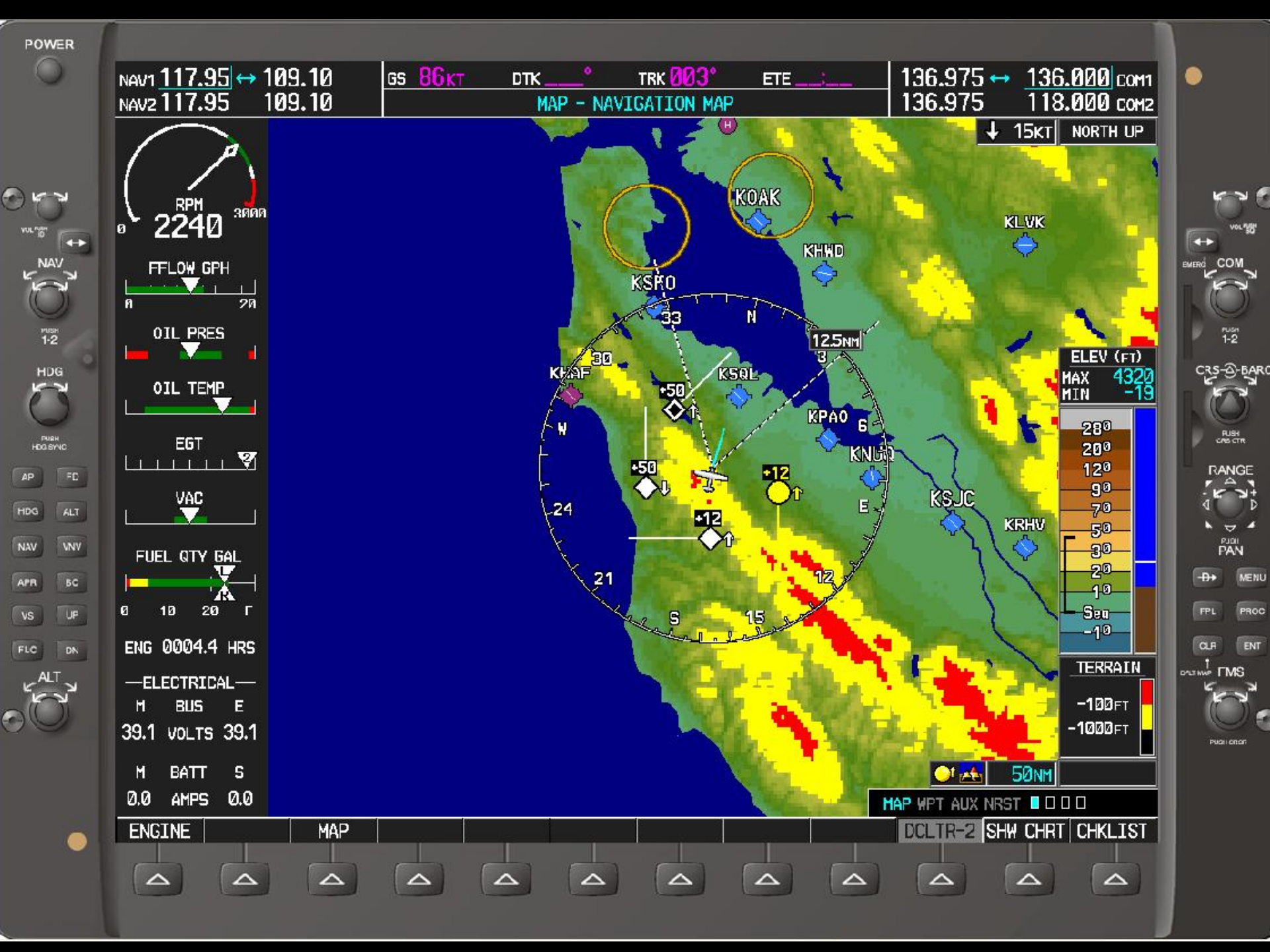
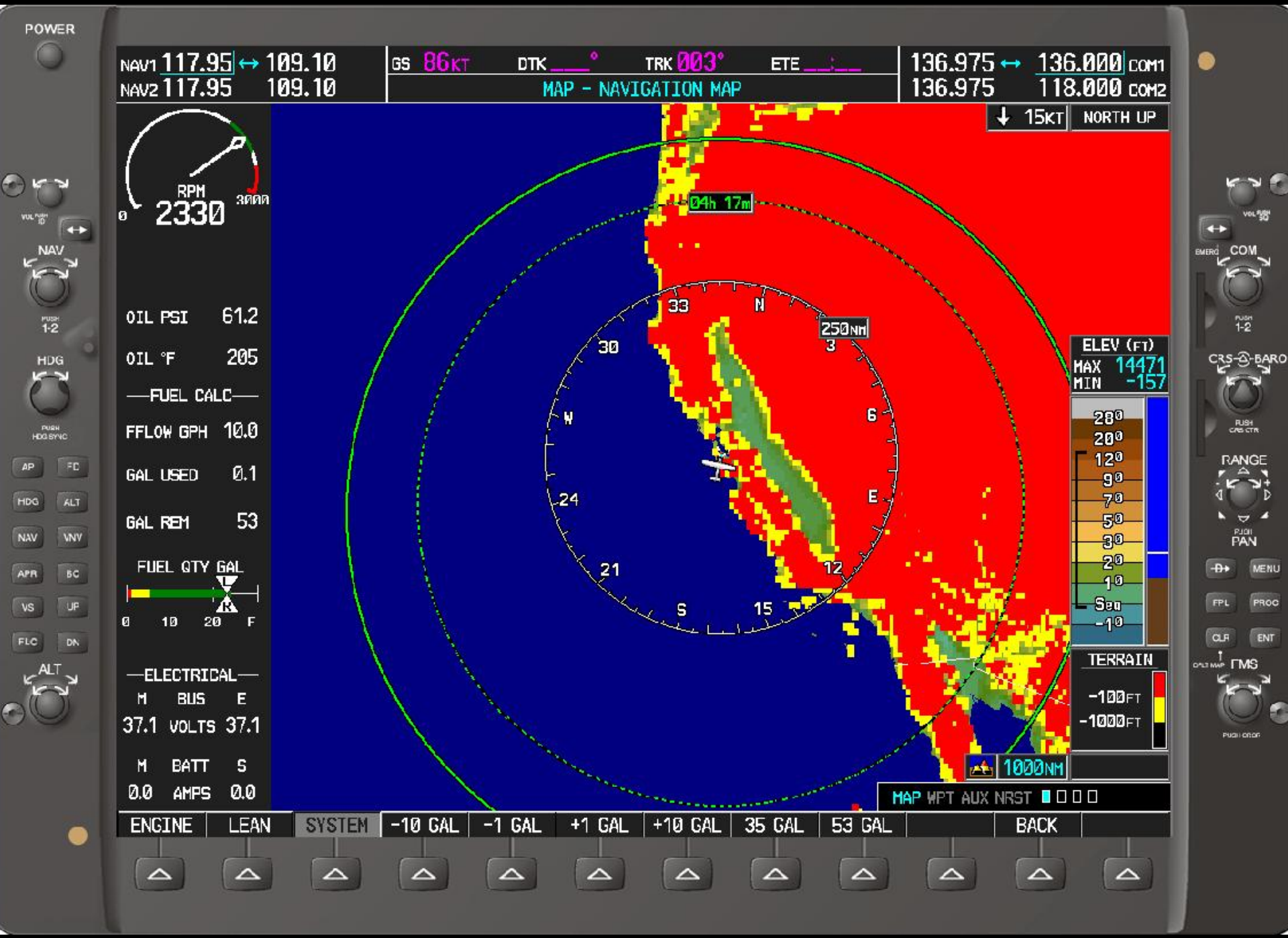
