. There are a couple of other requirements relating to maximum speeds, but the one-seaters we use fall easily into that category with speeds. Our Flight Center instructors register graduates of their solo program as EAA Student Pilots. This isn't mandatory, but it documents and recognizes the training that has been completed to fly even the part 103 ultralight. If you stick with the one seat powered parachute this is as far as your training ever needs to go.



Ultralight Pilot Requirements

- ❑ Qualifications-Must be 16 years old to solo and register as student with the EAA, ASC, or USUA
- ❑ Testing-Written pre-solo and oral test
- ❑ Privileges-Solo with instructor endorsement
- ❑ Duration-Life
- ❑ Fee-Free to EAA members and non-members.



As of January 31, 2008 ALL pilots who want to fly a two-seat "Light Sport Aircraft" will now need to receive training from an FAA Certified Flight Instructor, and earn their FAA Sport Pilot Certificate. Refer to details further down the page about the Sport Pilot Program.

Sport Pilot Training

The FAA Sport Pilot Rule was adopted in September of 2004. The FAA and our professional organizations have worked to develop FAA flight examiners, instructors and inspectors. The good news for most is that you will be able to earn your Sport Pilot Certificate in about twelve hours of instruction! This certificate offers you the privilege of carrying a Passenger.

The sport pilot certificate is a relatively new pilot certification category created by the Federal Aviation Administration (FAA) specifically to address the desire of individuals wishing to fly aircraft primarily for recreational purposes. A sport pilot may only operate an aircraft during daylight hours (civil twilight).

As the staff and infrastructure are put in place for Sport Pilot, our network of Flight Centers, representatives and instructor associates are available to provide you with the professional flight training required. Here is the informational link to the EAA Sport Pilot information center <http://www.sportpilot.org/> and here is the official FAA Sport Pilot Index <http://www.faa.gov/avr/afs/sportpilot/index.cfm>

The requirements to earn a pilot certificate in this category are aimed at teaching the core knowledge that individuals must understand and demonstrate in order to safely operate in the airspace system. By passing a knowledge (written) and practical (flight) test, a prospective sport pilot will demonstrate the proficiency necessary to operate a variety of aircraft safely.



FAA Examiner with CFI Candidate in Six Chuter XT ssdc (side-by-side dual control) Trainer



Sport pilots will be limited to operating aircraft that meet the definition of a light sport. That includes aircraft in the following categories:

- Airplanes (single-engine only)
- Gliders
- Lighter-than-air ships (airship or balloon)
- Rotorcraft (gyroplane only)
- Powered Parachutes
- Weight-Shift control aircraft (e.g. trikes)

A sport pilot applicant must:

- Be a minimum of 16 years of age to become a student sport pilot (14 for glider)
- Be 17 years of age before testing for a sport pilot certificate (16 for gliders).
- Be able to read, write, and understand the English language.
- Hold either a valid airman's medical or a valid U.S. driver's license as evidence of medical eligibility (provided you do not have an official denial or revocation of medical eligibility on file with FAA).

Medical Certification

To obtain a sport pilot certificate you must have either an FAA airman medical certificate or a current and valid U.S. driver's license issued by a state, the District of Columbia, Puerto Rico, a territory, a possession, or the Federal government, provided you do not have an official denial or revocation of medical eligibility on file with FAA.

You then must comply with the restrictions placed on whichever method you choose. For example, if you choose to use your driver's license as your medical certificate, you must comply with all restrictions on that license. In addition, and this is very important, you must not act as a pilot-in-command of an aircraft if you know or have reason to know of any medical condition that would make you unable to operate the aircraft in a safe manner.

However, a pilot who has had his or her last medical "denied" or "revoked" by FAA will be required to obtain a special issuance medical (or alternative evidence of medical eligibility under a separate procedure being developed by FAA) before being allowed to base his or her medical fitness solely on driver's license requirements.

