



120 Aviation Way. Watsonville, CA 95076
 Phone: (831) 722-4155 Email: office@united-flight.com

AIRPLANE RENTAL AND INSTRUCTION RATES

Aircraft Rentals

CESSNA 172 – N6606A.....	\$145.00 / hr
CESSNA 172M – N5347H	\$155.00 / hr
CESSNA 172SP – N396TA	\$190.00 / hr
CESSNA 172SP – N5328Y	\$215.00 / hr
CESSNA 182Q – N735U	\$225.00 / hr
MOONEY M20C – N6814N.....	\$220.00 / hr

Certified Flight Instruction (CFI)..... \$90.00 / hr



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PRIVATE PILOT LICENSE

*(Prices based on FAA minimum requirements
and using a Cessna 172M for flight training)*

Our Private Pilot program is designed to teach first time pilots the art of aviation in a safe and professional environment. Our instructors come equipped with decades of experience and in-depth knowledge of today's flight regulations. Located in Watsonville, California, UFS has provided top quality flight instruction and aircraft rentals since 1966.

30 HRS DUAL	\$7,350.00
Aircraft: Cessna 172	\$155.00 / hr
Certified Flight Instructor:	\$90.00 / hr
10 HOURS SOLO	\$1,550.00
Aircraft: Cessna172	\$155.00 / hr
15 HOURS GROUND	\$1,350.00
Certified Flight Instructor:	\$90.00 / hr
STUDENT PILOT BOOKS / SUPPLIES	\$400.00
FAA MEDICAL	\$150.00
FAA WRITTEN	\$175.00
FAA FLIGHT TEST	\$1,000.00
TOTAL	\$11,975.00

United Flight Services cannot guarantee that any student will complete the Private Pilot Program and earn the Private Pilot License. Success is dependent on the student's commitment and skill. United Flight Services cannot guarantee that a student will earn their Private Pilot License in a set number of hours. The number of hours a student needs to be ready to pass the FAA required tests varies and is affected by many factors.

For more information, please contact our office at 831-722-4155



120 Aviation Way. Watsonville, CA 95076

phone: (831) 722-4155

PRIVATE PILOT LICENSE

*(Prices based on FAA minimum requirements
and using a Cessna 172SP for flight training)*

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30 HRS DUAL	\$7,950.00
Aircraft: Cessna 172SP	\$175.00 / hr
Certified Flight Instructor	\$90.00 / hr
10 HOURS SOLO	\$1,750.00
Aircraft: Cessna 172SP	\$175.00 / hr
15 HOURS GROUND	\$1,350.00
Certified Flight Instructor	\$90.00 / hr
STUDENT PILOT BOOKS / SUPPLIES	\$400.00
FAA MEDICAL	\$150.00
FAA WRITTEN	\$175.00
FAA FLIGHT TEST	\$1,000.00
TOTAL	\$12,775.00

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PRIVATE PILOT LICENSE

*(Prices based on FAA minimum requirements
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30 HRS DUAL	\$9,450.00
Aircraft: Cessna 182	\$225.00 / hr
Certified Flight Instructor	\$90.00 / hr
10 HOURS SOLO	\$2,250.00
Aircraft: Cessna 182	\$225.00 / hr
15 HOURS GROUND	\$1,350.00
Certified Flight Instructor	\$90.00 / hr
STUDENT PILOT BOOKS / SUPPLIES	\$400.00
FAA MEDICAL	\$150.00
FAA WRITTEN	\$175.00
FAA FLIGHT TEST	\$1,000.00
TOTAL	\$14,775.00

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Federal Aviation
Administration

Become a Pilot — Medical Certificate Requirements

When do I need a medical certificate?

You need a medical certificate before flying solo in an airplane, helicopter, gyroplane, or airship. We suggest you get your medical certificate before beginning flight training. This will alert you to any condition that would prevent you from becoming a pilot before you pay for lessons.

If you are going to pilot a balloon or glider, you don't need a medical certificate. All you need to do is write a statement certifying that you have no medical defect that would make you unable to pilot a balloon or glider.

If required, how do I get a medical certificate?

By passing a physical examination administered by a doctor who is an FAA-authorized aviation medical examiner.

Where do I get my medical certificate?

From any FAA-authorized aviation medical examiner. There are approximately 6,000 of them in the U.S.

Where can I get a list of FAA-authorized aviation medical examiners?

The FAA publishes a directory that lists them by name and address. You can get a copy from any FAA Flight Standards District Office, air traffic control facility, or flight service station. Airport managers and some aviation businesses may also be able to supply this information. [Locate an Aviation Medical Examiner.](#)

When required, what class of medical certificate must a student pilot have?

Third-class, although any class will suffice. Medical certificates are designated as first-class, second-class, or third-class. Generally, first-class is designed for the airline transport pilot; second-class for the commercial pilot; and thirdclass for the student, recreational and private pilot.

