

Aviation Program Frequently Asked Questions

How exactly does it work?

MCC has an approved aviation program that is aimed at providing students opportunities to earn FAA flight credentials from Private pilot to Certified Flight Instructor Instrument (CFII). Graduating students will be set to enter the aviation sector as flight instructors for the purpose of gaining sufficient hours to qualify at that point to undertake the Airline Transport Pilot (ATP) exam.

Depending on the certificate or rating sought, the flight training courses charge a lab fee (in addition to the cost of the credits hours, books and other fees) that is to be used exclusively for flight training purposes.

Be advised that lab fees change from time to time and therefore it will be the most current fees applicable to a student for any given semester. Student loans and employee education programs may be used to help pay for these lab fees. Lab fee monies are collected and put on account at MCC at the beginning of each semester and the college credits the account according to the hours flown.

What if I move out of the area before my lab fee money is used? Can I transfer this money to another flight school, college, or university?

No, MCC cannot transfer this money to another college, university or flight school.

What if I decide that I do not want to continue flight training? Will the unused portion of my lab fees be refunded?

No, lab fees are part of the course fees and are generally not refundable, especially after the published last day to drop classes with 50% refund date for the semester as provided in the MCC Academic Calendar. If you are considering dropping a flight training course, it is highly recommended that you meet with a member of the Aviation Department staff to discuss your options before you do so.

What if I finish my flight training before my lab fee money has run out?

The lab fee is based upon achieving credits towards an AAS or concurrent degree (and not an aviation rating) so one can only complete an MCC flight training course by completing the flight hours required for each course.

Time limits: Do I have to finish my flight training within one semester? How long do I have to complete my certificate or rating?

Students should commit to finishing each flight training course in one semester. Ultimately, flight training courses must be completed within one year of the class start date.

How are grades determined for flight training courses?

Ground school grades will be earned in accordance with the course syllabi. Each flight lab will be graded and the student de-briefed accordingly. Students and flight instructors will sign and date each grade sheet. A grade will be given at the end of the semester for each flight training course based on academic performance. Students who do not complete the flight hours required to complete a course will be given an incomplete (I) grade which will default to a failing (F) grade after 30 days, if, at the discretion of the program director, a validated hardship has not been demonstrated. In such cases, when the associated certificate/rating is earned on the second attempt (after failing a final MCC CFI check-ride or FAA/DPE check-ride), the failing grade may be changed to a grade of no higher than “D” (below standard).

After the end of the semester, students who have not completed their certificate or rating may continue to train towards their license, (private, instrument, commercial, flight instructor or MEI) with approval from the Aviation program director or until the certificate or rating is completed.

What if I want to switch flight schools during my training?

Students should seek to switch flight programs/schools under extenuating circumstances which may be approved only by the MCC Aviation program director. MCC will strive to establish articulation pathways with other university/college flight programs which feature concurrent and/or guesting enrollment opportunities for students who are unable to fulfill MCC aviation requirements.

Who manages the Student Flight Accounts at MCC?

The Aviation Department and Business Office track student progress, oversee lab fee accounts, and approve invoices (when appropriate) for payment.

Does enrolling in an MCC flight training course and paying the associated lab fee guarantee that I will earn the license or rating sought?

No – Flight training is dependent on numerous factors such as student ability, instructor ability, lesson frequency, weather, aircraft availability, aircraft maintenance and a host of other elements. What MCC does guarantee is that the total lab fee will be

yours to use to finance your flight training lessons. Students will not be graded solely on their flight proficiency, but rather in accordance with the current course syllabus. MCC's curricula are tailored to prepare students for a full range of FAA certifications which serve to validate the student's learning and instruction.

How many flight hours do the flight training courses guarantee?

Please bear in mind that under certain circumstances those charges may vary slightly because of approved adjustment based upon such things as fuel price fluctuations that are not under MCC's control. **All questions concerning flight accounts, disbursements, refunds, or balances should be directed to the Aviation Department (270-824-8648).**

When will I be permitted to start my flight training?

You should plan to start flying after initial ground school has been completed and any required simulator training has been accomplished; this will provide you with a strong foundation before you begin your actual flight training. Students are not required to finish a flight lab before moving on to the next ground school certification.