Restrictions on a sport pilot certificate:

- No flights into Class A airspace, which is at or over 18,000' MSL;
- No flights into Class B, C, or D airspace unless you receive training and a logbook endorsement;
- No flights outside the U.S. without advance permission from that country
- No sightseeing flights with passengers for charity fund raisers;
- No flights above 10,000' MSL;
- Daytime flight only; no night flights
- No flights when the flight or surface visibility is less than 3 statute miles;
- No flights unless you can see the surface of the earth for flight reference;
- No flights if the operating limitations issued with the aircraft do not permit that activity;
- No flights contrary to any limitation listed on the pilot's certificate, U.S. driver's license, FAA medical certificate, or logbook endorsement(s).
- No flights while carrying a passenger or property for compensation or hire (no commercial operations);
- No renting a light-sport aircraft unless it was issued a "special" airworthiness certificate;
any qualified and current pilot (recreational pilot or higher) may fly a light-sport aircraft;
- A light-sport aircraft may be flown at night if it is properly equipped for night flight and flown by an individual with a private pilot (or higher) certificate who has a current and valid FAA airman's medical certificate.

How will it make flying easier/more hassle-free for me?

New pilots seeking a sport pilot certificate will be able to learn how to fly powered aircraft (fixed-wing airplanes, weight-shift trikes, powered parachutes, gyroplanes, or airships) in as little as 12 hours of flight instruction, saving both time and money. (Note: Your flight instructor will make the final determination as to your readiness to take a practical flight exam.)

Student pilots currently working on a private pilot certificate will be able to apply their training toward a sport pilot certificate and operate under sport pilot privileges until such time as they choose to complete the requirements for a private pilot rating. All time logged as a sport pilot can be applied toward higher ratings.

Private pilots or higher with a current medical certificate and flight review can fly any light-sport aircraft in the categories and classes for which they are rated, creating more opportunities for them to own or rent light-sport aircraft.

Private pilots or higher may also choose to exercise the privileges of a sport pilot and operate any sport-pilot eligible aircraft in the categories or classes in which they are

rated using their valid driver's license or third-class medical as their medical certification.

If I become a sport pilot, what can I fly?

An aircraft that meets the definition of a light-sport aircraft may hold an airworthiness certificate in any one of the following categories of FAA certification:

- An experimental aircraft, including amateur-built aircraft, for which the owner must construct more than 51-percent of the aircraft.
- A Standard category aircraft; that is, a ready-to-fly aircraft that is type-certificated in accordance with FAR Part 43.
- A Primary category aircraft; that is, a ready-to-fly aircraft that is type-certificated in accordance with Primary category regulations.
- A special light-sport aircraft
- An experimental light-sport aircraft.

SPORT PILOT TRAINING CIRRICULUM

* This curriculum outlines the entire sport pilot program. These course hours are for student/instructor guidance only and are presented as the minimum requirement for sport pilot training requirements. Actual time is typically higher.

MODULE	FLIGHT LESSON	DUAL	SOLO	GROUND LESSON	TIME
	Module 1: First Flights Learn to Fly				
1	Introductory	1		Program Overview	.5
2	Ground Taxi	1		Aerodynamics	1
3	Canopy Kiting	1		Operation of Systems	1
4	Take off and Landings	1		Weather/ADM	1
5	First Solo	.5	.5	Stage 1 Pre solo Written Test	.5
6	Precision Solo	.5	.5	Aeromedical, ADM	1
7	Precision Solo		1	Limits, Regulations	1
	Module 2: Flight Maneuvers and Knowledge to Sport Pilot				
8	Maneuvers	1.5	1	Performance & Emergencies	1
9	Takeoff and Landings, Airports, Gross Weight Operations	1.5		Airspace/Airport Operations	.5
10	Cross Country & Solo Endorse	1		Cross Country Planning	1
11	XC Diversion & Solo XC		1	Enroute weather	1
	Module 3: Tutor for Sport Pilot Practical Test				.5
				Stage 3 FAA Written Test	
12	Mock Ground Test for Practical			Mock Ground Test	1.5
13	Mock Flight Test	1		Mock Flight Briefing	.5
	TOTALS	10	4		12

How Much Will Training Cost?

Your training costs can vary widely depending on many variables. In summary though, if you are interested in ultralight training the range of cost is likely \$750 to \$1800. If you are working on your Sport Pilot Certificate the range of costs are likely around \$1500 to as much as \$4500. Here is the way to analyze how much to budget for training. The basic variables include whose aircraft you will train in, the style of ground school that you will undertake and the speed at which you desire to complete your training.

