



Dynamic Flight School

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Hi, thank you for your inquiry with Dynamic Flight. We hope this package answers most of your questions about learning to fly a trike/microlight. We have included some answers to the most commonly asked questions as well as details about our Hang Gliding Federation of Australia (HGFA) accredited courses. If you require more information please give us a call or email.

What is a Microlight?

A microlight is a weight-shift controlled aircraft which consists of a wing that looks like a hang glider and base. Under the wing hangs the base that can be swung to either side or fore and aft to control the wing. The base consists of engine, seats and three wheels for undercarriage. Due to this tricycle undercarriage you will often hear these aircraft simply referred to as trikes. Trike are certified to CASA standards like any other aircraft.

Compared to other aircraft, trikes offer impressive performance with short take-off and landing, fantastic climb rates, sporty handling, comfortable two-place seating, rapid pack-up and set-up, ease of storage, low maintenance with an affordable price tag.

About Dynamic Flight

Dynamic Flight School has been operating full time since 1991 in the Beaufort area as a HGFA approved facility.

Our location, 30km west of Ballarat, enjoys a lower rainfall than many parts of Victoria including the coastal areas. We have access to a Flight Park with four strips catering for eight wind directions, the size of the Flight Park allows us to take off and land in any direction if the conditions fail to suit the runways. The Flight Park is located on the Western Highway, 800m east of the school and accommodation. The Flight Park hangar has “dynamicflight.com.au” written on the north face and is visible from the highway.

If you would like to come and see our facility and/or watch some flying activities, please give us a call or email. We can introduce you to some of the many pilots who fly locally on a regular basis. It's a good chance you will meet some of our past students. We have taught hundreds of people the skills of flying with ages varying from 16 to 70.

Our Instructor

Our Chief Flight Instructor (CFI) is Rohan Holtkamp who has been teaching hang gliding full time since 1991 and flying hang gliders since 1986. Rohan has been ranked in the top ten on the Australian national ladder for many years, he holds three hang gliding World Records and numerous National Records. Rohan was part of the Australian World Hang Gliding Championship team from 2005 to 2007.

What's involved in learning to fly?

To fly solo you are first required by Civil Aviation Regulations to undergo training at an approved training facility. We are here to teach you the practical and theory aspects of the sport to the standards set down by the HGFA. Gaining a pilot's certificate can be serious stuff, but it is a lot easier to learn than you might think and with the right attitude a lot of fun!

The follow is an outline of training required to gain the Pilot Certificate (solo) and does not include training for the cross country endorsement, passenger carrying endorsement or radio operators' endorsement.

- The first stage of training begins with paperwork, pre-flight briefing and an 20min introductory flight. This introductory is designed to ensure you feel comfortable with flight, and the weightshift method of control. After the flight we give you an indication of the theory component required if you choose to continue learning to fly.
- In the second stage of training, circuits will be undertaken with the trainee in the back seat, an hour or two of airtime will familiarise the trainee with climbing turns, descending turns, bank angles and roll rate of the trike. You will get to control the aircraft and gain a good idea of the inputs required.
- The third stage we undertake about an hour of training with the trainee in the front seat. We will familiarise you with taxiing and learning to control the wing and base in varying wind directions and strengths. It is here that pilots who have flown general aviation aircraft will need to come to grips with the nose-wheel steering system and pitch control of the wing. We will also perform a number of circuits with the trainee in the front seat. We may also use land-yachts to practice steering techniques in windy conditions.
- The fourth stage familiarises the trainee with pre-flight checks and standard airport radio procedures whilst we are once again practicing taxiing and flying circuits. By the end of this stage we should have between five and ten hours of flight and have done right hand and left hand circuits and beginning to judge the throttle control to accurately land on a predetermined position on our chosen runway.
- The fifth stage will be flying small cross countries, radio procedures and in-flight checks, still with your instructor in the back seat. You will learn to maintain the appropriate level of attention to the sky and navigational features. Engine off glides will be done to familiarise you with the glide performance of the aircraft. We will hone precautionary search and landing skills. This is especially necessary in the case of engine failure later in your solo activities and whilst gaining airtime for other endorsements.