If I have a physical disability, can I get a medical certificate?

Yes. Medical certificates can be issued in many cases where physical disabilities are involved. Depending on the nature of the disability, you may have some operating limitations. If you have any questions, contact an FAA-authorized aviation medical examiner before beginning flight training.

Must I carry my medical certificate when I am flying solo?



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Yes.

FAA Medical Examiners

Matther Tripp	500 Soquel Ave, Suite B	Santa Cruz	95062	(831) 471-8276	Second/Third Class
Robert Keller	950 Cass Street, Suite A	Monterey	93940	(831) 373-1100	First Class
Ronald Friedman	80 Garden Court, Suite 103	Monterey	93940	(831) 375-2486	Second/Third Class
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William Straw	370 Distel Circle	Los Altos	94022	(650) 254-5200	First Class
Devang Shah	18550 De Paul Dr. Suite 101	Morgan Hill	95037	(408) 776-3900	Second/Third Class
Fabio Komlos	701 E. El Camino Real	Mountain View	94040	(650) 404-8445	Second Class/Third Class

*Before you go have your MedXpress paperwork completed - <https://medxpress.faa.gov/MedXpress/Login.aspx>



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For more information, please contact our office at 831-722-4155

Pharmaceuticals (Therapeutic Medications) Do Not Issue - Do Not Fly

The information in this section is provided to advise Aviation Medical Examiners (AMEs) about two medication issues:

- Medications for which they should not issue (DNI) applicants without clearance from the Federal Aviation Administration (FAA), AND
- Medications for which they should advise airmen to not fly (DNF) and provide additional safety information to the applicant.

The lists of medications in this section are not meant to be all-inclusive or comprehensive, but rather address the most common concerns.

For any medication, the AME should ascertain for what condition the medication is being used, how long, frequency, and any side effects of the medication. The safety impact of the underlying condition should also be considered. If there are any questions, please call the Regional Flight Surgeon's (RFS) office or the Aerospace Medicine Certification Division (AMCD).

Do Not Issue. AMEs should not issue airmen medical certificates to applicants who are using these **classes of medications** or medications.

- **Angina medications**
 - nitrates (nitroglycerin, isosorbide dinitrate, imdur), ○ ranolazine (Ranexa).
- **Anticholinergics (oral)** ○ e.g: atropine, benztropine (Cogentin)
- **Cancer treatments** including chemotherapeutics, biologics, radiation therapy, etc., whether used for induction, "maintenance," or suppressive therapy.
- **Controlled Substances** (Schedules I - V). An open prescription for chronic or intermittent use of any drug or substance.
 - This includes medical marijuana, even if legally allowed or prescribed under state law.
 - Note: for documented temporary use of a drug solely for a medical procedure or for a medical condition, and the medication has been discontinued, see below.
- **Diabetic medications** ○ **NOT** listed on the [Acceptable Combinations of Diabetes Medications](#) (PDF).
 - e.g.: SGLT-2 inhibitors such as Invokana, Farxiga and Jardiance are **NOT** allowed.
- **Dopamine agonists** used for Parkinson's disease or other medical conditions: ○ bromocriptine (Cycloset, Parlodel),
 - pramipexole (Mirapex), ropinirole (Requip), and ○ rotigotine (Neupro)
- **FDA (Food and Drug Administration) approved less than 12 months ago.** The FAA requires at least one-year of post-marketing experience with a new drug before considering if for aeromedical certification purposes. New antibiotics, lipid-lowering drugs, and antihypertensive medications may be considered earlier than one year. Please contact the RFS or AMCD for guidance on specific applicants.
- **Hypertensive (centrally acting)** including but not limited to ○ clonidine ○ nitrates
 - guanabenz, methyldopa, and reserpine
- **Malaria** medication - mefloquine (Lariam)
- **Over-active bladder (OAB)/Antimuscarinic** medications as these carry strong warnings about potential for sedation and impaired cognition. ○ e.g.: tolterodine (Detrol), ○ oxybutynin (Ditropan), ○ solifenacin (Vesicare).
- **Psychiatric or Psychotropic medications**, (even when used for something other than a mental health condition) including but not limited to:
 - antidepressants (certain SSRIs may be allowed - see [SSRI policy](#)) ○ antianxiety drugs - e.g.: alprazolam (Xanax) ○ antipsychotics

- attention deficit disorder (ADD) or attention deficit hyperactivity disorder (ADHD) medications
- mood stabilizers
- sedative-hypnotics
- stimulants
- tranquilizers
- **Seizure** medications, even if used for non-seizure conditions such as migraines
- **Smoking cessation aid** - e.g.: varenicline (Chantix)
- **Steroids, high dose** (greater than 20 mg prednisone or [prednisone-equivalent](#) per day) • **Weight loss medications** - ex: combinations including phentermine or naltrexone.

