

*E & B Helicopters*

*Flight Training*

*Information Package*

P.O. Box 1000 Campbell River, B.C. V9W 6Y4

Phone 250-287-4421

Fax 250-287-4352

Email: [info@ebhelicopters.com](mailto:info@ebhelicopters.com)  
Web page: <http://www.ebhelicopters.com>

## ***Introduction***

Thank you for contacting E & B Helicopters regarding Flight Training. This package is designed to answer the questions most people have regarding our courses. If you have further questions after reading this material, please feel free to contact us by any means available.

## ***History of E & B Helicopters***

E & B Helicopters started operations in Campbell River in 1990. Beginning operations from the Tyee Spit with one contract and one Robinson R22 helicopter, E & B quickly started making a market for affordable and reliable single passenger helicopter transportation.

The owner Ed Wilcock found his company expanding in many different directions and within a few years was operating two helicopters and was the new Robinson Factory Dealership for British Columbia. With the Dealership was the requirement to start a Factory Authorized Training Center with Factory trained Instructor Pilots.

Today, the commercial charter operation has a total of six aircraft, including the Robinson R44, Bell 206 models, as well as 3 Bell 407's. We were the first operator in Canada to import and utilize the Robinson R44 commercially.

We are still B.C.'s only Authorized Robinson Dealership offering new and used helicopters for sale. We also provide Service after Sales with our Maintenance and Overhaul facility offering major component overhaul on both the R22 and R44 models.

## ***The Training Fleet***

The flight training school operates two Robinson R22 Beta 2 helicopters for flight training. The R22 is the world's most popular training helicopter and the introduction of the Beta 2 provides an even greater margin of safety and reliability to both the Student and the Instructor.

We also utilize the Robinson R44 and Bell 206B aircraft types for training, although any flight training in these types will be dual only.

We can also offer training on private aircraft at a reduced rate. Please refer to the cost breakdown section for further information.

## ***Our Instructors***

Our Chief Flight Instructor holds the Class 1 Instructor Rating, which is the highest qualification for an Instructor in Canada, and has many hours of instructing experience. Also, he has completed the Robinson Factory Safety Course for Instructors. Our other instructor is a Class III.

In addition to instructing, they also fly commercially year round and have many years of experience flying throughout Canada.

## ***Courses Available***

E & B Helicopters is authorized to offer the following Courses or training:

- ✚ Commercial Helicopter Pilot's Licence;
- ✚ Private Helicopter Pilot's Licence;
- ✚ R44 or Bell 206 type endorsements;
- ✚ Annual Recurrent Training (offered to licenced Pilots);
- ✚ Transport Canada approved Pilot Decision Making Course

Any question, please contact E&B.

## ***Course Schedule***

We can arrange flight training any time throughout the year, especially for the Private licence, however, we strongly suggest to our Commercial Candidates a starting date of October. This allows the flight training to progress initially without too many weather delays and have the course completed by early spring. This is the time when pilots should start the job search, as most companies will be looking to fill their pilot requirements.

We ask you to please complete the Potential Student Information Form attached to this information package and return it to us. If you decide to train with E & B Helicopters, please contact us and inform us of your decision. At that point we would suggest you secure a spot on the course. Once on the Commercial course, you will be expected to be in attendance for a minimum of 5 hours per day. You can expect to complete one to two hours of flying per day initially and possibly more as the course progresses.

On average the Commercial course takes between 4 to 6 months to complete.

## ***What you will need to start.***

The only prerequisites for any course are:

- ✚ to be at least 18 years of age, or 19 to be eligible for B.C. Student Assistance;
- ✚ read, write and communicate in either official language, and
- ✚ be able to obtain a Category 1 Aviation Medical for the Commercial licence, or
- ✚ be able to obtain a Category 3 Aviation Medical for the Private licence.

We strongly suggest you have your finances arranged prior to starting the training. This will prevent any interruptions in the training, which in turn will make the learning process more efficient and save you money in the long run.

## ***Ground School and Equipment***

Ground school is provided by one of our Instructors and is scheduled at various times throughout the year. Usually the classes run in the evening two nights per week. The cost of the ground school course is outlined in the Cost Breakdown section.

E & B has a Ground School Kit available and includes all the required books and equipment for the course. A list of the items included in the kit is shown below. Additional items or individual items from this kit are available at reasonable prices on request. Again, the cost for the kit is shown in the Cost Breakdown section.

These books are also available from outside sources, please inquire if you wish to purchase your own supplies elsewhere.