Materials:

The least you will need is a written test study guide, a sport pilot practical test guide, a current FAR/AIM, a sectional navigation chart and the FAA Powered Parachute Handbook. If you purchase these materials and are self-disciplined to study regularly on your own it is reasonable to expect that you can be successful with a lower

investment. Other options include more expensive computer based courses, and video courses.

Ground School:

"Sport Pilot Ground School" is designed to not only help you be successful at passing the required FAA written examination, but also to provide you with a foundation of knowledge to help you become a competent and safe pilot. If you purchase your own study materials or self-study course you may avoid the cost of a classroom environment with an instructor, but may lose the benefit of interactive training with an experienced instructor. Sport Pilot Academy offers a cost-effective option of using a computer based learning environment with an assigned instructor. And if you enroll in an "on-site" sport pilot course you will find yourself in a classroom environment with one or more instructors and a variety of learning materials. Your approach to ground school determines your cost.

Flight Training:

The minimum requirement for earning your Sport Pilot's License in a powered parachute is 10 hours of dual flight training. That means in an aircraft equipped with dual controls, with a qualified instructor. So the first factor is determining whether we will be instructing you in your own aircraft. If so, expect to pay an average of \$50 an hour for the instructor time. And expect to pay for a minimum of 12 hours of instructor time (the 10 hour requirement plus an additional two hours for practical test preparation). The higher cost in your aircraft would indicate a maximum of 20 hours of dual time, which for most is unlikely. If you train in our aircraft expect to pay an average of \$125 an hour that includes the instructor time and the rental for the aircraft. The low to high ranges again reflect a 12 to 20 hour dual flight time range.

Solo Flight Time:

You are required to have a minimum of 2 hours of solo flight time to take your Sport Pilot Practical Test. If you are flying your solo time in your own aircraft just factor in the cost of gas and operating. If you are renting our aircraft to log your solo time budget for a minimum of 5 hours at \$75 an hour to a maximum of 10 hours at \$75 an hour. The majority of sport pilot candidates we test have 10 to 20 hours of solo flight time, in addition to their dual flight instruction time.

Pace of Training:

Your pace of training can depend on weather, equipment availability, your schedule and your instructor's schedule. If you work through the training syllabus with a lesson or two per week the ranges of flight instruction hours indicated above are probably reasonably accurate. Obviously if you have a month between flight lessons you may find yourself spending more dual flight training hours to build the required proficiency. It is natural to have some learning "regression" with long periods between instructional periods. There are a few reputable schools, including ours, that offer "accelerated" training courses. The Western Powered Parachute Association courses currently include a 4-day ultralight-student pilot course and a 12-day sport pilot course. The cost of accelerating your training includes those associated with being assigned one-on-one to an instructor, at a specific location for the entire 12 days. The lower range reflects our current cost for acceleration. The high end reflects the additional costs that some others are charging. Remember these costs are in addition to the previous costs that we have reviewed. While certainly expensive and therefore not for everyone, the advantage of accelerating your training is that you can literally start with no air time and earn your Sport Pilot license in as little as 12 days. The WPPA 12 day course is \$4,275 (all inclusive). That price includes all of the training reviewed above, plus the examination fees, and all completed in our aircraft.

Sport Pilot Exams:

You will be required to take two FAA examinations. One is the written with a fixed cost of \$100. This fee is paid to the testing facility. The second is a practical exam consisting of a ground portion and a flight portion with an FAA Designated Flight Examiner. (We have two examiners on staff at WPPA). Generally regardless of where you take this practical examination in the U.S you will spend between \$350 and \$450 to complete it.

Summary:

As you can see from this discussion the variation from low to high to complete your Sport Pilot training can be large. We always recommend that you discuss your approach to training with us BEFORE you commit to purchasing an aircraft or starting your training. We will do our best to tailor an approach that works for you.

2010 Training Fee Summary Schedule:

The following fees reflect an average among the Western Powered Parachute Association LLC network. You may expect variations depending on location, equipment and other local variations.