What is the last day to drop classes?

Please see <https://madisonville.kctcs.edu/education-training/academic-calendar/index.aspx> for drop-add information. Flight courses and labs are no different than any other college courses in this regard. If you are considering dropping a flight training course, it is highly recommended that you meet with the Aviation Director to discuss your options.

What Equipment or fees are required for AAS Flight Labs?

1. Approved student uniform (MCC Blue Polo) purchased from the bookstore.
2. Appropriate Jeppesen Flight Bundle for Fixed Wing training or
3. Appropriate subscription to Helicopter On-line Ground School (HOGS)
4. David Clark H10-3H Headset (for Helicopters) or David Clark H10-13.4 Headset for Fixed Wing.
5. Students must subscribe for services with "Foreflight." Instruction will be provided on this matter at the first class meeting.
6. Aircraft Hull insurance after the Private Pilot rating is achieved
7. IPAD for FWT and IPAD (mini) for HFT.

What additional fees might I anticipate?

Flight lab fees DO NOT include:

1. Fees for FAA check-rides with respect to payments to FAA Designated Pilot Examiners. These fees may vary from \$500-\$650 depending upon the examiner and the examination itself.
2. Fees for FAA ground school certification examinations which may range from \$150 to \$170 per certification.

Where should I direct my questions about flight accounts, disbursements, refunds, or balances?

All questions concerning flight accounts, disbursements, refunds, or balances should be directed to the MCC Business Office.

How many flight hours do the flight training courses guarantee?

Helicopter flight lab courses are designed to allow for 40 hours of flight time per semester. Fixed Wing flight lab courses are designed to allow for 50 hours of flight time per semester.

How experienced are your instructors?

The flight instructors at MCC (both fixed wing and helicopter) possess many years of experience and knowledge in the aviation world. Our driving focus at MCC is producing well educated, professional, employable pilots. Not only will you gain all of the knowledge and skills necessary to obtain a pilot position, but you will also learn to think like a pilot, making yourself highly desirable to future employers. MCC's industry partners have an established history of being able to place nearly all of our qualified graduates.

We are fortunate to maintain a core of experienced management and pilots which is rare in this industry. That experience allows us to guide our students toward maximum employability. MCC remains steadfastly committed to promoting the fundamentals of developing professional and employable pilots.

Finally, MCC attempts to help students manage the high cost of flight training by always keeping our students' best interest in mind. Not only does MCC maintain highly competitive hourly rates with no hidden costs, but we also encourage students to select their preferred training program that is going to maximize educational outcomes, while minimizing waste.

Am I eligible for a pilot certificate?

To be eligible for a pilot certificate, you must be able to read, write, speak and understand the English language. To be eligible for a Student Pilot Certificate, which allows you to solo, you must be at least 16. To be eligible for a Private Pilot Certificate, you must be at least 17. To be eligible for a Commercial Pilot Certificate, which allows

you to be paid for flying, you must be at least 18. You must also be at least 18 to become a Certified Flight Instructor, or CFI. You must be at least 23 to be eligible for an Airline Transport Pilot Certificate.

You must also hold a Federal Aviation Administration medical certificate, which can be issued by any number of certified Aviation Medical Examiners (AMEs). You can find a local AME by visiting www.faa.gov/pilots/amelocator/. The AME will administer a short examination to assess your vision, hearing and general health, which usually costs around \$100-\$150. If you intend to fly commercially, it is highly recommended that you obtain a 1st class certificate initially if you want to fly for the airlines.

Most people don't have a problem passing their medical examinations. However, you should obtain a medical certificate before (or as soon as possible) after commencing your training, to be sure that you are indeed eligible for the rating you seek. For more information on medical qualifications, see www.faa.gov/pilots/medical/.

Do I need to learn how to fly airplanes before moving on to helicopters?

Not at all. Helicopters and airplanes fly using different principles and controls. Although the general aviation knowledge you acquire while flying airplanes may prove useful in your helicopter training, some fixed-wing habits actually make learning to fly helicopters more difficult.

What helicopters do you use for training?

