



DWTA PROFESSIONAL HELICOPTER PILOT TRAINING COURSE

Summary - Overview

Unlike "Traditional Flight Schools", all DWTA training has been designed around Live Actual Commercial Experience and Training. Rather than focusing upon the mundane, DWTA immerses the new trainee in a REAL CFR135 Multi-Aircraft Multi Pilot Commercial environment. All attitudes and approaches are driven by ensuring the trainee achieves their goals and is truly prepared for the "Real World", not the "Flight Training World".

By joining the DWTA Flight Team as a new Professional Helicopter Pilot Student, the aspiring pilot is afforded the opportunity to become involved with a CFR135 Commercial Helicopter Air Carrier. This experience is invaluable as it gives real-world operations exposure. Of course, the actual training is their focus, with the DWTA instructors dedicated to realization of each new pilots aspirations, goals and dreams.



Aircraft Employed

We have chosen the Robinson R44 Raven as our training aircraft. There are many reasons for this selection, and we would encourage any potential student to contact us directly to discuss this important element. A key note; The aircraft utilized will directly influence numerous things, and it is vital that the new pilot understand all of the factors.



Course Phases - Certifications

The Professional Helicopter Pilot Program provides the following Pilot Certifications - [ATP and A&P require a longer time frame to complete and are worked on during actual post school employment - ask for details]

- Private Pilot
- Commercial Pilot
- Instrument Pilot
- CFI - Certified Flight instructor
- CFII - Certified Instrument Flight instructor

Post Professional Helicopter Program Completion

- ATP Pilot
- Airframe & Powerplant Technician [*continuation*]





So, What's Next?

When making the decision to become a Professional Helicopter Pilot, you will no doubt take the time to do research. The investment is not only fiscally large, but your training experience will remain with you always. There are many, many, many, let me say that again, *many* articles and comments about the ins and outs of becoming a Professional Helicopter Pilot. These range from what is important, to who is best and what the proper path should be for you to follow. They all profess / exude expertise, and to be sure, I have no doubt as to the veracity of the authors opinion(s) regarding topics that cover the following generalized areas:

- **What helicopter should I train in?** - [Schweitzer, Robinson R22/R44, Bell 47, Enstrom, etc.]
- **Where should I train?** - [e.g. High Density Altitude, Mountainous Terrain, etc.]
- **What aspects should a new student look for in a flight school?**
 - **CFR Part 61/91 vs. 141** [Certified Aviation Regulations - apply to a difference in time requirements for certifications and potentially student funding]
 - **Equipment available for training** - [FTD - Flight Training Simulators, etc.]
 - **Longevity** - [Length of time in business]
 - **Experience** - [In helicopter industry]
 - **Free iPad / Fitness Membership - Etc.** - [Seriously?]

Ad nauseum... - *"Latin term used to describe a discussion which has been continuing to the point of nausea"*

During your research, again you will find a large volume of information. Quite frankly, there is WAY TOO MUCH out there and it causes me to feel empathy for the burgeoning Helicopter Pilot - information overload with motivations unclear. Below, I provide some examples of things you will encounter when searching for a flight school. CAUTION AND BEWARE!, just because it is written, DOES NOT mean it is true, accurate, or necessary to achieve your goals;

- ✓ Take a 2-Day Seminar from Highly Experienced Helicopter Pilots to determine your Future!
- ✓ Ask about Accreditation!
- ✓ CFR Part 141 is for YOU! - [Cheaper, quicker, etc.]
- ✓ Take a: Mountain Flying Course! / Turbine Transition Course! / etc.
- ✓ Use of Certified Flight School Directory!
- ✓ FREE - "anything" - Helicopter Industry Magazine, Training Newsletter, etc.
- ✓ Helicopter e-books / seminars of ANY form
- ✓ Forums of ANY form
- ✓ Grand statements of ANY form
- ✓ Freebies of ANY Form

So, now the next logical question you may ask - *"you've given an opinion about what I should be wary of, so then what do you suggest?"*. The answer is, uncover and expose all of the questions you can, then talk to different schools in order to answer them. This should not be done via e-mail, but rather in person if at all possible, or minimally on the phone [consider Skype if long distances are involved]. This way, you will find what you feel is the best fit - regardless of hype, locale, aircraft, etc. The most important factors in determining where to attend are:

- **Schools Approach to Your Training** - *[is their motivation the money in your wallet or your success? - The questions they ask and methods they employ will provide this answer]*



- **Type of Training They Perform** - *[Cookie-Cutter industry standard?, or something real-world based? For instance, every DWTA instructor is an Air Carrier Commercial Pilot - NOT just a flight instructor trying to build flight time]*
- **False Promises** - *[If a job is virtually guaranteed, they are being dishonest. Additionally, IF you did get a position, how many hours a year are the other instructors flying? - Watch out for paper tigers]*
- **Over-All Program Cost** - *[Not the FAA Minimums, what is the reality of what you can expect?]*
- **Additional Opportunities** - *[What other opportunities exists at your school? For instance, all DWTA trainees have the opportunity to become Airframe and Power-plant mechanics in conjunction with their training AND Fixed-Wing pilots Certified as well.]*
- **Connection You Feel** - *[When you interviewed the school, did it seem like an environment you want to become a part of?, of are you a number?]*

In short, make your decision based upon what you feel fits you best and what is real and not hype, not what some "expert" says is the best for you.

Please Contact Us Anytime - We look forward to the opportunity to visit with you about your questions, thoughts and regardless of where you may attend, we are always available to answer you from an unbiased, object perspective. Remember, DWTA is NOT a flight school, but rather a Full CFR135 Air Carrier who chooses to help train tomorrows Professional Pilots from the real-world standpoint, something we have seen absent in the pilots we attempt to hire for Air Carrier Work.

www.dwtair.com

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