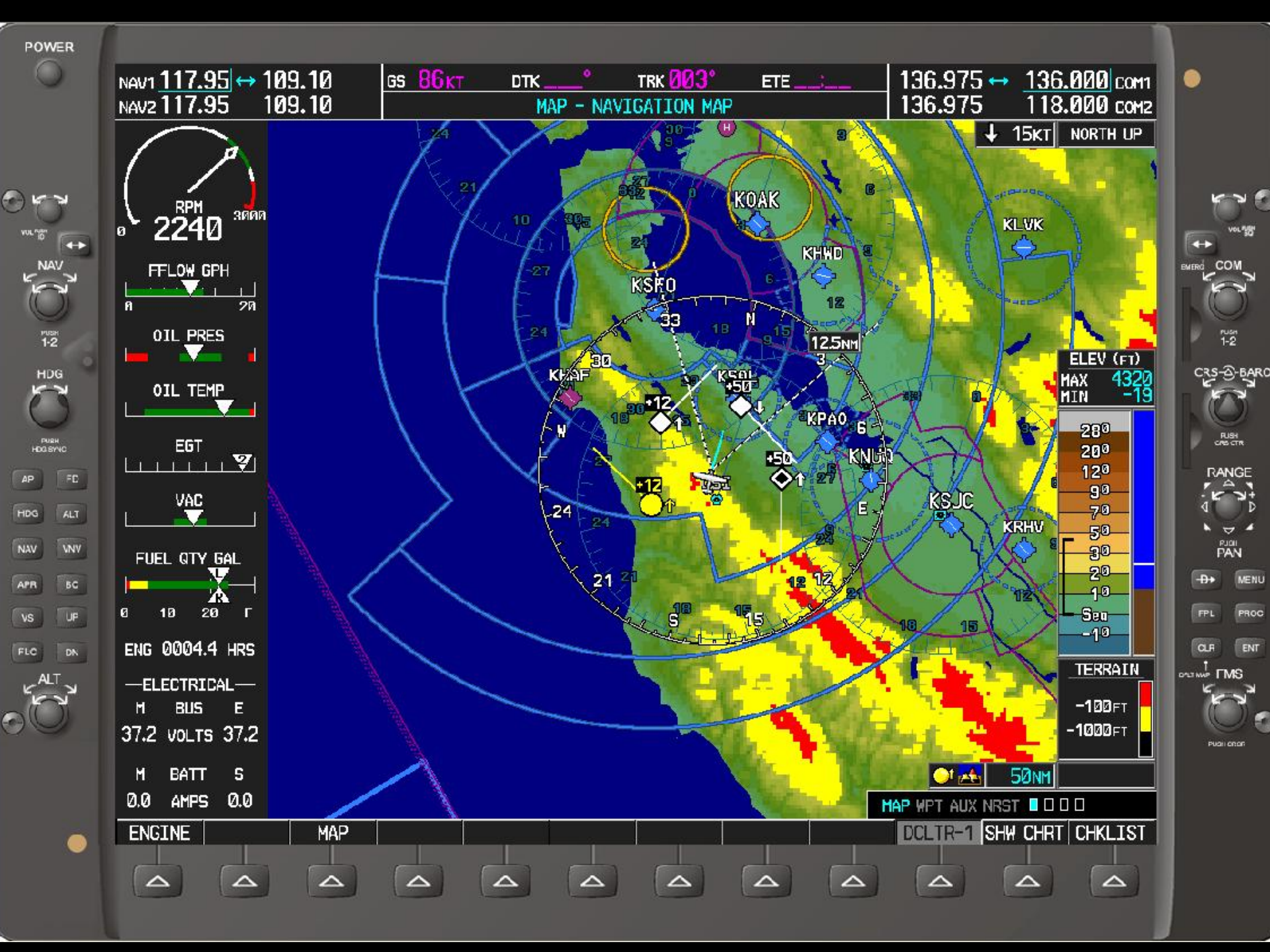
Stanford Flying Club