Do Not Fly. Airmen should not fly while using any of the medications in the Do Not Issue section above or while using any of the medications or classes/groups of medications listed below without an acceptable wait time after the last dose. All of these medications may cause sedation (drowsiness) and impair cognitive function, seriously degrading pilot performance. This impairment can occur even when the individual feels alert and is apparently functioning normally - in other words, the airman can be "unaware of impair."

For aviation safety, airmen should **not fly following the last dose of any of the medications below** until a period of time has elapsed equal to:

- 5-times the maximum pharmacologic half-life of the medication; or
- 5-times the maximum hour dose interval if pharmacologic half-life information is not available. For example, there is a 30-hour wait time for a medication that is taken every 4 to 6 hours (5 times 6)

Label warnings. Airmen should not fly while using any medication, prescription or OTC, that carries a label precaution or warning that **it may cause drowsiness or advises the user "be careful when driving a motor vehicle or operating machinery."** This applies even if label states "until you know how the medication affects you" and even if the airman has used the medication before with no apparent adverse effect. Such medications can cause impairment even when the airman feels alert and unimpaired (see "unaware of impair" above).

- **Allergy medications.**
 - **Sedating Antihistamines.** These are found in many allergy and other types of medications and may **NOT** be used for flight. This applies to both nasal and oral formulations.
 - **Nonsedating antihistamines.** Medications such as loratadine, desloratadine, and fexofenadine may be used while flying, if symptoms are controlled without adverse side effects after an adequate initial trial period.
- **Muscle relaxants:** This includes but is not limited to carisoprodol (Soma) and cyclobenzaprine (Flexeril).
- **Over-the-counter active dietary supplements** such as Kava-Kava and Valerian.
- **Pain medication:**
 - **Narcotic pain relievers.** This includes but is not limited to morphine, codeine, oxycodone (Percodan; Oxycontin), and hydrocodone (Vicodin, etc.).
 - **Non-narcotic pain relievers** such as tramadol (Ultram).
- **"Pre-medication" or "pre-procedure" drugs.** This includes all drugs used as an aid to outpatient surgical or dental procedures.
- **Sleep aids.** All the currently available sleep aids, both prescription and over-the-counter (OTC), can cause impairment of mental processes and reaction times, even when the individual feels fully awake.
 - See [wait times](#) for currently available prescription sleep aids
 - Diphenhydramine (Benadryl) - Many OTC sleep aids contain diphenhydramine as the active ingredient. The wait time after diphenhydramine is 60 hours (based on maximum pharmacologic half-life)

UNITED FLIGHT SERVICES
PRIVATE PILOT TRAINING COURSE
BY DONALD R. MCDOWELL – CHIEF PILOT

LESSON 1

1.0 hrs FLT, 1.0 hrs GRND

- **GRND:** Aircraft pre-flight and Systems Operations
- **FLT:** Demonstrate take off procedure
- Demonstrate flight control functions – ailerons (turns), power (climbs/descents), elevator (airspeed), trim flaps
- 5-10 minutes “free time” – let student “play” with controls
- Demonstrate traffic pattern and landing
- Student performs 1st unassisted take-off
- Student controls power for landing

LESSON 2

1.0 hrs FLT, .5 hrs GRND

- **GRND:** Help student pre-flight aircraft
- **FLT:** Student performs take-off – climb to 3000’ towards Moss Landing
- 30 degree bank turns – Demonstrate climb/level off and descent/level off – student performs climb/level off and descent/level off (straight, then while turning)
- Demonstrate aircraft lift – (power/airspeed/angle of attack/flaps)
- Demonstrate rudder coordination
- 5-10 minutes “free time” □ Power off glide – trim □ Follow River – 600-800 ft.
- 2-3 landings

LESSON 3

1.0 hrs FLT, .5 hrs GRND

- **GRND:** Supervise student on Pre-flight – sign off solo pre-flight
- **FLT:** Student performs take-off and climb to 3000’ towards Moss Landing
- 30 degree bank turns – Introduce 45 degree bank turns
- Slow-flight maneuvers with 20-30 degree bank turns (with/without flaps) □ 2-3 landing patterns

LESSON 4

1.0 hrs FLT, .5 hrs GRND

- Review – Introduce student to using radio
- Introduce - Stall orientation and recovery
 - Forced landing procedures (landing at Monterey Bay Academy)
 - Ground reference maneuvers
 - 2-3 landing patterns

LESSON 5

1.0 DUAL, .5 hrs GRND

- Review and set procedures for:
 - 45 degree bank power turns with reversals
 - Slow flight
 - Approach and departure stall recoveries
 - Forced landing
 - Ground reference maneuvers
 - 2-3 landing patterns

