



# ASPEN Flying Club

## at Centennial Airport

13000 East Control Tower Road, Box K-16

Englewood, CO 80112

303/799-6794 email: [aspenfly@aol.com](mailto:aspenfly@aol.com)

[www.aspenflyingclub.com](http://www.aspenflyingclub.com)

## ANSWERS TO MOST FREQUENTLY ASKED QUESTIONS

### ASPEN FLYING CLUB STRUCTURE

Aspen Flying Club unites a group of pilots with a fleet of aircraft for flight training and recreational flying. Members pay an initiation fee and monthly dues, and in return have access to the aircraft fleet, ground-training facilities and flight training by independent FAA-certified flight instructor members. Members enjoy modern, well-maintained aircraft; availability of flight simulators; 24-hour aircraft scheduling and availability. Through proper utilization of aircraft, Aspen Flying Club offers planes that are easily scheduled and flown at attractive prices.

### PRIVATE PILOT LICENSE

The length of time required to achieve your private pilot license relates directly to the frequency of your flight lessons and the time you allocate for homework. Normal progress requires two flights per week and 45 minutes daily for ground study. This will yield your Private Pilot License in approximately six months. The license may be obtained more quickly with a more concentrated effort, or conversely, could take as long as a year if flight lessons are not scheduled regularly.

Your flight instructor will assign, review and provide expanded briefings for all study materials, and will coordinate your ground study with various elements of flight training. Your Aspen flight instructor will thoroughly prepare you for the written and flight exams, which are required for issuance of the Private Pilot License.

Total cost for the Private Pilot License is comprised of:

- a. instructor fees
- b. aircraft rental
- c. text materials
- d. medical exam
- e. membership dues
- f. testing costs
- g. pilot supplies

Please refer to the current Aspen Flying Club cost sheets for specific pricing.

### INITIAL COSTS

The day you join Aspen Flying Club the initial costs are:

- ◆ \$100 initiation fee (all family members in the same household are covered by one initiation fee);
- ◆ First month dues pro-rated to the joining date (all family members in the same household are covered by one dues charge);
- ◆ \$30 insurance pool fee.

### MONTHLY COSTS

Your monthly costs with Aspen Flying Club consist of:

- ◆ \$35 monthly dues;
- ◆ Any aircraft rental/instructor charges you incur.

**HOURS**

Office hours are 7:00am – 7:00pm Monday through Saturday (7:00am – 6:00pm in winter), 8:00am – 5:00pm on Sundays. For members’ convenience, a lock box is provided, whereby aircraft keys and tach/sign-out sheets for flights before and after office hours are placed in the lock box. Members who schedule flights before or after office hours should ask the office staff for the lock box combo for the scheduled flight time. Please note that the lock box combination changes daily, while the combination for the oil box (in the aircraft parking area) changes monthly.

**PAYMENT**

Two payment options are available to members. You may “pay as you go”, or choose to put money into your account and fly it off. Statements are run detailing account activity (flight charges, instructor fees and payments, etc.), for the month just ending. The statements are mailed out and should arrive on approximately the 7th of each month. We ask that you please remit the amount due by the indicated due date.

**INSTRUCTORS**

All Aspen Flying Club flight instructors, full-time and part-time, are independent contract instructors. For administrative convenience, payment for all flight and ground instruction is made through Aspen Flying Club. The instruction rate for private license training is \$30/hour, and more advanced instruction is billed at \$35/hour. To accommodate each student, an instructor is selected whose instruction schedule most closely matches the times and days the student has allotted for flight training. If, as training proceeds, the instructor/student relationship does not progress satisfactorily, the Aspen office is available to help with the selection of a different flight instructor.

**INSURANCE**

Aircraft hull damage and personal liability coverage is provided for all Aspen Flying Club members whose pilot's license, medical, BFR (or AFR\* - see page 4) and aircraft checkout records are current and properly on file in the business office. Insurance coverage provides \$3,000,000 liability protection for property damage and/or bodily injury with no per seat limitation. Student/renter pilot liability coverage is \$1,000,000 with a \$100,000 per seat limitation.

If damage occurs, and the pilot-in-command is found to be responsible for the damage, then that PIC/member is responsible for paying the first half of any deductible, with the insurance pool paying the second half of the deductible.

Deductibles are as follows:

§ Single-engine fixed gear aircraft.....	\$1,000
§ Single-engine conventional gear aircraft.....	\$2,500
§ Single-engine retractable gear aircraft .....	\$2,500
§ Multi-engine aircraft.....	\$5,000

**SCHEDULING**

Aircraft, simulators and audio/visual equipment may be scheduled 24 hours a day, 365 days a year. Schedule access is available by calling or stopping by the office during regular office hours. To schedule an aircraft, the pilot must provide:

- a. the desired aircraft number;
- b. the day of the month desired;
- c. the desired length of time, and;
- d. the pilot's name and member number.

If the aircraft or equipment is available, the reservation is logged. Scheduling may be accomplished as far in advance as desired to facilitate business and vacation travel. If the planned flight needs to be cancelled, the office must be contacted and the reservation deleted to free the aircraft for use by other members. If this is not done, the member may be charged the dry rate (normal rental rate minus the cost of fuel and oil) for the aircraft.

**CROSS-COUNTRY MINIMUMS**

There is no limit on the length of cross-country reservations. If an aircraft is scheduled for more than a 24-hour period, a minimum usage of two hours per day is required. If the plane is used less than two hours per day, Aspen Flying Club has the option of assessing the member a dry rate to compensate for each day with less than two hours of use. Weather, mechanical problems and personal concerns are certainly considered in determination of the need to assess a dry rate charge.