Cockpit Panel


POWER
NAV1 117.95 ↔ 109.10
NAV2 117.95 109.10
DIS ___.__NM BRG ____°
HDG AP ALT 2500FT
136.975 ↔ 136.000 COM1
136.975 118.000 COM2
TRAFFIC
120
110
100
90
80
TAS 100KT
2500
2700
2600
2500
2400
2300
29.92IN
353°
HDG 001°
CRS 027°
N
33
30
6
E
24
21
15
12
S
W
GPS
ENR
15KT NORTH UP
2NM
ILS NAV1
ILS NAV2
OAT 0°C
XPDR 1200 ALT
LCL 08:55:22
NAV
HDG
COM
CRS-BARO
RANGE
PAN
MENU
FPL
PROC
CLR
ENT
FMS
AP
FD
HDG
ALT
NAV
VNV
APR
BC
VS
UP
FLC
DN
INSET
PFD
CDI
DME
XPDR
IDENT
TMR/REF
NRST
ALERTS


POWER
NAV1 117.95 ↔ 109.10
NAV2 117.95 109.10
GS 86KT DTK ___° TRK 003° ETE __:__
MAP - NAVIGATION MAP
136.975 ↔ 136.000 COM1
136.975 118.000 COM2
15KT NORTH UP
RPM 2240
0 3000
FFLOW GPH
0 20
OIL PRES
OIL TEMP
EGT
VAC
FUEL QTY GAL
0 10 20
ENG 0004.4 HRS
ELECTRICAL
M BUS E
39.1 VOLTS 39.1
M BATT S
0.0 AMPS 0.0
KOAK
KLVK
KHWD
KSFO
KHAF
KSQL
KPAO
KNUQ
KSJC
KRHV
12.5NM
ELEV (FT)
MAX 4320
MIN -19
28⁰
20⁰
12⁰
9⁰
7⁰
5⁰
3⁰
2⁰
1⁰
Sea
-1⁰
TERRAIN
-100FT
-1000FT
50NM
MAP WPT AUX NRST
ENGINE
MAP
DCLTR-2
SHW CHRT
CHKLIST
NAV
HDG
ALT
COM
RANGE
PAN
MENU
FPL
PROC
CLR
ENT
FMS


