



World-class training for recreational, professional, &
competition pilots, based in the Hunter Valley.





Welcome to Phil Unicomb Aviation.



Phil Unicomb Aviation is based at Cessnock Airport, right in the heart of picturesque Hunter Valley wine country. We pride ourselves on professional instruction, robust safety practices, and a student-centric culture. We offer flight training from Recreational level, through to a Commercial level and beyond. For those who want to take their flying to the next level, we also specialise in sport flying, offering advanced training in Aerobatics, Formation Flight, and Tailwheel design feature endorsements, just to name a few.

We set ourselves apart from other flying schools by providing a fun atmosphere in which to learn while building a community with our students, friends, and fellow aviators. PUA started from humble beginnings in 2019 and has now grown to host an expanding fleet of many aircraft. Among these are the Cessna 150, 172, and 182 training workhorses, a beautiful vintage Tigermoth biplane, Piper Arrow III, twin engine Beechcraft Duchess commercial trainer, and aerobatic capable machines such as the American Champion Decathlon and Pitts Special aerobatic biplane.

WHY CHOOSE US?

INSTRUCTORS

Our team of Flying Instructors has over 50,000 hours of collective flight experience and come from a variety of backgrounds, including charter operation, ex-RAAF, ex-airline, and international championship aerobatics. Our instructors are passionate about sharing their love of aviation with you and will always work hard to help you achieve the best possible outcome.

FLEET

Our fleet is as exciting as it is diverse, from vintage warbirds to aerobatic aircraft, with world renowned training workhorses in between. Each of our aircraft are permanently hangared on site and always maintained to the highest standards.

PUA PHILOSOPHY

At PUA, we value professionalism in all that we do. Learning to fly with us will not only equip you with the skills and qualifications necessary to succeed as a licenced pilot, but we will make sure you have fun doing it too! We have built a community and encourage our students to engage in that community by taking part in activities such as our Weekend Fly-Aways, Air Safaris (great for building CPL command hours or PPL navigation training!), weekly trivia team, monthly "Pilots at the Pub" nights, and BBQs.





**We are not just
a flying school,
we're a family.**

HANDS ON ACTION FLIGHT

FIRST SOLO

AREA SOLO

RECREATIONAL PILOT LICENCE (RPL)

CONTROLLED AIRSPACE ENDORSEMENT

NAVIGATION ENDORSEMENT

DESIGN FEATURE ENDORSEMENTS

FLIGHT ACTIVITY ENDORSEMENTS
(FORMATION & AEROBATICS)

PRIVATE PILOT LICENCE (PPL)

OPERATIONAL RATINGS
(NVFR, FIR, IR, PIFR)

AIRCRAFT CLASS RATING (MULTI-ENGINE)

COMMERCIAL PILOT LICENCE (CPL)

FLIGHT INSTRUCTOR RATING



HOW DO I GET MY PILOT'S LICENCE?

It's time to learn to fly! Your journey starts with a "Hands On" Action Flight, which gives you the opportunity to take control of an aircraft for the first time. The whole experience is conducted under the guidance of your dedicated Flight Instructor and involves a one-to-one preflight briefing followed by a 30 minute flight where you are at the controls from take-off to landing.

This is the first step in your aviation adventure, and those 30 minutes are counted as syllabus flight hours that can be recorded in your logbook! Having taken to the skies for a Hands on Action Flight, you have completed your first training milestone. What's next?

Get Your Licence

WHEN CAN I START?

There is no limit on when you can start learning to fly when accompanied by a Flight Instructor, however, you must be at least 15 years old to fly solo and may not attempt your first flight test until 16 years of age.

WHAT EDUCATIONAL QUALIFICATIONS DO I NEED?

The Civil Aviation Safety Authority (CASA) does not require any person undertaking flight training to hold prior formal educational qualifications, however, basic literacy and numeracy is required.

THE RECREATIONAL PILOT LICENCE (RPL)

The RPL is the first licence that pilots in Australia will hold, and allows you to pilot an aeroplane while carrying passengers within a 25 nautical mile radius of your home airport. Holders of an RPL are authorised to fly light, single-engine aircraft as pilot in command.

WHAT ARE THE MEDICAL REQUIREMENTS?

In order to fly solo and to make use of your RPL, you will need to meet one of two medical standards. These include either the Class 2 Medical Certificate issued by CASA, or the Recreational Aviation Medical Practitioners Certificate (RAMPC) issued by your GP. However, it should be noted that the medical standard you choose will affect what you can do with your RPL. Feel free to have a chat with our team to see what medical standard would suit you best.

WHAT ARE THE STEPS IN ACHIEVING MY RPL?

After completing your 30 minute "Hands on Action Flight", the next step is to begin working toward your first solo flight. Your First Solo includes a take-off and landing without your Flight Instructor on board, and is a milestone that most pilots will remember forever. Pilots generally complete their First Solo within 10 to 20 hours of flight training, however, this is totally competency based, and your instructor will let you know when you are ready.

After completing your first solo flight, it is time to start working toward your Area Solo, The Area Solo is where you will embark on a solo flight to an area away from the airport to practice some of the maneuvers that you have learnt so far, without the aid of an instructor.

There is also a theory examination which will need to be passed prior to taking to the skies on your RPL Flight Test. We run full-time and weekend theory courses for those students wishing to get ahead with their study, or alternatively, offer one-on-one tuition.

The minimum flight time required to achieve your RPL is 25 hours. The entire RPL will usually cost less than \$13,000 depending on your competency and frequency of flying.