## PILOT CHECK OUTS

Renters of Aspen Flying Club aircraft will meet Aspen Flying Club insurance minimums as published in the current Aspen Flying Club Policies and Procedures. Completion of a written quiz and flight to demonstrate proficiency in the aircraft and use of its' equipment is required. An Aspen Flying Club CFI will complete a sign off for documentation with the Club.

## MINIMUM PILOT REQUIREMENTS

### TECHNICALLY ADVANCED AIRCRAFT (TAA)

- a. **Glass panel** (G1000, Avidyne, etc.)
  1. Ground school and flight training to proficiency for type pilot certificate held.

### FIXED GEAR

- a. **200hp or less, single-engine fixed gear** (C-172N, P, Q; C-172S; C-172w/G1000, DA20-C1; DA40-180)
  1. Student pilot's certificate or better
  2. Check out in make and model
- b. **201-235hp single-engine fixed gear** (C-182, C-T182, C-182T)
  1. Private pilot's certificate or better
  2. 100 hours total time
  3. Check out in make and model
  4. Turbo C-182 requires checkout flight in that airplane and viewing of video on turbo charging
- c. **More than 235hp** (6 seats or less)
  1. Private pilot's certificate or better
  2. 300 hours total time with 15 hours make **OR** 10 hours dual make and model
  3. Check out in make and model

### RETRACTABLE GEAR (all check outs in RGs should include 10 landings)

- a. **200hp or less, single-engine retractable gear** (C-172RG, PA28R-201)
  1. Private pilot's certificate or better
  2. 125 hours total time
  3. 25 hours retract time **OR** 10 hours dual make and model
  4. Check out in make and model
- b. **201-235hp single-engine retractable gear** (C-182RG)
  1. Private pilot's certificate or better
  2. 200 hours total time
  3. 25 hours retract **OR** 10 hours dual make and model
  4. 25 hours in aircraft of 200 or more hp
  5. Check out in make and model
- c. **More than 235hp** (6 seats or less)
  1. Instrument rating or better
  2. 100 hours retract
  3. 500 hours total time
  4. 15 hours in make and model **OR** 5 hours dual make and model
  5. Check out in make and model
  6. Turbo charging ground school (for turbo-charged aircraft only)

### TAILWHEEL (7KCAB)

- a. **Private pilot certificate, Tailwheel endorsement**
  1. If less than 10 hours in conventional gear type aircraft, then 10 hours dual required for check out.
  2. With 10-25 hours in conventional gear type aircraft, then 5 hours dual for aircraft checkout.
  3. Greater than 25 hours in conventional gear type aircraft: With 5 hours tailwheel in the previous 6 months then, an aircraft checkout required. If less than 5 hours in the previous 6 months, then 5 hours dual required with checkout.

**MINIMUM PILOT REQUIREMENTS (continued)**

**CIRRUS** (CFI's must have Cirrus "CSIP" training)

a. **SR-20**

- 1. Private pilot certificate or Student certificate for Private pilot training.
- 2. Student solo authorized in conjunction with training only.
- 3. With Private pilot certificate a minimum 10 hours dual to proficiency for transition.

b. **SR-22**

- 1. Private pilot certificate with Instrument rating
- 2. 300 hours total time
- 3. 100 hours high performance\* (\*SR-20 time counts toward this high performance requirement)
- 4. Minimum 10 hours dual to proficiency for transition.

**MULTI-ENGINE**

a. **4 seats maximum** (PA44-180)

- 1. Private and Multi-engine ratings
- 2. 350 hours total time
- 3. 50 hours multi, and CFI checkout; *or* Aspen multi-rating and 10 hours make and model and Aspen multi ground school
- 4. All pilots with multi-engine rating and qualified to fly the Seminole are required to take their annual proficiency flight in the Seminole.
- 5. All pilots with less than 500 hours total time, multi-engine rated and qualified in the Seminole will be required to have a proficiency check every 6 months in the Seminole.

b. **More than 4 seats**

- 1. Private, Multi-engine, Instrument ratings
- 2. 500 hours total time
- 3. 100 hours multi, 15 hours make and model and CFI checkout; *or* Aspen multi-rating, 50 hours multi and 10 hours dual with CFI in make and model
- 4. Aspen multi-engine ground school
- 5. All pilots multi-engine rated, and qualified to fly this make and model of aircraft, are required to take their annual proficiency flight in this make and model of aircraft.

\* **Annual Proficiency Checkouts/AFR (Aspen Flight Review)** - To promote competency and safety each member on active flying status is required to fly with an Aspen Flying Club designated flight instructor for approximately one hour once a year. Done during the same month as the Biennial Flight Review, in alternating years, the proficiency check will be held to the same standard as a Biennial Flight Review. It will be used as an exchange of piloting ideas and techniques, and serves to maintain currency throughout the membership.

While the above paragraphs may not answer all questions that prospective and current pilots may have regarding Aspen Flying Club, it is hoped that the areas addressed answer the most common questions and serve as a brief summary of Aspen's club structure. Call (303) 799-6794 or visit the office for a personal briefing and an introduction to aviation with **ASPEN FLYING CLUB**.

**ASPEN FLYING CLUB**  
**at Centennial Airport**  
**13000 E. CONTROL TOWER ROAD**  
**BOX K-16**  
**ENGLEWOOD, CO 80112**  
**(303) 799-6794**  
**email: [aspenfly@aol.com](mailto:aspenfly@aol.com)**  
**[www.aspenflyingclub.com](http://www.aspenflyingclub.com)**