Theory lessons are an essential component of your training experience. You will be provided with a workbook and reference material which can be completed in the majority at home. Verification, correction and/or expansion upon each of your workbook answers will occur at the classroom between our flying sessions. These theory lessons prepare you for each days flying and the theory exam that is undertaken near the end of the course to complete the requirements to gain your certificate.

Do I need to buy a trike before I get there?

Here you have three options:-

1. You can train on our equipment this way we can ensure you learn on a well maintained and suitable aircraft.
2. Dynamic Flight School is an agent for Airborne Windsports microlights. We can guide you through purchasing a new or used trike. If there is a long delay in the manufacture of your new trike, training can be commenced on our aircraft.
3. If you have already purchased a trike you should make sure that it is thoroughly inspected, trimmed and brought up to the specified maintenance standards and registered in your name. Use of your own trike for lessons is at the complete discretion of the instructor, generally only new or second hand trikes purchased from Dynamic Flight School will be considered.

Obviously trikes must be airworthy and suitable for your skill level. Rohan is an accredited Airborne agent, we offer a full inspection and test fly service for \$550.

How long does it take to set up a trike?

The latest trikes are very quick to set up. It should take approximately 40 minutes for an experienced pilot to set up the latest trikes. Two persons can set up the aircraft in less than 20 minutes.

How many people in a course?

We like to limit the number to 2 students per course.

What sort of clothes would I need to wear for training?

In the winter months you will need to bring windproof motorcycle/skiing suit and a set of windproof overalls. Sturdy Blundstone type boots are best, try to stay away from lace-up shoes as they tend to get caught on items around the cockpit when entering and exiting.

Is there health or other requirements to hold a pilot certificate?

Yes, the HGFA stipulates you must :-

- Be above the age of 15 years.
- Have a health standard equivalent to that required for a car licence.
- Have undergone training at a HGFA approved training facility, like here.
- Passed the HGFA theory exam.
- Be a current member of Hang Gliding Federation of Australia.

Can I stay close by when I do my course?

Bungalow style accommodation at the school is provided for \$20 per night. You can watch hang gliding videos after the days training, browse local and international magazines. The on-site accommodation includes continental breakfast and all bedding is supplied. Internet access with limited download is available if you bring your own laptop.

How much does it cost to train to solo?

See table below for full costs.

Minimum time to solo 10hours, some trainees take 30hours depending upon age and prior flight experience, we can estimate required training after around two hours of flight training.

We have set aside one week per month for trainees to start or consolidate training. Poor flying weather during these dates will be spent completing theory or exam requirements, flight training will be done during the optimal flying weather.

Training dates:-

Training dates can be arranged by contacting Rohan via email at dynamic@netconnect.com.au or phone (03) 5349 2845.

Dynamic Flight School – Microlight training costs

<i>Training (Dual, with instructor)</i>		
Trial Instructional Flight/Tandem Microlight Flight (includes Introductory Training HGFA Membership)	20 mins	\$80.00
Flight Training (DFS Aircraft)	Per hour	\$150.00
<i>Additional Training (Customer's Aircraft)</i>		
Passenger Carrying Endorsement		\$99.00
Pilot Check Flight/Certificate Renewal		\$99.00
Cross Country Endorsement		\$550.00
Aircraft Inspection and Test Flying		\$550.00
<i>Exams (covers preparation, classroom & correction)</i>		
Pre-solo Exam		\$44.00
Pilot Certificate Exam		\$44.00
X-C Endorsement Exam		\$44.00
Radio Operator's Exam		\$22.00
<i>Maintenance</i>		
Trike Servicing and Electrical Work	Per hour	\$44.00
<i>Theory Lessons</i>		
Reading/reference material		\$115.00
Per person	Per hour	\$44.00
Two or more persons (each)	Per hour	\$33.00
<i>Delivery</i>		
Trike delivery from Airborne factory to Dynamic Flight Park – includes packing and packaging at Airborne plus road freight costs		\$1,500.00
Trike delivery from Airborne factory to Dynamic Flight Park – you provide vehicle and fuel, we provide trailer & Rohan travels with you (includes 2 nights accommodation & 3 days driving)		\$850.00

Please note: Prices are subject to change without further notice, no cash refunds are given on our courses or deposits, although credits can be carried over for a maximum of 12 months.