Informative Full Sentence Outline

Becoming a Private Pilot

Specific Purpose Statement: To inform my audience about becoming a private pilot.

Central Idea: It’s important to know that it is not impossible to become a private pilot despite all that must be accomplished.

Introduction

Those who feel the pull of the sky are a rare kind indeed. We humans are not meant to fly. Yet, despite all the odds we feel it deep within our souls. It’s something that lurks beneath the surface for us. The need for freedom, adventure and to simply escape the earth’s surface. Anyone that tells you being a pilot comes easy is lying to you, or is simply not a true pilot themselves. As a student pilot I have struggled, I have made more mistakes than I can count, one time endangering both my life as well as my flight instructor’s. I have been defeated many times, and have walked away from my lessons feeling like a failure. Feeling like I will never get that maneuver down. Defeated in every way possible. But, only someone who has a true love for flight will get back up, no matter how many times they’ve been knocked down. They will get up, because it’s not the victories or losses that count. It’s the love for flight that keeps them going.

Since I’m a student pilot people have come up to me, to talk about my flight training or ask me what it takes to be a pilot before they even know my name. I always think it’s amazing how little people really know about the process. Many think that you just get in a plane, fly for a few hours with an instructor and then go off on your own. However, that’s not how it works, there are strict guidelines to meet before you are able to get your private pilot’s license. So I figured today, I’d walk you through the process of what it takes to become a pilot, and though it can be difficult at times it’s certainly not impossible.

(Transition: We’ll start with the first step in figuring how to start.)

Body

I. First and foremost it is important that you find out if flying really is for you and then chose your school and study method.
   A. The best way to find out is to simply get up there and give it a try for yourself, by going on what is called a discovery flight.
      1. When I went on my discovery flight, the flight school offered it to me for a discounted price and little did I know that that day I’d actually get to fly the plane myself.
         a. The instructor took me aside, explained the basics of flight, and all too quickly we took off and were in the air. I was being told how to hold the yoke. I was terrified since this was the first time I had been in a small plane. However, as we soared into the sky, eventually my fear of the airplane falling dissipated.
2. My Certified Flight Instructor Ryan Kramer, has acquired 1200 hours, has his BA in Aeronautical Science and has been teaching to students for over 4 years says that the, "the discovery flight is beneficial to both the flight school and the student. From day one, you get the controls passed to you so you’re able to feel what it’s really like to fly on your own, to school because it usually hooks the potential student.” I can personally vouch for that statement.

3. My Flight instructor also known as CFI, mentioned choosing a school is vital.
   a. When you go for you discover flight, he said you need to ask the instructor questions of your own.
   b. The guy you’re going up with is going to be the one teaching you for the next few months, you’ll be sitting shoulder to shoulder with him. You need to trust him with your life, and he’ll at times trust you with his.
   c. It’s a very close relationship you develop and if personalities don’t mix well it’s like setting yourself up for failure.

B. Now that you’ve decided you’re ready to fly, and have picked a school. You need to decide if you’ll be self-studying or will be taking a formal ground school.
   1. According to the FAA website before you take the Knowledge test, you must have had ground training and an endorsement in your logbook from an authorized instructor proving you’re ready to take the test.
   2. Or better yet, just do a formal ground school, which was the route I took. It’s a class room setting like this, where an authorized instructor walks through all the areas and administers a test afterwards.
      a. I always recommend the formal method. The guy teaching you can make the boring items seem much more interesting. Not to mention mine would always show us crash videos and where the pilots went wrong so we couldn’t make the mistakes ourselves. I found it to be much more informative than if I would have studied on my own.
      b. However, it’s important to note that if you do take a formal ground school, you’ll still be studying out of class. In the aviation world, no matter how much you think you know, there’s always something more to learn. We’re forever students.
      c. This is where your instructor and you will be getting you familiar with your aircraft as a whole, as stated in the Guided Flight Discovery Private Pilot, each aircraft is different and thus has different limitations and so forth you must know.

(Transition: The next step is to learn what it takes to be an official student pilot and the basics of the ground training you’ll need.)
II. Time to become an official student pilot and get the ground training you need.
   A. In order to officially become a student pilot you need to make sure you meet the
      requirements and you’ll need to get a student pilots license and a third class medical.
      1. The Federal Aviation Regulations say you must be at least 17 years of age, read speak
         write and understand English, to get student pilots license.
      2. You’ll need both your medical and student pilots license to solo.
   B. Now on to your medical you’ll need.
      1. The kiss of death for many pilots.
      2. Bradley Deter, a current airline captain as well as part time assistant Chief Flight
         Instructor discussed with me that a designated Aviation Medical Examiner is one of
         the scariest people he has to deal with, because they basically make sure you’re fit to
         fly. Having various conditions such as seizures in the past, headaches that have
         hospitalized you, diabetes and anything else that could inhibit your ability to fly will
         mean you probably won’t get to fly.

(Transition: Finally, the flight portion of your training and your check ride you’ll need to pass to achieve
your license.)

