



Central Illinois Air

C O R P O R A T I O N

217-234-8146
www.flywithcia.com

Dear Prospective Student,

First, allow us to say that we are pleased to have you interested in flying helicopters at Central Illinois Air. At this point, you probably have many thoughts along with questions about how to turn those ideas into a reality. What schools should you look at? What are the requirements and how hard will they be to achieve? How much money, time, and energy is this going to take? Finally and most importantly, *how much fun will it be?* The following pages hold the answers to all of these questions and more.

Our goal at CIA is to send you on this adventure fully aware of the resources necessary to complete it successfully. Deciding to fly helicopters will take dedication, time, and money, but we believe that the benefits are well worth the cost.

Operating and maintaining a helicopter is expensive and requires a considerable amount of money, maintenance, and inspection. As a result, it costs significantly more to fly a helicopter than an airplane or other aircraft. Please bear in mind that beyond the cost of earning your private certificate, it takes a significant number of hours to fly a helicopter for a career: generally at least 1000 hours.

These requirements, however, have time and time again demonstrated rewards well beyond the cost. Flying a helicopter is one of the most enjoyable experiences out there. Only in a helicopter can a pilot take advantage of every direction in flight or land almost anywhere—even in wooded areas and on mountains, buildings, and water! Helicopter flight brings a pilot remarkable freedom in transportation: quick flights to and from company sites, easy commutes from rural and suburban homes to the city, and no traffic jams or speed limits. Getting around doesn't get much better!

We hope that this brochure provides you the information you've been looking for. If you have any more questions or concerns, feel free to call us at 217-234-8146 or email us at dominique@flywithcia.com for more information.

Thanks for considering Central Illinois Air. We look forward to hearing from you soon.

Best Wishes,



Dominique Youakim, President
Central Illinois Air Corporation
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Mattoon, IL 61938
217-512-1000

Central Illinois Air



Central Illinois Air is located in Illinois; a consistently flat area, comprising mostly of farmland, providing a nearly endless amount of places to land in the event of an emergency while we train. Our weather maintains well-rounded seasons. We do have precipitation on occasion, but rarely more than a few days at a time.

Our airport is larger than the average uncontrolled airport, which incidentally has all the benefits of a large airport without the hassle of a tower wasting your instruction time. One of the great benefits is that we have an ILS system, which is used to train and fly instrument approaches in the event of bad weather.

At Central Illinois Air, we are a Part 61 school which means you have to meet different requirements to get your Private certificate than if you were to go to a part 141 school. One prime example is that you will be able to get more personal training with your instructor. While we have designated areas for instruction, the setting is not in front of a class and you are not learning at everyone else's pace. You get the time and attention you need, in the areas in which you are deficient without paying additional fees for lessons to enhance your weak areas.

Schweizer 300CBi



At C.I.A. we primarily instruct in a Schweizer 300CBi. The 300CBi is a fully articulated helicopter designed for the specific purpose of teaching commercial instruction to pilots. It is the apex of nearly 50 years of instruction and flight engineering. The Schweizer is reported as having a number of incidents per 100,000 flight hours lower than those for single engine fixed wing aircraft, not to mention turbine and piston helicopters, making it one of the safest aircraft to fly.

Aside from the overall statistics of the helicopter there are numerous other reasons that CIA has decided to use the Schweizer as the training helicopter. One would be the fact that it has a fuel-injected system that eliminates the worry for carburetor ice. Also, there is no governor that controls the throttle movements, thereby forcing students to learn how to fly the helicopter while manually maintaining rotor-blade rpm. Thirdly, a 600lb cabin capacity allows for a higher weight limit. For an added bonus, the Schweizer has an electric trim that aids in cyclic control during windy conditions. And finally one of the most prodigious reasons for utilizing the Schweizer as opposed to any other is the inertia that is sustained in the rotor system. The fact that the blades will maintain their lift capability longer than most other training piston helicopters allots a far greater potential for a safe landing in the event of engine failure.

PRIVATE PILOT

Whether you are looking to further your career in helicopters or merely trying to find a more time efficient way to commute to work, obtaining your Private Pilot Rotorcraft rating is your first step into the realm of helicopters. At Central Illinois Air we focus on developing a good foundation of general knowledge in aviation as well as practical experience specific to helicopter flight. We have instructors that will work with you around the clock to ensure you optimize your flight time.

Stage I

This first stage consists of the fundamentals of helicopters. Students begin by learning how to correctly preflight the helicopter, after which follows some of the basic maneuvers: hovering, straight and level flight, climbs and descents. Towards the end of stage one the basics are integrated with a few advanced maneuvers, giving students a more thorough understanding of the emergency procedures and thereby preparing them for stage two.