Our training fleet consists of a combination of the Schweizer S300 as well as the Robinson R44 because they are extremely safe, reliable and cost-effective aircraft. Initially, we use the Schweizer S300 for basic helicopter training and then graduate to the R44 for Instrument and more advanced pilot training. We are extremely loyal to our students and want to help them get their start in the aviation industry while receiving the most cost effective, professional and thorough training available.

What is the difference between a Part 141 and a Part 61 school?

Pilot schools can operate under two parts of the Federal Aviation Regulations: Part 141 and Part 61. Part 141 schools have a more rigorous structure for certification, staffing and federal oversight. We have carefully constructed our MCC curricula to support Part 61 training because we feel it allows us much greater flexibility in meeting the needs of our students in a more responsive way.

Is one type of school better than the other? Generally speaking, employers are interested in the overall reputation of the school where you did your training, and not strictly its Part 141 or Part 61 status. Rest assured, at MCC we will always strive to offer the highest standards of training at the best possible value.

Do you train foreign students?

Not at this time.

Do you train for all ratings? Do I need an Instrument rating?

If you intend to fly professionally, we strongly recommend an Instrument rating. Until recently, helicopter Instrument ratings were the exception, not the rule. However, an increasing number of employers (and their insurance companies) now require that their pilots be Instrument-rated. It should be noted that our curricula (FWT & HFT) also includes Certified Flight Instructor Instrument (CFII).

What aircraft will be used for instrument training?

We use the Robinson R44 for helicopter instrument training and the Cessna 172 for airplane instrument training.

Do you use simulators?

Yes, as a student in the MCC Aviation Flight School, you will have access to the most modern flight simulators available in the world today. We use the REDBIRD MCX and VTO “Full Motion” simulators as they are an extremely valuable tool in flight instruction. The use of simulators allows you to learn how to use the flight controls, panel understanding and use of checklists among many, many other attributes, prior to actually getting in an actual aircraft making the learning process much easier and faster for most students while also being cost effective for the student. You can actually use some of the hours spent in simulator training for those hours required to obtain your certifications, per the FAA

How is your ground school conducted?

Students are encouraged to complete ground school instruction before engaging in the companion flight lab. As educators this makes great sense to us. We offer the courses in various formats, but encourage our students to move out at their own pace in engaging in ground school studies. This philosophy makes us somewhat unique, but by combining the extensive experience and credentials of our CFIs and our on-line learning platforms and hybrid courses students can find the combination of learning modalities that best support their respective learning preferences. Our students are able to learn at their own pace and enjoy their instructors’ undivided attention when required. Students may move forward to complete ground school certifications even in times when they may not be able to engage in flight labs.

How often can I train?

You will be scheduled in order to complete your coursework by the end of the semester. During your training, we recommend that you fly at least three to five times per week, though again, we will do our best to accommodate your needs.

What is a typical day in the life of your students?

If you plan on training full-time, you can expect to spend four hours a day in formal training. Our training day is divided into two-hour blocks that begin at 7 a.m. On a typical day, you will have a flight during one of these blocks. Once you've learned how to preflight your aircraft, you'll spend the first part of this block on your own, conducting a preflight up to inspection and obtaining fuel. Then, you'll work with your instructor discussing the day's flight objectives, fly for one to one-and-a-half hours in the air, and afterward spend time discussing the flight with your instructor. You will be expected to spend substantial time outside of class studying on your own, which you can choose to do at the school or at home. Students who fall behind may be encouraged to study within the confines of the aviation department in order to receive immediate attention from departmental staff and instructors. Depending on your stage of training, you might also need to spend an hour or two on a computer (yours or ours), planning a cross-country flight or preparing for an FAA written exam.

What is your maintenance program like?

Our maintenance is outstanding. All of our full-time maintenance staff maintain our fleet to the absolute highest standards. Moreover, we conduct most of our maintenance after hours, allowing us to maximize the availability of our rotary and fixed wing assets for training.

Do you conduct check rides on site?

Yes, whenever possible. We strive for our students to have the advantage of being able to take their FAA practical exams in familiar airspace, without incurring any travel expenses.

Can I finance my training?

