

Q. "What are the advantages of doing your flying course at your aviation school?"

R. You will benefit from a very high level training, both theoretical and practical, because David Hurtard is a class 1 instructor, rare in Quebec (granting privileges to train flight instructors). 100% dedicated to teaching, he has 25 years experience of piloting on multiple types of aircraft. In the past, he has worked in the aeronautical, commercial and general maintenance industry as an executive and mechanic.

Flying schools very often include newly-qualified graduate instructors with little experience in their ranks, who only wish to set up their flight hours within these schools and then depart to fly in airlines.

None of this at Aéroclub Gatineau Ottawa. You will keep your flight instructor throughout the training, you will not lose either your temp or your money. Our school structure allows us to offer the lowest training costs of the market, the Cessna 150 is the ideal aircraft, the most popular and very easy to fly. Teaching is personalized and adapted to everyone, you learn at your own pace, there is no compulsory course session, the courses begin at any time of the year. We even offer videoconferencing distance learning.

Q. "What is the duration of a pilot course?"

R. It takes at least a year to complete a pilot course to complete the theory and the practical part. The weather conditions, attendance, age and skills of the student are factors that influence the length of a course.

For a longer private pilot license, one and a half years is not an exaggerated duration.

Q. "What is the minimum age to start a pilot course?"

R. The Student Pilot Permit can be obtained from the age of 14, it is a permit that allows the student to fly alone on board the aircraft as part of his flight training . Therefore, practical training in dual order can begin before the age of 14 years. However, obtaining a recreational pilot permit is only possible after 16 years of age.

Q. "What are the steps to get a pilot license?"

R. The course is divided into two parts a bit like driving!

There is theoretical training and practical training. A theoretical examination at the Ministry of Transportation and a practical exam, or flight test, that takes place at the school with a designated examiner. Successful completion of both exams leads to a license or permit.

Q. "Do you need special knowledge to start a course?"

R. No prerequisite or level required to start a course, fluency in English is not a necessity but can be a plus if you want to travel outside of Quebec. Radio communications are accepted in French throughout Quebec.

Q. "What is the difference between a private pilot license and a recreational pilot permit?"

R. The recreational permit allows to fly by day only with maximum one passenger on board. One can only add an airplane rating on floats after a recreational permit pilot. Ideal to start in aviation with a smaller budget.

The realistic training flight time is a minimum of 35 hours to meet flight test standards. (The minimum hours of Transport Canada is 25).

The private pilot license is intended for those who want to travel and take passengers.

There is in addition to the recreational pilot permit, 5 hours minimum of instrument flight, a more advanced navigation training and a cross-country flight to make.

The skills of night flight, instrument flight, multi-engines, and flight rating over clouds (V.O.T.T) can be added.

The realistic training flight time is a minimum of 55 hours to meet flight test standards. (The minimum hours of Transport Canada is 45).

Q. "Can I make a recreational permit and then do a private pilot license? Will the recreational hours count?"

R. Yes it is a way of doing so if you do not wish to embark on a longer private pilot license in training time.

The student can write the theoretical examination of private pilot and do the flight test of recreational. In this way, if he decides in the next 2 years to continue the private course, he will only have to complete the necessary flight hours and pass a flight test for the private pilot license.

The hours of flight for the recreational pilot permit will count.

Q. "Do you have to pay the full course on the first training flight?"

R. No advance payment is required, students can spread their payments as the course progresses.

Q. "Is the school plane safe, who is in charge of maintaining the plane, can I be reassured?"

R. The aircraft at the school is subject to a commercial maintenance agreement, the same level of requirement as an airline passenger transport. This level of requirement is higher than for private aircraft at the airport.

A maintenance workshop approved by Transport Canada carries out the maintenance of the Cessna 150 according to a schedule approved by the Ministry of Transport.

And regularly the school and the workshop are audited by the Ministry to ensure compliance with the rules of safety and quality assurance.

Q. "Are all the flight training deductible from taxes?"

R. The commercial pilot license is tax deductible if the student intends to become a professional pilot, airline pilot or flight instructor. The recreational permit pilot and the private pilot license are not tax deductible if the student does not pursue a commercial pilot license in order to make it a paid activity.