Instruction		
Dual Flight Training	\$50.00	Per Hour
Discovery Flight	\$95.00	One Hour Ground and Flight with CFI
Ground Instruction	\$50.00	
		Per Hour
Aircraft Rentals		
Single Seat	\$50.00	Per Hour
Two-Seat LSA	\$75.00	Per Hour
Other Fees		
Biennial Flight Review	\$100.00	In Your Aircraft
Proficiency Test	\$350.00	In Your Aircraft
Sport Pilot Practical Test	\$350.00	In Your Aircraft
CFI Practical Test	\$400.00	In Your Aircraft
Discounts		
EAA UL Chapter 127	\$50.00	Off Sport Pilot Practical/CFI/Proficiency
Courses		
Sport Pilot Academy Membership	\$97.00	
Module 1 Solo Course	\$1,820.00	
Module 2 Sport Pilot Prep	\$1,540.00	
12-Day Sport Pilot Course	\$4,245.00	
Sport Pilot 3-Day Ground School	\$1,240.00	
Introduction to Powered Parachuting	\$295.00	2 Hr. Classroom Plus Intro Lesson

*Note on all fees that these reflect costs out of the Vancouver-Portland training operation. Each instructor's actual fee schedule may vary. Check with your instructor for exact charges.

Accelerated Training

A new and popular option for ultralight and sport pilot training is to enroll in an accelerated course. We offer four-day ultralight-student pilot courses and twelve-day sport pilot courses. Accelerating your training has the obvious advantage of completing your course in a relatively short period of time. This is an important factor for many whose free time is limited.

Our accelerated courses pair you one-on-one with an FAA certified Flight Instructor. These courses are offered usually only at our full service flight centers where we have the facility support. Arlington, Washington and Quincy Washington are our routine locations. The courses offer you virtually everything you need to earn your license, including aircraft, instructor, training materials, ground and flight lessons, and all exam fees.

These courses are not for the "faint of heart". The twelve-day course can be from sun up to sun down for twelve days in a row. If you have physical limitations or lack the stamina for long concentrated workdays you will be better off pacing yourself individually with an instructor.

New for this year are the **introduction to powered parachuting** and **the weekend accelerated sport pilot ground school** options.

Introduction to Powered Parachuting

Two-Hour classroom introduction to the sport, safety and overview of discovery flight, basic study materials, and a discovery flight with an FAA certified flight instructor and souvenir certificate and T-Shirt. **Course Cost: \$295**

Accelerated Ground School

The two-weekend ground school option is scheduled for a Friday evening, and all day Saturday and all day Sunday for two weekends. This course is designed to provide you with the base knowledge required to successfully pass the sport pilot written examination. **Course Cost: \$1240**

Go to www.sixchuterwest.com to see the most current training course schedules and locations.

Modulized Training

Beginning in 2010 we have created three training modules for the person seeking to complete a comprehensive sport pilot course. The prospective sport pilot can now sign up for three successive modules but complete and pay for them one at a time depending on the pace that you choose.

Module I is the solo course either for ultralight pilots or to earn a student pilot certificate as a first step towards your sport pilot certificate. This module consists of a total of 6.0 hours of ground instruction, 5.0 hours of dual flight instruction and 2.0 hours of actual solo flight time.¹

Sport Pilot Budget	MODULE 1
Administration	
Basic Course Fee	1
Subtotal Admin.	
Materials	
Log Book	1
PPC Handbook	1
Shirt, Wings, Certificate	0.5
Course Notebook	1
Sport Pilot Academy	1
Subtotal Materials	
Facility	
Facility Fee	0.5
Snacks and Supplies	0.5
Subtotal Facility	
Instructor Fees	
Ground Lessons	6
Dual Flight Time	5
Subtotal CFI	
Aircraft Rental	
Solo Flight Time	
Initial Solo Time	2
Aircraft Rental	
Two Seat	5
Subtotal Rental	
Other Fees	
Student Pilot Certificate	1
Other Subtotal	
Retail	<u>\$1,820.00</u>

¹ Costs are adjusted depending on whose aircraft is used during the course

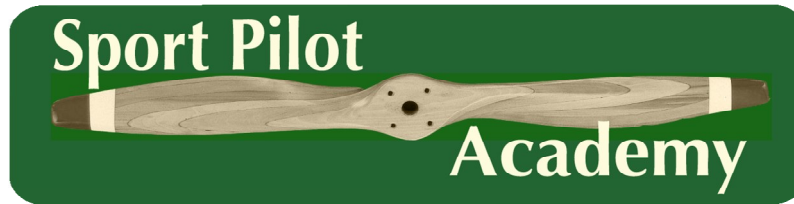
Module II is the sport pilot preparation course that picks up where module I ends. This module consists of a total of 3.5 hours of additional ground school, 4.0 hours of dual flight instruction and 3.0 hours of solo flight.