Stage II

Once the student has a thorough understanding of emergency procedures, the next stage will begin by allowing the student to fly on his own in solo flight. In the second stage of training the student will begin venturing further than the local airport during the day. This stage is comprised of cross country planning and flight, night operations, and further integration of the remaining advanced maneuvers.

Stage III

Finally the student has met all the requirements of the Federal Aviation Regulations and is now ready to take the practical test. This stage consists of enhancing the students' abilities and ensuring their capabilities transcend the minimum margin of error laid out by the practical test standards. At the end of this stage the instructor will sign the student off for the private practical test.

Private Pilot's License (PPL)

	Time Required*	Rate	Price**
Dual Flight Instruction	25hrs	\$275.00	\$6,875.00
Solo	15hrs	\$235.00	\$3,525.00
Ground Instruction	10hrs	\$40.00	\$400.00
Schweizer Starter Kit			\$295.00
Class III Medical			\$60.00
FAA Written Exam			\$90.00
FAA Practical Check-ride			\$520.00
Total:			\$11,765.00

Private Pilot "Add-on" (for pilots with PPL)

Dual Flight Instruction	20hrs	\$275.00	\$5,500.00
Solo	10hrs	\$235.00	\$2,350.00
Ground Instruction	5hrs	\$40.00	\$200.00
FAA Practical Check-ride			\$520.00
Total:			\$8,570.00

* Overall time required may depend on student performance and frequency

** Prices are subject to change

Commercial Pilot

The next step as an aspiring helicopter pilot would be to get your Commercial Pilot Rotorcraft rating. Having already developed a thorough knowledge of the general rules and theories of helicopters in flight, we then develop to a much greater extent a more detailed understanding of the aerodynamics and principles involved in helicopter flight. From the equations on lift to enhanced autorotations, at CIA we focus on honing all of your areas of study as well as flight abilities. Upon successful completion you will have the opportunity to be compensated for your flight time. This means that you will then be able to fly aerial photography, give rides, take part in air shows, etc.

Stage I

The first stage revisits all of the areas of private flight while further restricting the margin of error allotted the pilot. This stage will also provide more insight and introduce a more theoretical and in depth description of the principles and aerodynamics of the helicopter and its flight.

Stage II

In this stage, the instructor will focus on both the instrument portion of training as well as landing in more complex situations. These situations range from less than ideal conditions for autorotations and solo flight (i.e. night solos) to more congested traffic in a class B airspace.

Stage III

The final stage in the commercial training consists of a review of the fundamentals of helicopter aerodynamics in addition to a review of the student's abilities in less than ideal situations. Upon successful completion of this stage students will be able to demonstrate abilities well beyond the minimums set out by the practical test standards.

Commercial Pilot's License (CPL)

	Time Required*	Rate	Price**
Dual Flight Instruction	23hrs	\$275.00	\$6,325.00
Solo	77hrs	\$235.00	\$18,095.00
Dual Instrument Instruction	10hrs	\$145.00	\$1,450.00
Ground Instruction	10hrs	\$40.00	\$400.00
Class II Medical			\$75.00
FAA Written Exam			\$90.00
FAA Practical Check-ride			\$520.00
Total:			\$27,190.00

Commercial "Add-On" (for pilots with CPL)

Dual Flight Instruction	23hrs	\$275.00	\$6,325.00
Solo	35hrs	\$235.00	\$8,225.00
Ground	5hs	\$40.00	\$200.00
FAA Practical			\$520.00
Total:			\$15,270.00

* Overall time required may depend on student performance and frequency.

** Prices are subject to change.

Instrument

At this point you already have your private rotorcraft and might have your commercial rating. Regardless from which background you arrive, this step will take what instrument abilities you have and develop them even further. As a result you will have a much better grasp on what to do when you inadvertently run into IMC or Instrument Meteorological Conditions (bad weather). The schooling provided for this certificate will teach you to confidently fly with little outside visibility. This rating is also an integral part in obtaining higher paying jobs.

Stage I

Training starts with an introduction to all the necessities to IFR flight (Instrument Flight Rules). We will ensure you have a thorough understanding of not only the instruments and enroute charts (maps specifically for instrument flight) but also the regulations that are changed and/or added when dealing with IFR flight.

Stage II

After the theoretical training has been covered and students obtain a sufficient understanding of the charts and instruments we begin more of the practical training. Students will begin going under the “hood” (wearing glasses that only allow you to see the instrument panel) forcing them to utilize their ground knowledge. A strong focus is placed on the student’s acquisition of superior cockpit management techniques; including land and hold short operations, how to follow vectors, and many more. Upon successful completion of this stage the student will be able to at least understand and apply enough to get from one airport to another in instrument conditions.