*Ground School Kit Contents*

- |  |                         |
|--|-------------------------|
| ✈ Carrying Case                                  | ✈ Pilot Training Record |
| ✈ From the Ground Up                             | ✈ Pilot Log Book        |
| ✈ Basic Helicopter Handbook                      | ✈ E&B Flight Computer   |
| ✈ Aeronautical Information Publication<br>Canada | ✈ ICAO Ruler            |
| ✈ Flight Training Manual                         | ✈ Douglas Protractor    |
| ✈ E & B Flight Training Guide                    | ✈ Vancouver VNC Map     |
| ✈ Canadian Radio Procedures Guide                | ✈ Vancouver VTA Map     |

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***Funding and Payment***

E & B Helicopters is recognized as a private post secondary educational facility and therefore full-time Commercial Candidates are eligible for financial assistance for the course.

Applications for B.C. student assistance should be obtainable from any local high school or community college / university. Applicants should complete the documentation and forward the appropriate form to the Flight Training Unit you have chosen.

Please note that the application will not be processed unless a copy of the Government issued Aviation Medical Certificate is included with the application. It usually takes two to four weeks for Transport Canada to process the Certificate after you have taken the medical. Therefore, it is suggested that once you have decided on the school and when to begin training, you arrange the appropriate medical as soon as possible.

There may be other agencies that may provide training or retraining assistance that you may be eligible for.

Payment to E & B for the training can be arranged in many ways. We will supply you with a spreadsheet at the end of each week, with hours flown for that week, payment is due for those hours at the beginning of the following week.

## **Location**

E & B Helicopters is located on the West edge of the town of Campbell River, B.C. Please refer to the accompanying map for directions to our hanger.

Initially the training is done over the Sutil Channel, Cortez Island and Manson's Passage, about five minutes flying time. This area is great for it's scenic view of Desolation Sound, and offers an uncluttered training environment away from any distractions.

The Campbell River airport offers introduction to Radio procedures and a sometimes busy air traffic environment. The airport provides an ideal environment for circuit and emergency training.

Five minutes flying time due West from the hanger is the Snowden Forest Area and the beginning of the Menzie's and Salmon River Valleys. Fifteen minutes further is Mount Menzie's. All of these offer a varied and challenging advanced training area that match the areas a helicopter pilot will be asked to operate in after the training, truly remote bush and mountainous areas.

## **Course Cost Estimates**

The following breakdowns are in Canadian Dollars. Fees paid to the Ministry of Transportation are G.S.T. exempt. The P.S.T is applicable to equipment purchased on the Private Course.

These prices are subject to change without prior notice and reflect the cost as of January 2006. Once an account is opened the cost of the flight training portion will be secured at the rate at that time.

*Commercial Licence – all flying in the R22*

<u>Item</u>	<u>Total</u>
100 hours flight training .....	46,000.00
Ground school .....	642.00
Books and equipment.....	384.00
Medical fee (estimated) .....	100.00
Licencing fee <sup>1</sup> .....	80.00
Written exam fee <sup>1</sup> .....	105.00
Flight test fee <sup>1</sup> .....	200.00
TOTAL	<u>\$47,511.00</u>

*Commercial Licence – flying in the R22 and Bell 206*

<u>Item</u>	<u>Total</u>
90 hours R22 flight training.....	41,400.00
10 hours Bell 206 training.....	9,500.00
Ground school .....	642.00
Books and equipment.....	384.00
Medical fee (estimated) .....	100.00
Licencing fee <sup>1</sup> .....	80.00
Written exam fee <sup>1</sup> .....	105.00
Flight test fee <sup>1</sup> .....	200.00
TOTAL	<u>\$52,411.00</u>

*Alternate Commercial Licence<sup>2</sup> – all flying in the R22*

<u>Item</u>	<u>Total</u>
60 hours flight training .....	27,600.00
Ground school .....	428.00
Books and equipment.....	100.00
Licencing fee <sup>1</sup> .....	80.00
Written exam fee <sup>1</sup> .....	105.00
Flight test fee <sup>1</sup> .....	200.00
TOTAL	<u>\$28,513.00</u>

*Private Licence – all flying in the R22*

<u>Item</u>	<u>P.S.T.</u>	<u>Total</u>
60 hours flight training <sup>3</sup> .....	1932.00 .....	29,532.00
Ground school .....		642.00
Books and equipment.....	384.00 .....	10.90 .....
Licencing fee <sup>1</sup> .....	55.00 .....	N/A.....
Written exam fee <sup>1</sup> .....	105.00 .....	N/A.....
Flight test fee <sup>1</sup> .....	200.00 .....	N/A.....
	TOTAL	<u>\$30,928.90</u>