LESSON 6

1.0 DUAL, .5 hrs GRND

- Review Maneuvers
 - Enter slow flight while turning
 - Stall while turning/recovery
 - Introduce skids and slips (forward and side)

LESSON 7

1.0 DUAL, .5 hrs GRND

- Review maneuvers
 - Stall recovery form slips and skids (1st time student is upside down)

LESSON 8

1.5 DUAL, .5 hrs GRND

- Take-off – left downwind departure and climb to 3500'
- Strange airport entry procedure (South County), 3-4 landings
- Return towards Watsonville – Introduce basic instrument procedures (climbs/turns/descents)
- Spin recovery (Demonstrate, then student completes 3 turn spins)
- Forced landing from 3000' into Watsonville airport

LESSON 9

1.0 DUAL, .5 hrs GRND

- Traffic pattern emergency
 - 4 engine failures
 - 2 go-arounds
 - 2 electrical failures

LESSON 9a

***NOTE: STAGE CHECK**

LESSON 10

.5 DUAL, .5 SOLO, 1.0 GRND

- 1st solo flight:
 - 3 dual take-offs and landings – taxi-backs
 - 3 solo take-offs and landings – taxi-backs

Sub Total

Dual \$ _____ *10 hours = \$ _____

Solo \$ _____ *.5 hours = \$ _____

Ground \$ _____ *6 hours = \$ _____

***Average 25% more on dual hours**

LESSON 11

.5 DUAL, .5 SOLO, .5 GRND

- 2nd supervised solo
- Dual – 2 normal landings
 - 1 go-around
 - 1 engine failure, landing on Rwy 26

- 1 electrical failure
- Solo – 5 touch and go landings

LESSON 12

1.0 DUAL, .7 SOLO, .5 GRND

- Dual – Review local training area
 - Review first 10 hours of training, give student training requirements for 10 hours local solo practice
 - Student makes proper re-entry into traffic pattern
- Solo – One supervised touch and go landing
 - 30 minutes solo time in local training area

***NOTE: STUDENT FLIES SOLO BETWEEN NEXT 5 LESSONS**

LESSON 13

1.0 DUAL, .5 GRND

- Introduce – short field take-offs/landings
- Introduce VOR navigation

LESSON 14

1.0 DUAL, .5 GRND

- Introduce soft-field take-offs/landings – Fly to Frazier Lake
- Introduce Class D airspace and tower procedures – Fly to SNS □ IFR – hood procedures

LESSON 15

1.0 DUAL, .5 GRND

- Introduce Class C airspace – Fly to MRY
- Short and soft field take-offs/landings
- Basic IFR – hood work

LESSON 16

2.0 DUAL, 1.5 GRND

- Night cross-country training procedures – WVI-MOD-WVI
- Introduce: - Flight planning
 - Obtaining weather
 - Getting Flight Following en-route
 - VOR navigation
 - Lost procedure – using MRY Approach/radar

LESSON 17

3.5 DUAL, 1.5 GRND

- Day cross-country training procedures
 - Route: WVI-SNS-PXN-FAT
 - Observe and aid student flight planning
 - In-flight: TAS/GS computations, pilotage, Deck Reckoning, VOR, NAV, Flight Following

LUNCH IN FRESNO

- Student plans flight from FAT-Gustine (no landing)-MOD with no help. Student must complete flight on his/her own – instructor only observes for later critique. If successful, student is ready for solo cross-country
- Return from MOD via 210 degree radial under hood (30 minutes), pull hood off and student has 15 minutes to find WVI and land

LESSON 18

2.5 SOLO, .5 GRND

- ☐ Student solo cross-country, WVI-PRB, with a landing in either SNS or MRY

LESSON 19

1.0 DUAL, .5 GRND

- ☐ Complete night training (must have 3 hours and 10 landings)
 - Take-off and climb to 4500', towards Santa Cruz
 - 45 degree bank turns, 360 degrees in each direction (right and left) - Stall recovery
 - .2 hood time, unusual attitude recoveries
 - Return to WVI, without help
 - Complete landings; last landing, complete electrical failure (master switch off)

***NOTE: STUDENT MUST HAVE PRIVATE WRITTEN EXAM COMPLETED BY THIS TIME**

LESSON 20

2.5 SOLO, .5 GRND

- ☐ Final solo cross-country: 3 legs, 150 NM (see FAR 61.109)
- ☐ Route: WVI-SCK-MER-WVI

LESSON 20A

***NOTE: STAGE CHECK**

LESSONS 21, 22, & 23

4.0 DUAL, 4.0 GRND

- ☐ Prepare student for Private Pilot Exam (see FAR 61.105/61.107)
- ☐

Cost from 1st solo to Private \$_____ * 15 hours dual = \$_____

Minimum hours* \$_____ * 15 hours solo = \$_____

Ground \$_____ * 12 hours grnd = \$_____

***Again, figure 25% more on dual** **Grand Total \$_____**

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