POWER
NAV1 117.95 ↔ 109.10
NAV2 117.95 109.10
GS 86KT DTK ___° TRK 003° ETE __:__
MAP - NAVIGATION MAP
136.975 ↔ 136.000 COM1
136.975 118.000 COM2
↓ 15KT
NORTH UP
RPM
2330
0
3000
04h 17m
250NM
33
N
30
W
24
21
S
15
12
E
6
3
OIL PSI 61.2
OIL °F 205
—FUEL CALC—
FFLOW GPH 10.0
GAL USED 0.1
GAL REM 53
FUEL QTY GAL
0 10 20 F
—ELECTRICAL—
M BUS E
37.1 VOLTS 37.1
M BATT S
0.0 AMPS 0.0
ELEV (FT)
MAX 14471
MIN -157
280
200
120
90
70
50
30
20
10
Sea
-10
TERRAIN
-100FT
-1000FT
1000NM
MAP WPT AUX NRST
ENGINE
LEAN
SYSTEM
-10 GAL
-1 GAL
+1 GAL
+10 GAL
35 GAL
53 GAL
BACK
NAV
HDG
ALT
COM
CRS
BARO
RANGE
PAN
MENU
FPL
PROC
CLR
ENT
FMS
AP
FD
HDG
ALT
NAV
VNV
APR
BC
VS
UP
FLC
DN


POWER
NAV1 117.95 ↔ 109.10
NAV2 117.95 109.10
GS 86KT DTK ___° TRK 003° ETE __:__
MAP - NAVIGATION MAP
136.975 ↔ 136.000 COM1
136.975 118.000 COM2
15KT
NORTH UP
RPM
2240
FFLOW GPH
OIL PRES
OIL TEMP
EGT
VAC
FUEL QTY GAL
ENG 0004.4 HRS
—ELECTRICAL—
M BUS E
37.2 VOLTS 37.2
M BATT S
0.0 AMPS 0.0
KOAK
KSFO
KHWD
KLVK
KHAF
KSAL
KPAO
KNUQ
KSJC
KRHV
12.5NM
ELEV (FT)
MAX 4320
MIN -19
TERRAIN
-100FT
-1000FT
50NM
MAP WPT AUX NRST
ENGINE
MAP
DCLTR-1
SHW CHRT
CHKLIST
NAV
HDG
ALT
COM
CRS-BARO
RANGE
PAN
MENU
FPL
PROC
CLR
ENT
FMS

Learning to Fly means

- Learning the Computers (like your iPhone)
- Know how to Service your Plane (fuel, oil, air in tires)
- Learn how to talk & listen to ‘the Tower’
- Know to figure your Plane’s Performance [its ‘Weight & Balance’; figure Take Off & Landing Dist.]
- Study some Regulations [operating rules, airspace, etc.]
- Learn to Maneuver: Turns, Climb, Descents
- Learn some Navigation techniques
- Simulated “Instruments / Radio Out” procedures
- Learn to Take Off , and, Land, esp. with cross-winds

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- Learning the Computers (like your iPhone)
- Know how to Service your Plane (fuel, oil, air in tires)
- Learn how to talk & listen to ‘the Tower’
- Know to figure your Plane’s Performance [its Weight & Balance; figure required TakeOff & Landing Dist.]
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Stanford Flying Club