Sport Pilot Budget	MODULE 2
Administration	
Basic Course Fee	1
Subtotal Admin.	
Materials	
Sport Pilot Training Kit	1
Plotter	1
E6B Computer	1
Sectional	1
FAR/AIM	1
Written Test Guide	1
Checkride Manual	1
Briefcase	1
Shirt, Wings, Certificate	0.5
Subtotal Materials	
Facility	
Facility Fee	0.5
Snacks and Supplies	0.5
Subtotal Facility	
Instructor Fees	
Ground Lessons	3.5
Dual Flight Time	4
Subtotal CFI	
Aircraft Rental	
Solo Flight Time	
Solo Competency Time	3
Aircraft Rental	
Two Seat	4
Subtotal Rental	
Retail	<u>\$1,540.00</u>

Module III is the final phase of training and includes ground schooling, mentoring and additional flight time to prepare for and then complete the FAA written knowledge test and the FAA practical test.

Sport Pilot Budget	MODULE 3	Practical
Administration		
Basic Course Fee	1	
Subtotal Admin.		
Instructor Fees		
Ground Lessons	2.5	
Dual Flight Time		
Mock Practical	1	
Subtotal CFI		
Aircraft Rental		
Aircraft Rental		
Two Seat	1	
Subtotal Rental		
Other Fees		
Student Pilot Certificate		
Written Test Fee	1	
Check Ride Fee	1	
EAA 127 Membership	1	
Other Subtotal		
Retail	<u>\$885.00</u>	

All Three modules comprise the 12 Day Accelerated Sport Pilot Course. Whether you plan to try to complete the course in 12 days, or not, if you pay for all three modules at once the course will be discounted by 5%.



New Computer Based Learning Academy for Sport Pilots

www.sportpilotacademy.com

A new feature to the Western Powered Parachute Association LLC network is the Sport Pilot Academy, a creation by CFI Mike Lersbak. In Mike's own words,

"We've just completed the initial development of a new way to conduct ground based flight training ... its called Sport Pilot Academy. I believe it's the most significant breakthrough in pilot training since Orville and Wilbur's coin toss to see who went first."

By becoming a member of Sport Pilot Academy you will have access to various types of Sport Pilot Academy content:

- ☐ Audio Video Quizzes.
- ☐ Content Downloads
- ☐ Access to weekly training topics.
- ☐ Q&A with a Certified Flight Instructor
- ☐ Plus many more great features

Participation in the on-line Sport Pilot Academy can be accomplished at various levels:

- ☐ An annual membership will provide you with ongoing access to all of the features listed above. This is a very cost-effective way to help you gain knowledge about the sport and maintain currency once you are involved as a sport pilot.
- ☐ You can enroll in the on-line ground school that will pair you and several other students with an instructor whom you will meet with on-line utilizing the latest in webinar technology. This is a good option for those who want to be on a paced more traditional classroom structure but can't travel to an actual classroom.
- ☐ If you are working with a participating instructor and undertaking Sport Pilot flight and ground training you can coordinate with that instructor to use Sport Pilot Academy as the basis for your ground school lessons. These lessons are carefully organized to match the current sport pilot written knowledge test content and the practical test standards utilized for the FAA practical test.
- ☐ If you are enrolled in one of our WPPA training courses you will automatically be enrolled in Sport Pilot Academy and your assigned instructor will coordinate with you to help you use the content to prepare for the course and the FAA tests taken during the course.

If you have any questions about enrolling in and participating in the Sport Pilot Academy, contact Mike Lersbak mikel@sportpilotu.com

Training Materials

SPORT PILOT RECOMMENDED ITEMS



ASA SPORT PILOT WRITTEN
TEST GUIDE \$19.95



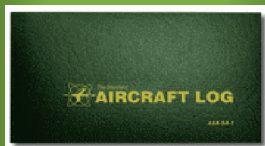
Airman's Information Manual
and Federal Aviation
Regulations \$15.95



