

Going Solo

Contributed by Steve
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This is naturally the first question a prospective pilot asks because not only is it the fulfilment of an aim but the cost plays a large part in the sense that the more hours needed to satisfy the Examiner then the more will a pupil have to pay out.

Your mind should be very clear on this issue as although the law lays down minimums for achieving these aims, they are simply minimums and the actual time taken will vary very much according to each individual.

For example, microlight flying being less expensive than conventional flying, has brought back many people who flew years ago, perhaps during the war. Although any previous licence may now be invalid, the basic skills will still be there (like riding a bike).

Another group of persons who very quickly progress is the skilled radio control modeller who has developed the sensitivity and know-how commensurate with flying an aeroplane.

These two groups are more likely to reach solo and licence stage before the newcomer so do not necessarily make a judgement of your own ability or a budget of your costings on the laid down minima, it could lead to disappointment.

The important point is to understand that you will go solo or achieve your licence when you are safe and competent to do so. Your life and the lives of your future passengers depend on this philosophy and cannot be measured in hours flown.