- Flying Club
- Pilot Education
- Exclusive Web Based Integrated Flight Training

Web-Based
Integrated Flight Training

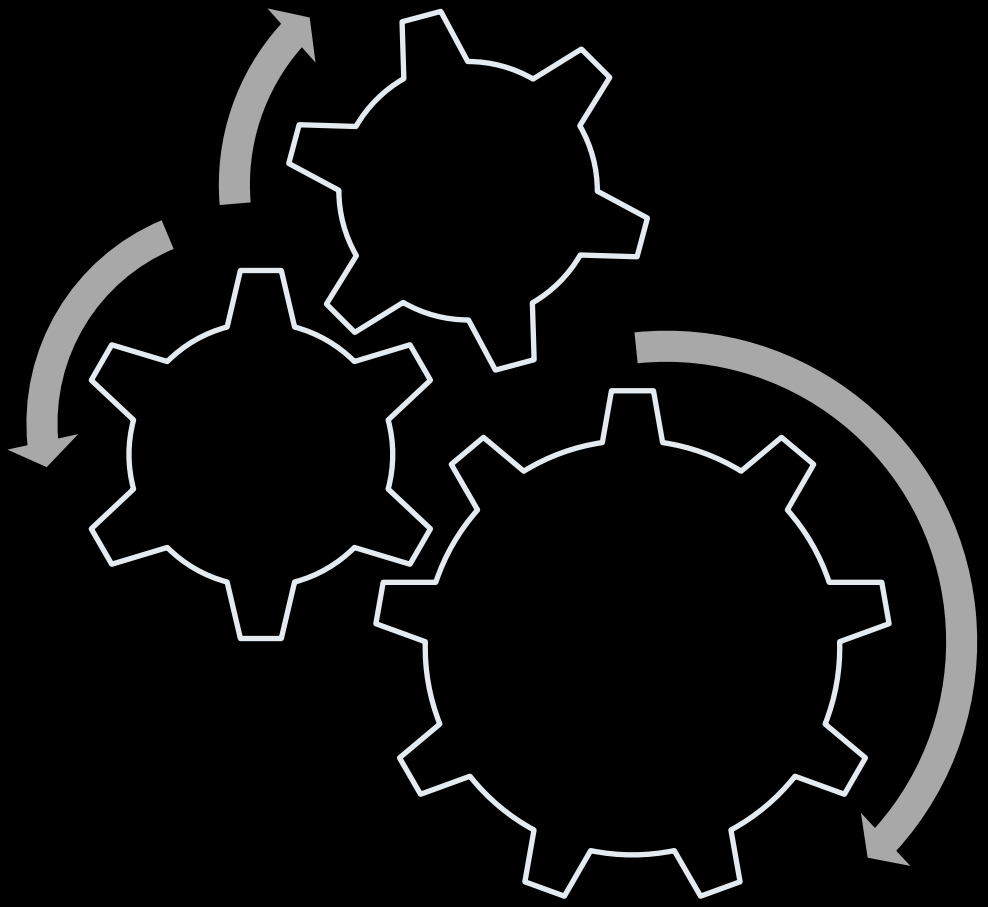
- Internet Access is required to watch online Slides & Video Presentations
- When you complete a lesson, it provides instant feedback
- Flight Instructors share the Feedback to see what went well and what may need further attention