Stage III

The instructor and student will review and fine tune any difficulties with IFR flight. They will once again revisit everything, from what instruments are required (or the MEL) to what the instruments do, and what the student should do if told to return to a vector point and hold. Upon satisfactory completion of this stage the student will be well above the minimums for the check-ride and will be signed off by his instructor.

Instrument Rating

	Time Required*	Rate	Price**
Dual Flight Instruction	20hrs	\$275.00	\$5,500.00
Dual Flight Simulator	20hrs	\$145.00	\$2,900.00
Ground Instruction	25hrs	\$40.00	\$1,000.00
FAA Written Exam			\$90.00
FAA Practical Check-ride			\$620.00
Total:			\$10,110.00

Instrument Rating (Add-On)

Dual Flight Instruction	15hrs	\$275.00	\$4,125.00
Ground Instruction	5hrs	\$40.00	\$200.00
FAA Practical Check-ride			\$520.00
Total:			\$4,870.00

* Overall time required may depend on student performance and frequency.

** Prices are subject to change.

Instructor

You have already received your Commercial rating and are now looking to build even more time to increase your opportunities for jobs. At this point the ideal next step would be to obtain your Instructor's rating. By getting your CFI you not only ensure that you will get paid to fly but you will build time teaching others in the process.

Stage I

To begin, the instructor will focus on ground instruction. The students learn how to teach a typical lesson plan. Students will learn how to articulate and demonstrate on an eraser board the aerodynamics of flight while also learning how to allow for student flexibility. At CIA we teach the conventional way of instruction, while at the same time encouraging students to develop and utilize their own method of instruction.

Stage II

At this point you will have a firm grasp on how to develop lesson plans as well as how to appropriately assimilate props into your ground instruction. This stage focuses on teaching the student how to integrate an abbreviated version of the ground lesson with flight to commercial standards.

Stage III

The last stage reevaluates your abilities as a whole. Upon successful completion of stage III, the student will be able to take the instructor through an entire lesson plan on any flight maneuver. The student will be able to demonstrate a well-developed ground lesson as well as confidently articulate the required control inputs in the air during flight. After which, the student will be signed off for his CFI check-ride.

Certified Flight Instructor (CFI)

	Time Required*	Rate	Price**
Dual Flight Instruction	10hrs	\$275.00	\$2,750.00
Ground Instruction	10hrs	\$40.00	\$400.00
FAA Written Exams			\$180.00
FAA Practical Check-ride			\$545.00
Total:			\$3,875.00

Certified Flight Instructor Instrument (CFII)

Dual Flight Instruction	5hrs	\$275.00	\$1,375.00
Ground Instruction	5hrs	\$40.00	\$200.00
FAA Written			\$90.00
FAA Practical Check-ride			\$545.00

* Overall time required may depend on student performance and frequency.

** Prices are subject to change.

Robinson R-44 Transition*

Dual Flight Instruction

10 hrs

Signoff

Total:

\$5,000.00



* Offer only available to students in our program

CIA Study Materials

As you get started you might want to consider buying a few of the basic books with which nearly all helicopter pilots are familiar. These books will cover most everything you will need to know for flight as well as tests and are included in the Private Pilot start-up kit:

Rotorcraft Flying Handbook – FAA

FAR/AIM – FAA

Aviation Weather – FAA

Principles of Helicopter Flight – W.J. Wagtendonk

Jeppesen Aviation Weather – Peter F. Lester

Useful References

Medical Examiners

Charles R. Maris M.D.	Mattoon, IL	(217) 258-3610
Richard H. Larson M.D.	Charleston, IL	(217) 345-5503
John J. Gapsis M.D.	Effingham, IL	(217) 342-3417
David J. Fletcher M.D.	Champaign, IL	(217) 356-6150
David R. Hamilton M.D.	Champaign, IL	(217) 366-1310

Check-ride Examiners

Jerry Lay	Peoria, IL	(309) 310-8244
Clarke Thomas	St Louis, MO	(618) 337-4440
Ray Calahan	St Louis, MO	(314) 890-4817
Gregory Houska	St Louis, MO	(314) 220-8166

Useful Websites

Aviation Reference



www.flywithcia.com



www.robinsonheli.com



www.faa.gov



www.flyagogo.com

QuickTime™ and a
TIFF (Uncompressed) decompressor
are needed to see this picture.

www.sacusa.com

Employment websites

QuickTime™ and a
TIFF (Uncompressed) decompressor
are needed to see this picture.

www.justhelicopters.com

QuickTime™ and a
TIFF (Uncompressed) decompressor
are needed to see this picture.

www.verticalreference.com



www.pprune.org/forums/forumdisplay.php?f=23