III. Obviously you’ll need to fly and get sufficient training in the aircraft you wish to fly to get your license
so that you can pass your check ride.
   A. The flight portion covers maneuvers, cross country, navigation, solo, instrument training as
      well as night flights.
      1. Justin Hansen, my previous ground school instructor who has accomplished many
         ratings as well as having taught for over 10 years has told me that his favorite part is
         teaching the flight portion. He said that, “the best way to teach students is to sit back
         and let them fly while mentioning fewer and fewer corrective acts as they progress.”
         By the 10th hours he expects to not even have to touch the controls at all.
         a. He puts so much faith into his students that he won’t even grab the controls
            until the last possible moments. This can sometimes back fire. He told me
            that on more than one occasion he has let the student put them into a spin
            startling his student. Though never a big deal since these are training
            airplanes.
      2. That’s just basic maneuver training though, you’ll also be doing further training such
         as cross country which is traveling long distances to other airports. You’ll learn how to
         navigate, fly at night and work on some instrument training.
      3. To officially get your private pilots the FARs state you must have at least 40 hours
         logged flight time, of which 20 must be dual with a CFI, 10 hours must be solo, 3 hours
         must be cross country, 3 hours must be night flight, and 3 hours must be by
         instrument reference only.
   B. Preparing for the check ride and oral portion of your training.
      1. Once you’ve completed all of the above, you’ll most likely be preparing for the check
         ride portion. This is where you will first be quizzed orally by a designated flight
examiner.

2. Finally, you’ll be on your way to your check ride where the examiner will test you on almost all you have been taught (flight wise) and he will either fail you, or pass you. If you pass you are officially a private pilot and so long as you stay within the rules of the FARs you can fly on your own.

(Transition: Because of the short amount of time I have to discuss this with you...)

Conclusion

I wasn’t able to go into too much detail. I did however, list out the main points. First, get out there and see if its right for you, if it is pick your flight school and then your study method. Then, educate yourself on the requirements of getting your student pilots license, as well as getting your 3rd class medical. At that point you will be ready to take your flight lessons where your instructor will give you the knowledge you need for both the ground and flight portion of your training. The whole process is getting you ready for you check ride and it can be a lot to take in at once, but its best to take everything one step at a time. Becoming a pilot is rewarding at times a struggle, but by no means is it impossible.
Speaking outline:

**Becoming A Private Pilot**

**Introduction**

Pull of the sky, rare kind, we humans not meant to fly despite odds feel in soul
Lurks beneath surface
Need for freedom, adventure, escape earth
Anyone says pilot comes easy? Lying /not true pilot themselves
As student pilot, struggled, mistakes more than count, one time endangering life,
Defeated many times, walked away failure, never maneuver down
Defeated in every way, but true love for flight get back up no matter knocked down
We get back up, not for victories but love for flight keeps us going

Since I’m a student, discuss flight training before name
Always think its amazing how little known
Many think, plane, fly with CFI, good to go own
However, no, strict guidelines before able to get license
So, I figured today walk through process, private pilot
Can be difficult, not impossible

**Body**

*(Transition: Start with first step in...)*

I. First find out if flying is for you, chose school, study method
   A. Best way try yourself with discovery flight
      1. My discovery flight,
         a. explained basic flight, took off, hold yoke, terrified, but soared eventually fear dissipated
      2. CFI Ryan Kramer, 1200 hours, 4 years, “discovery flight is beneficial to both the flight school and the student. From day one you get the controls passed to you so you’re able to feel what its really like to fly on your own, to the school because it usually hooks the potential student.”
   B. Flying for you, pick school, now decide self-study or formal
      1. CFI, picking school important,
         a. discover flight ask questions,
         b. stuck with few months, shoulder
         c. personalities doesn’t then failure
      2. According to the FAA website, before take knowledge test on 13 areas, must have ground training, endorsement log book authorized proving ready,
a. self-study, simple as CFI, proof
3. Formal, class room setting, instructor walks through area’s on test,
   a. recommend formal, boring seem interesting, crash videos, where they went
      wrong, don’t make mistake ourselves, more informative,
   b. important study out, aviation world always more to learn, forever students
   c. stated in guided flight discovery private pilot, each aircraft is different and
      thus has different limitations and such you need to know, not rules, back hand

(Transition: Next, learn takes official student pilot, medical)

II. Time to be official s.p.
   A. Make sure meet requirements and third class medical at least
      1. FAR state, must be 17, read, speak, write, understand English, to get student pilot,
         combined with 3rd class medical,
      2. Both needed to solo
   B. Get medical
      1. Medical, kiss of death pilots
      2. Bradley Deter airline captain, part time assistant chief flight instructor, discussed
         designated aviation medical examiner scary person deals with, sure fit to fly, seizure,
         headaches hospitalized, diabetes, anything inhibits ability to fly won’t get to.

(Transition: Finally, flight portion, check ride achieve license)

III. Obviously, fly sufficient training in aircraft type, pass check ride
   A. flight portion covers maneuvers, cx, nav, solo, instrument, night
      1. Justin Hansen, previous ground school, taught over 10 years, told me favorite
         teaching flight portion “the best way to teach students is to sit back and let them fly
         while mentioning fewer and fewer corrective acts as they progress.” By 10th expects
         to not touch
         a. Too much faith, wont grab controls, backfire, accident spin during maneuvers
      2. Besides maneuvers, cx, ap, night flights, solo, learn navigate, instruments training
      3. Officially get Lic, FARs state: 40 hours, 20 dual, 10 solo, 3 cx/night/ instrument
   B. Preparing for oral/check ride
      1. Completed all above, prepare for check ride, where youll quizzed orally first, then fly
         examiner
      2. When fly with examiner, tested on what you’ve been taught, pass or fail, pass then
         officially PPL so long stay within rules, fly on own

(Transition: because short time, discus with you...)

Conclusion
Not able to fully detail
I did however, mention main points, right for you, pick school, study method
Educate requirements, get student pilots, 3rd class medical
After ready to take flight lessons, instructor gives knowledge needed for ground and flight portion
Whole process preparations for check ride and knowledge test
A lot to take in, one step at time
Becoming a private pilot rewarding struggle
Not impossible
Bibliography

Kramer, Ryan. Telephone Interview. 7/24/2012.

Deter, Bradley. Telephone Interview. 7/27/2012.

Hansen, Justin. Personal Interview. 7/30/2012.