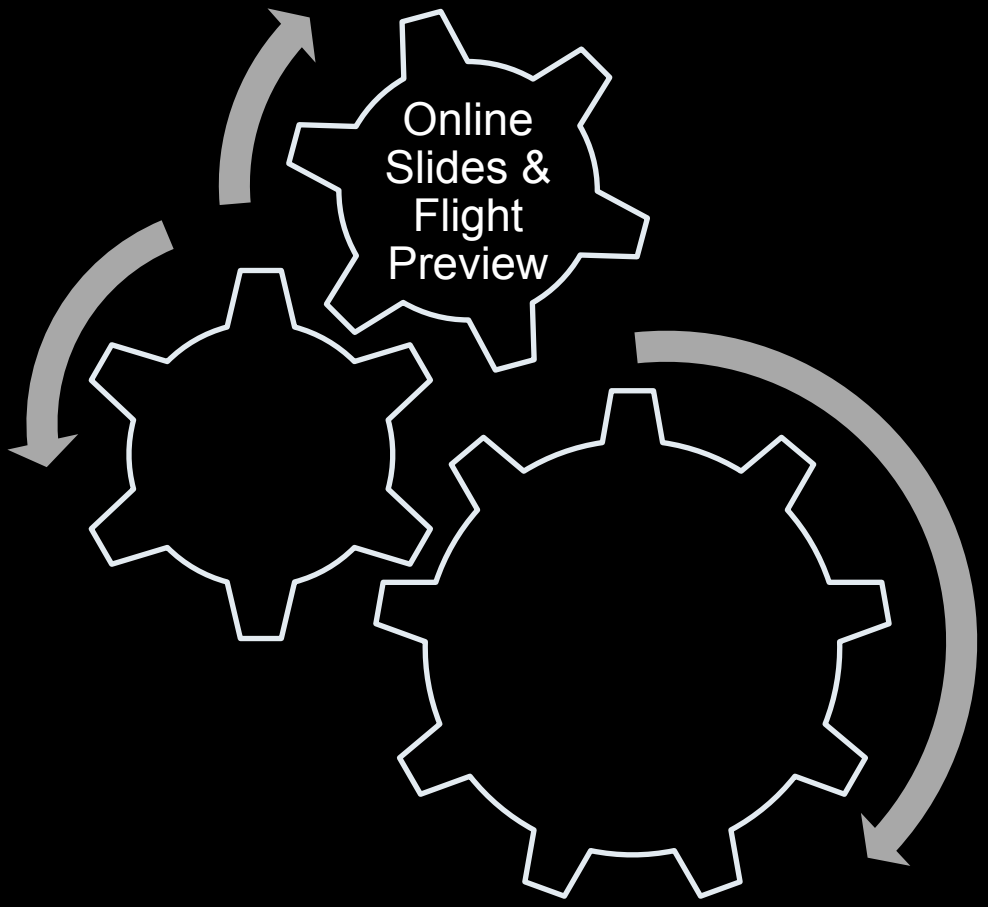
Web Based
Integrated Flight Training

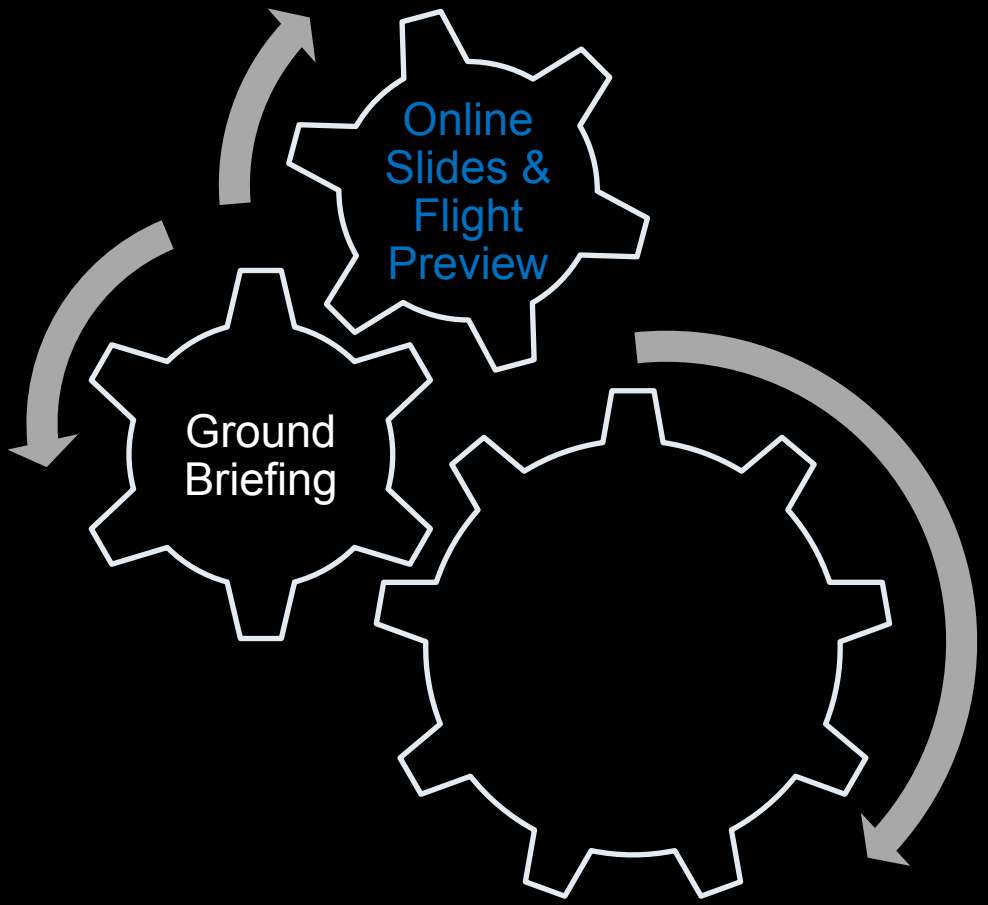
- Don’t first watch all the Online materials, and then fly