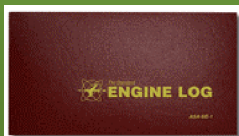
E6B Flight Computer \$12.95



Navigation Plotter \$12.95



Aircraft Log Book \$5.95



Engine Log Book \$5.95

WPPA Training Information Package WPPA Training Catalogue and EAA Sport Pilot and Ultralight Information	\$10
WPPA Ultralight Solo Pilot Package Sport Pilot Training Syllabus and Sport Pilot Log Book	\$49.95
Starting Powered Parachuting DVD : 36 Minute Comprehensive Video Introduction to the Sport of Powered Parachuting	\$34.95

SPORT PILOT PRODUCTS

STUDY FOR THE SPORT PILOT WRITTEN KNOWLEDGE TEST

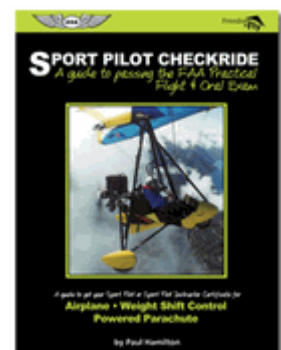
We have provided the ASA written test guides, which provide virtually everything you need to study for and successfully pass your sport pilot written test. Let's get this out of the way early in the year. Once the flying season is fully upon us the least fun thing to do is stay inside and study books!! Once you pass this written test (40 relatively simple questions) you have two years to complete the practical test. So just get it out of the way. We have also provided a variety of other resources that will help you build your knowledge to the level expected under Sport Pilot. Everyone should have a current FAR/AIM Manual. This is the Federal Aviation Regulations and Airman's Information Manual. You should make sure you have a current sectional chart, a plotter and an E6 B flight computer in your flight kit. (I know...I know...for what??) These are just basic parts of a pilot kit and you will at least need them once.... when you take the practical test.

Two New Study Products

Subtitled, "A guide to passing the FAA Practical Flight & Oral Exam" \$19.95

Ace the Sport Pilot Check ride! This book provides complete preparation for Sport Pilot and Sport Instructor check ride in an airplane, powered parachute, and weight-shift control sport aircraft.

This sport pilot manual by Paul Hamilton is complete preparation for the check ride — the last step in obtaining a Sport Pilot or Sport Instructor certificate to fly (or teach in) light-sport aircraft: in airplanes, weight-shift control, or powered parachutes. Paul Hamilton explains what you need to do to get to the check ride, including experience, required training, and instructor endorsements. Concise flow charts help you stay on track to meet your pilot goals.



The FAA check ride, or practical test, has two aspects: the oral questioning section, and a flight check. The answers to typical check ride questions listed in this book help you get prepared for test-time when you'll be under the examiner's scrutiny. This book gives you the information you need to know by providing helpful tips for the following:

- Questions most likely to be asked during the oral exam supported with succinct, easy-to-follow responses.
- Practical checklists and techniques to use when demonstrating your skill as a pilot, referencing the Area of Operations and Tasks detailed in the FAA's Practical Test Standards.
- Preparing to become sport pilot instructors.

FAA Powered Parachute Handbook

The Powered Parachute Flying Handbook is the primary reference text for the FAA Knowledge Exam for the PPC.

A powered parachute (ppc) is a category of aircraft that requires the pilot to inflate the wing (parachute) and then control the aircraft with a "pendulum configuration" of the cart hanging below it. This unique and fun aircraft is an evolution of ultralight aircraft including the parachute, paraglider, and powered paraglider. This new FAA handbook introduces the basic pilot skills and knowledge essential for piloting powered parachutes.

It benefits student pilots just beginning their PPC endeavors, as well as those pilots wishing to improve their flying proficiency and aeronautical knowledge, and flight instructors engaged in the instruction of both students and licensed pilots.

Here the pilot is shown the realm of powered parachute flight and given information and guidance in the performance of procedures and maneuvers required for pilot certification. The handbook begins with an introduction to powered parachutes, including a history of this unique aircraft. Chapters cover aerodynamics, components and systems, power plants, preflight and ground operations, basic flight maneuvers, takeoffs and departure climbs, airspace, ground reference maneuvers, airport operations, approaches and landings, and night, abnormal, and emergency procedures.



This book is the official FAA source for learning to fly powered parachutes and many test questions for the powered parachute FAA knowledge exam come from this reference. Illustrated throughout with full-color graphics and photography, indexed, soft cover, 160 pages.

ISBN 978-1-56027-671-5

Format Softcover, indexed and illustrated, 160 pages, indexed and illustrated, four-color cover. In English.