*Alternate Private Licence<sup>4</sup> – all flying in the R22*

<u>Item</u>	<u>P.S.T.</u>	<u>Total</u>
45 hours flight training <sup>5</sup> .....	1449.00 .....	22'149.00
Ground school .....		428.00
Books and equipment.....	9.79 .....	149.69
Licencing fee <sup>1</sup> .....		55.00
Written exam fee <sup>1</sup> .....		105.00
Flight test fee <sup>1</sup> .....		200.00
	TOTAL	<u>\$23,086.69</u>

**Flight Training on your own aircraft**

We will provide training on privately owned aircraft. If you are interested in purchasing an aircraft after you get your licence, you may want to consider purchasing the machine at the beginning of the training and use it for training. Instructional fees on Privately owned aircraft are \$150.00 per hour. Please contact E & B to discuss the many possibilities.

**Notes:**

1. Fees payable to the Ministry of Transportation.
2. Alternate Commercial Licence requires a valid Fixed Wing Commercial Licence.
3. Private Licence requirements are 45 hours. The 60 hours indicated is based on the average time taken to obtain the licence standard.
4. Alternate Private Licence requires a Private or Higher valid Fixed wing licence.
5. Alternate Private Licence requirements are 30 hours. The 45 hours indicated is based on the average time taken to obtain the licence standard.

## ***What you should do next...***

You should keep doing what you are doing with this information package... RESEARCH. Contact as many schools as you can and compare all the information. Unless you have to stay near your home consider schools from all over the country.

Some things you should particularly consider are:

- ☞ What type of equipment do they train on? Any helicopter is just as good as another for training but some are more reliable than others are. Ask about the school's fleet and average age (how many hours are on the aircraft) and how many days they loose to maintenance.
- ☞ Where is the School located? Are they two minutes away from their training area or do they have to fly for ten to fifteen minutes to get there? Training in a busy traffic environment is good and has many advantages but the majority of helicopter jobs are away from major airports and heavy traffic areas.

Once you've made a short list of potential schools, you should contact them in person. Over the phone is good but if you can visit them in person it's even better. Look at the facility and the machines and get a feel for the people who work there and more importantly, the students that are training there. Ask them why they chose the way they did and is their flight training enjoyable as well as productive. Would they have done things differently knowing what they now know?

Go for an introductory flight at the places you like the best. Any flying you do can be applied to a licence, so it's time and money well spent. If you come away enjoying your day and your flight, the school is definitely a contender.

Try to make the most informed and best choice for YOU!

## ***What about a job after the Commercial licence?***

Without a doubt, the most difficult exercise in this undertaking will be finding a job after you've completed your licence. This industry is like any other: "Need experience to get experience." It really doesn't matter where you trained, who you trained with, what types of helicopters you can fly or how good a pilot you turned out to be, you will have relatively little experience. That will be the biggest obstacle to overcome.

Once on the job search you will hear this many times and you should be prepared for this before you begin training.

Sending out many resumes gets your name out there but to be really effective you must travel the country and meet the people who do the hiring. I've never heard of a low time pilot getting a flying job because of their resume. Because of this you should budget some extra funding for after the training to travel around to some companies.

More than anything else, your personality and attitude are what is going to get you started. This is something you've either got or you don't. The time to decide if you have the dedication to get through all the initial rejection you're going to get is now, before you spend forty something thousand dollars. If you're not going to take "NO" for an answer and you're going to get a flying job come "Hell or high water", then you will.

You should also expect the first job in the industry will not be a flying job. Consider things that will get your "foot in the door", and give you the opportunity to display your attitude and other talents to the people who matter.

No matter what you decide, I hope this information package has answered your questions and provided some guidance. If you have any other questions or would just like to talk, please feel free to contact us at your convenience.

Good luck.

Sincerely,

E & B Helicopters FTU

**Potential Student Information Form**

**PERSONAL**

Name: \_\_\_\_\_

Complete Mailing Address: \_\_\_\_\_  
\_\_\_\_\_

Date of Birth: \_\_\_\_\_ Age: \_\_\_\_\_

Citizenship: \_\_\_\_\_ Phone #: \_\_\_\_\_

**REQUESTED COURSE**

Commercial

Alternate Commercial

Private

Alternate Private

Aircraft Type Rating

Robinson R22

Robinson R44

Bell 206B

Other (specify): \_\_\_\_\_

Starting Date: \_\_\_\_\_

I would like to secure a spot on the course.

I do not wish to secure a spot on the course at this time.