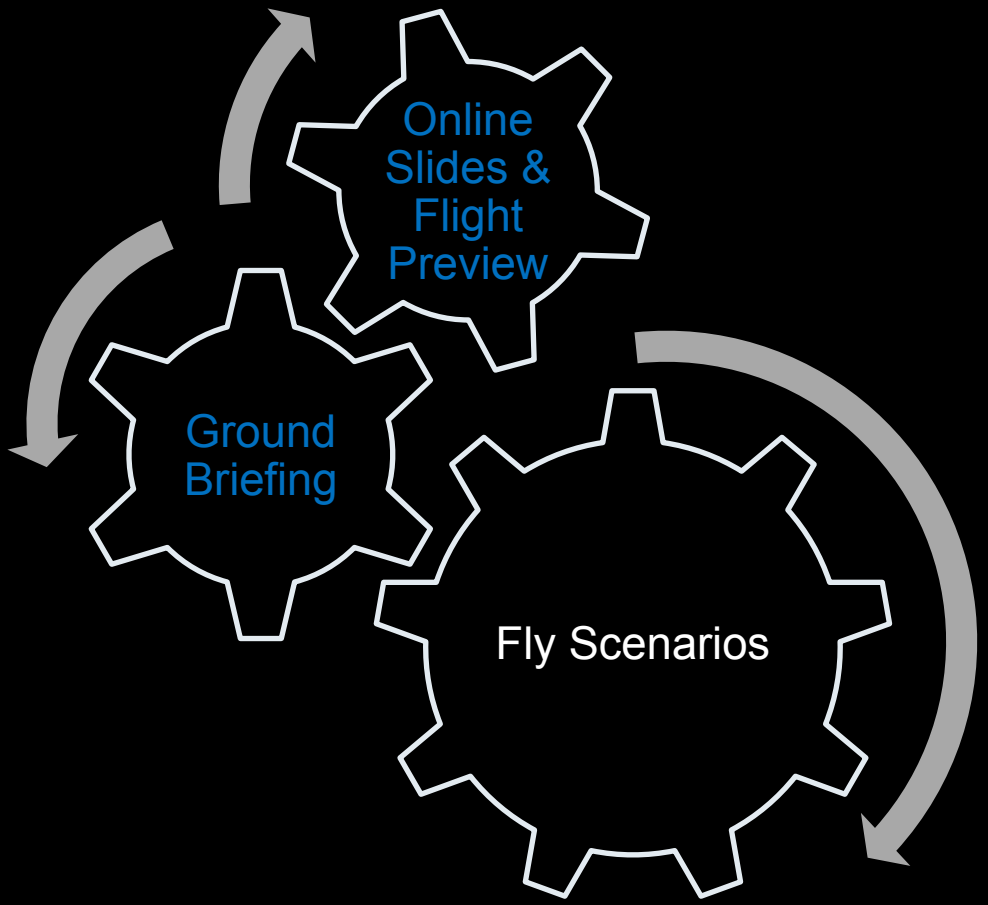
- Don’t try to do all the Flying first, and then the Online materials for your Pilot Exam