Yes, and almost all Professional Pilot students do finance some portion of their training. See our financial aid page for more information, or contact us to discuss your options.

How long will it take me to complete my training?

The Professional Pilot program at MCC is planned as a six-semester continuous enrollment program leading to an Associate in Applied Sciences Degree. We encourage all our students to take employment at that point as CFIs in order to build the flight

hours required to gain their FAA Air Transport Pilot (ATP) certification. Concurrently we encourage students to enroll in on-line courses with accredited colleges to obtain their Bachelor's degrees. Although this degree is not necessarily a requirement for many commercial operators and carriers, we feel graduates equipped with a Bachelor's degree will be preferred by employers in future hiring decisions.

Why is helicopter training more expensive than airplane training?

Helicopters are substantially more complex than airplanes and require specialized maintenance. They are inherently more expensive to acquire, maintain and insure. Robinson helicopters are the most cost-effective helicopters available for training.

Are there hidden costs?

No, our quoted prices are complete. However, you may expect to incur incidental costs associated with your training.

Students who eventually intend to seek employment as flight instructors should note that most schools, including MCC, require that their instructors to attend the Robinson Helicopter Factory Safety Course. Conducted at the Robinson Factory in Torrance, California, the three-and-a-half-day course costs \$350 (for R-22 instruction) or \$450 (for R-44 instruction). This is an excellent course for any pilot of Robinson helicopters. See www.robinsonheli.com/training.htm for more information. MCC only offers R-44 for instruction as of August 2020, which could be subject to change.

Do you require your students to sign contracts?

No, we do not. Please see our page on enrollment info for more information. Training at MCC is pay-as-you-go. We do NOT require our students to maintain large positive balances on their accounts and we do NOT ask them to sign contracts.

Do you provide housing?

MCC does not have student dormitories, nor house students in contracted facilities. Students are encouraged to consider housing issues early in the application process. Although local communities are building housing to support our aviation programs, there is a shortage of student housing availability. Please consider making housing inquiries early-on with the Dean of Student Affairs for a list of housing providers who routinely work with MCC in these matters. Occasionally our students might seek other students as roommates. Feel free to call us to inquire about these or other potential lodging possibilities.

What is the current job market like for pilots?

Now is an excellent time to become a pilot. Demand for pilots continues to increase, even as more and more Vietnam-era pilots retire. Neither is this group being replaced by younger military pilots. Since 1995, the number of active civilian pilots (Commercial and ATP) has actually declined.

What job placement assistance do you offer?

We're loyal to our graduates, and, because of our volume of training, we will be able to hire many of our Certified Flight Instructor graduates as flight instructors. Most airline pilots begin their careers as CFIs and instruct until they have 1,250-1500 hours of pilot-in-command, or PIC, time (the minimum to obtain an ATP rating and entry-level pilot jobs). An instructor at MCC will likely log this time in just over one year. When our instructors are ready to move on, we're happy to help them advance their careers. Our employees will be in high demand throughout the industry.

How many helicopter pilots are there?

According to Southern Utah University (SUU) there are an estimated 15,000 helicopter pilots in the U.S. with hundreds of current job openings. Demand for helicopter pilots is expected to grow even higher in coming years. A recent study by Boeing states that there will be an estimated shortage of 59,000 helicopter pilots worldwide through 2037. This means that for at least the next 18 years, good helicopter pilots are almost guaranteed a job in this growing industry

How do I get started?

The best way to get started is to contact us to discuss the training options that are right for you. You may wish to tour our facilities or schedule an introductory flight to learn more about our training. Eventually, you will need to complete an admissions application and meet with the program coordinator for advising and registration.

How many Fixed Wing Pilots are out there and what is the projected future need?

As demand for air travel increases, the demand for pilots is also increasing. Worldwide, there are currently an estimated 305,000 active airline pilots. The 2019 Boeing Pilot & Technician Outlook projects that 804,000 new civil aviation pilots, 769,000 new maintenance technicians, and 914,000 new cabin crew will be needed to fly and maintain the worldwide commercial, business, and civil helicopter fleet over the next 20 years. This equates to approximately 40,000 new pilots and technicians needing to join the airline workforce every year.