Author FAA

Publisher Aviation Supplies & Academics

To order any of these products email Doug at westernppa@comcast.net or go shop our on line store http://sixchuterwest.com/?page_id=301

Learning More and Getting Involved

The Western Powered Parachute Association network is one of the strongest support groups anywhere in the world for powered parachuting. We provide leadership and help link affiliates and resources throughout the west. We encourage you to learn more and not be shy about getting involved. Here are some great ways to continue your research:

- **Subscribe to the Powered Parachuter** This is a new Pacific N.W. journal style publication that will keep you tuned into the sport and connect with others. The publication can be ordered in print form or a less expensive and very convenient Monthly download.
<https://1spa.infusionsoft.com/cart/store.jsp?view=1&i=13&navicat=13>
- **Join the Northwest Powered Parachute Coalition** The coalition is the largest EAA Powered Parachute Chapter in the United States and is a great place to meet others who are either currently flying, or interested in flying powered parachutes. You can go to the group website by clicking on the link above. When you sign in a request for membership will be generated. <http://groups.yahoo.com/group/nwpoweredparachutecoalition/> Or you can email our membership representative Doug Maas at maas0755@comcast.net
- **Read more and sign up** to receive regular free articles by filling out the "news request" form on the front page of [Six Chuter West LLC www.sixchuterwest.com](http://www.sixchuterwest.com)
- **Stay in touch** and watch the training calendar in our [Training Section](http://www.sixchuterwest.com/?page_id=259) of the website. http://www.sixchuterwest.com/?page_id=259
- **Sign up now** and start learning on line at [Sport Pilot Academy](http://www.sportpilotu.com/). <http://www.sportpilotu.com/>
- **Still not convinced!?** Then watch this awesome video of a [discovery flight with Mike Lersbak](http://www.youtube.com/watch?v=Q7GRYPLuaFY) near Arlington Washington. <http://www.youtube.com/watch?v=Q7GRYPLuaFY>



Western Powered Parachute Association LLC

Doug Maas, President

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COURSE APPLICATION

☐ 12-Day Sport Pilot ☐ 4-Day UL Pilot ☐ Weekend Ground School
☐ Starting Powered Parachuting ☐ Regular Ground School
☐ Certified Flight Instructor ☐ Licensed Pilot add PPCL Rating

FULL NAME			
ADDRESS (City, State, Zip code)			
TELEPHONE	HOME:	ALTERNATE:	
EMAIL			
FAX			

This Information Is Required for FAA Pilot Application Purposes

DATE OF BIRTH		CITY/STATE OF BIRTH	
WEIGHT		HEIGHT IN INCHES	
SEX	M <input type="checkbox"/> F <input type="checkbox"/>	Hair Color:	Eye Color:
Do you hold an FAA Medical Certificate	Yes <input type="checkbox"/> No <input type="checkbox"/>	Cert. Number if Yes:	
Do you hold an FAA Pilot's License	Yes <input type="checkbox"/> No <input type="checkbox"/>	Pilot License Number if Yes:	
Driver's License? Yes <input type="checkbox"/> No <input type="checkbox"/>	License Number:	State:	Date Issued: Date Expires:
Have you ever been convicted for violation of any Federal or State statues relating to narcotic drugs, marijuana or depressant or stimulant drugs or substances?		Yes <input type="checkbox"/> No <input type="checkbox"/>	Date of Final Conviction:

Previous Flight Time Experience (None is Required for This Course)

I have no previous Flight Experience ☐

I have previous Flight Experience, summarized below ☐

	Powered Parachutes	Weight Shift	Airplane	Other
Total Flight Time				
Solo/Pilot In Command				
Dual Flight Instruction				
Cross Country				
Have you failed a test for a previous flight certificate?	Yes <input type="checkbox"/> No <input type="checkbox"/>	Explain:		
Do you have any current medical condition or other limitation that might affect your ability to complete this training?	Yes <input type="checkbox"/> No <input type="checkbox"/>	Explain:		

Applicant's Certification-I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as part of the basis for participation in this course of instruction:

Signature of Applicant	Date
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Mail application to: Western Powered Parachute Association LLC, 5700 N.E. 82nd Ave #7, Vancouver, WA 98662 or email to maas0755@comcast.net

BACK COVER