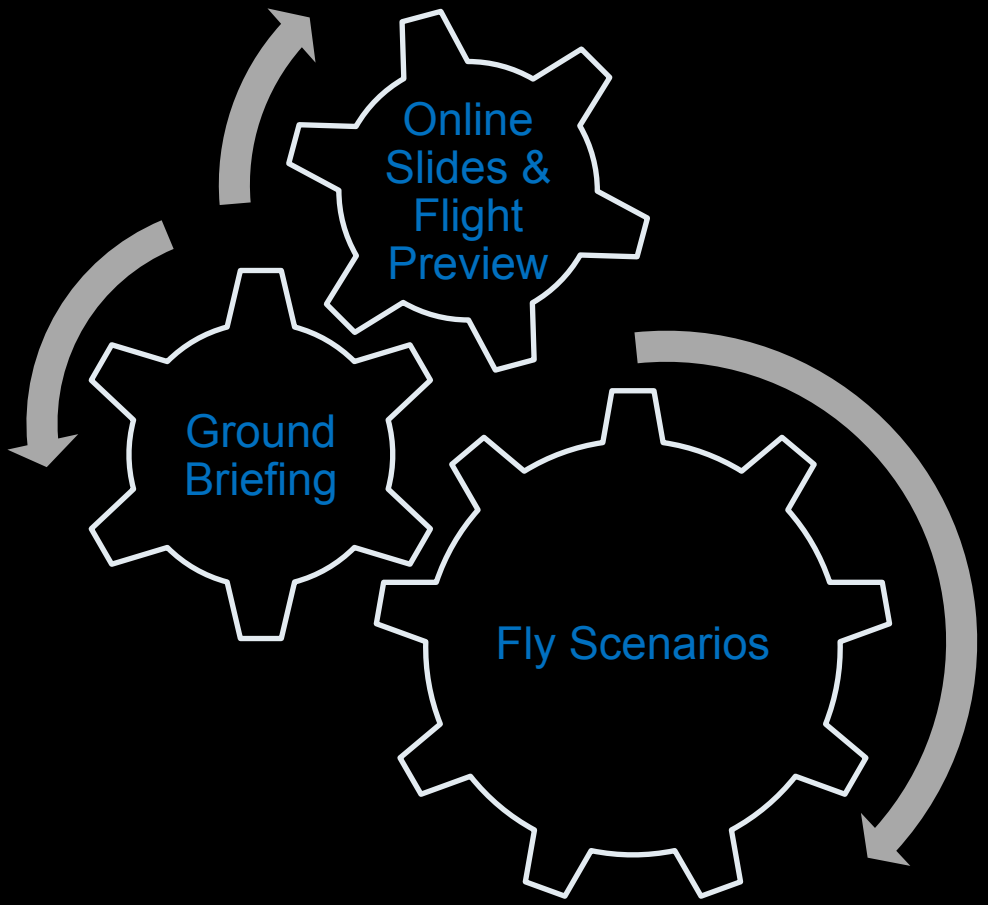
Use Integrated Academics & Flight




Online
Slides &
Flight
Preview


Online
Slides &
Flight
Preview
Ground
Briefing


Online
Slides &
Flight
Preview
Ground
Briefing
Fly Scenarios


Online
Slides &
Flight
Preview
Ground
Briefing
Fly Scenarios

Use Integrated Academics & Flight

Benefits

- Obtain a Pilot License with up to 28% fewer flight hours than the national average
- And correspondingly lower costs

This makes a great deal of sense for Airplane Manufacturers . . .

who see you
as part of their food-chain

who see you
as part of their food-chain

Integrated Flight Training

Faster results. Better trained, Safer pilots.

5 Learning Components

- View Online Presentations
- Take Online Quiz, with Instant Feedback
- Study Assignment

- [Use Glass Cockpit Simulator]
- Ground Briefing of Flight Scenario
- Fly the Scenario

Sport/Private Pilot Kit

Sport/Private Pilot Kit

Sport/Private Pilot Kit

- Learn to Fly Course (Online, iPad, iPhone. .)
- Pilot Handbook of Aeronautical Knowledge
- Fed Aviation Regs /AIM 2025
- Syllabus
- Pilot’s Operating Handbook
- E6B Flight Computer w Plotter
- Pilot’s Logbook

Web Based Demo

- Demo Link

  https://courses.sportys.com/training/course/PRIVATE/videos

- Start at 1-1 at 3:11

Stanford Flying Club

- Facilitates access to modern Cessna / SportCruiser Aircraft
- Offers a combination of FAA & Web Based Learning Materials
- One-on-One Instruction, on the Ground, and in the Air

- **Integration of Academics & Practical Flying**
- **Flight Training Hours, and FAA Pilot Certifications can be used nationwide**
- **The Best Safety Record in the area**

- **Structured,**
  yet flexible

- **Can go fast or slow, depending available time, finances, etc.**

- **About 60% of the Members take 1 to 2 2-hr Flying Lessons per week**

Pilot Certificates

Pilot Certificates

Solo Pilot Certificate

- 15 to 30 hrs Flying Time
- Allows you to fly by yourself

Pilot Certificates

Private Pilot Certificate

- Required to carry passengers
- FAA requires min. 40 Flight Hrs
- All previous hrs flown (for the Solo License) count

Pilot Certificates

Private Pilot Certificate

National Average 50 – 80 Hrs, including Hrs flown for the Solo Pilot License

Costs:

Costs:
2-Hour Flying Lesson

Est. $440 for 2-Hr Lesson, in a 2-seat Cessna 162
($510 in a 4-seat C-172)

- **Aircraft "Dry", St Plan Services**
- **Fuel**
- **Instructor Ground Time**
- **Instructor In-Aircraft ['Dual'] Time**
- **Insurance**
- **Recovery of Airport Costs, Fees & Taxes**

Costs Subtotal:
Solo Pilot License

Est. 15 to 30 2-Hr Lessons

$6,600 to $13,200

[C-172 $7.5 K to $15 K]

Costs Subtotal:
Private Pilot License

Average Additional Flight Time needed
30 - 50 Hours

- After Solo: Aircraft Time 50/50 Solo / Dual
- After Solo: fewer Instructor Hours needed
  2/3 of Ground time was done before Solo

Est. $9,960 to $15,504 additional

[C-172: $11.5 K to $19 K]

Costs: Break Down
2-Hour Lesson

- Aircraft “Dry”, St Plan Services – See website (App. $154/hr.)
- Fuel & Oil – $5.95/ gallon
- Instructor Ground Time – $110/hr.
- Instructor In-Aircraft (“Dual”) Time – $110/hr.
- Insurance – $35 - $45/hr.
- Recovery of Taxes (9.375% on part) & Airport Facility Fees
- Overhead (What it costs to turn the lights on; other services)

- Total: Appr **$440** ($510 in C-172S)
  per typical initial 2-Hr Lesson

Costs: Pilot Supplies & Club Membership

- **Pilot Supplies (1x purchase):**
  - Stanford Flying Club Course Kit: $564 + Tx
  - Printed Syllabus: $22 or print pdf yourself
  - Pilot Information Manual
- **Enrollment & Club Dues**
  - Enrollment $85
  - Dues $254 per Quarter