THE PRIVATE PILOT LICENCE (PPL)

If you would like the freedom of traveling anywhere in Australia by aeroplane, the licence you require is a Private Pilot Licence or PPL. This licence is great for those who wish to fly with friends or family but are not looking at being employed as a pilot.

WHAT ARE THE MEDICAL REQUIREMENTS?

In order to exercise the privileges of your PPL, you will need to hold a CASA Class 2 Medical Certificate or higher.

WHAT ARE THE STEPS IN ACHIEVING MY PPL?

By this stage you will already hold your RPL, so now you will be learning how to navigate around the country with reference to maps and the ground. This licence is a lot of fun as you will get to see different parts of Australia, including the North Coast, South Coast and Central NSW. You will also be flying into busy airports with Air Traffic Control towers, as well as quiet country grass airstrips.

There are just under 10 navigation exercises to complete, along with the PPL Theory exam before you can embark on your final flight test. For those who want to get ahead with their study, we run a one week PPL theory course, or alternatively offer one-on-one tuition.

The minimum flight time required to achieve your PPL is 40 hours including the previously achieved RPL hours. This depends on your competency and frequency of flying.

THE COMMERCIAL PILOT LICENCE (CPL)

If you love flying, then why not turn your passion into a career by becoming a commercial pilot? Aviation is one of the most rewarding careers available and there is no better time than now to complete your Commercial Pilot Licence (CPL). Holding a CPL means that you can now be paid to fly and opens the door to a diverse list of career pathways. Some examples of these career options include: Charter Pilot, Flight Instructor, Agricultural Pilot, Aeromedical Pilot, and Airline Pilot just to name a few. These career options may require further training, however, none can be achieved without the Commercial Pilot Licence.

WHAT ARE THE MEDICAL REQUIREMENTS?

In order to exercise the privileges of your CPL, you will need to hold a CASA Class 1 Medical Certificate.

WHAT ARE THE STEPS IN ACHIEVING MY CPL?

Having already completed your PPL, it's time to undertake further navigational training with instruction focused on commercial decision making and commercial scenarios. There are also 7 theory exams you must pass before taking your CPL flight test. The exam topics include: Aircraft Systems, Aerodynamics, Flight Planning & Performance, Navigation, Meteorology, Human Factors, and Air Law. We run CPL theory courses to help you pass your exams and offer one-on-one assistance as necessary. The minimum flight time required to achieve your CPL is 200 hours.





Design Feature Endorsements

MANUAL PROPELLER PITCH CONTROL (MPPC)

PREREQUISITES: RPL

TYPICAL DUAL FLIGHT TIME: 2 – 3 HRS

MPPC is required in order to fly more complex aircraft fitted with propellers which are capable of changing their pitch (blade angle). The propeller's ability to change its pitch, increases efficiency and helps the aircraft achieve greater cruise speeds and increased range. MPPC training is incorporated into the CPL syllabus but can be added to any licence from RPL onward. This endorsement can be completed at the same time as Retractable Undercarriage which will cut down on dual flight time with your Instructor.

TAILWHEEL UNDERCARRIAGE

PREREQUISITES: RPL

TYPICAL DUAL FLIGHT TIME: 5 HRS

Many aircraft built specifically for aerobatics feature a tailwheel undercarriage. You may also notice that many vintage aircraft, such as our iconic DeHavilland Tiger moth, incorporate the tailwheel as part of their design. TWU training is typically undertaken in our Decathlon and can unlock the door to a whole world of vintage aircraft and competition aerobatics. The Tailwheel Undercarriage Endorsement typically takes 5 hours to complete, however, the time required will vary based on competency and frequency of flying.

RETRACTABLE UNDERCARRIAGE

PREREQUISITES: RPL

TYPICAL DUAL FLIGHT TIME: 2 – 3 HRS

Aircraft with retractable undercarriage create less drag than those fitted with fixed undercarriage and are therefore more efficient. It is for this reason that many commercial operators choose to fly aircraft with this type of undercarriage. If you wish to fly more complex and diverse aircraft, or to increase your employability as a Commercial Pilot, this is a great option! This endorsement can also be completed at the same time as MPPC which will cut down on the overall combined cost.

EXAMPLES OF OTHER DESIGN FEATURE ENDORSEMENTS INCLUDE:

- Pressurisation
- Gas Turbine Engine
- Floats
- Floating Hull



Flight Activity Endorsements

AEROBATICS

PREREQUISITES: RPL

TYPICAL DUAL FLIGHT TIME: 4 HRS (FIRST PHASE)

Phil designed an aerobatics syllabus which is quite "user friendly". Depending upon the level you wish to achieve, the syllabus has 6 phases; from very basic through to competition levels.

The first phase, which includes wingovers, loops, and aileron rolls, can generally be completed in approximately 4 hours. Of course, this is tailored to the individual and is competency based.

Over the years, Phil has produced more than 40 State and National Champion Aerobatics pilots.

It is strongly recommended that you complete the Emergency Manoeuvre Training outlined below prior to beginning your aerobatic training.

ADVANCED AEROBATIC TRAINING AVAILABLE:

- Aerobatics 1500ft, 1000ft, and 500ft
- Aerobatics Unlimited
- Formation Aerobatics

SPINNING

PREREQUISITES: RPL

TYPICAL DUAL FLIGHT TIME: 2 HRS

A prerequisite for the Flight Instructor Rating and Aerobatic Endorsement, a Spinning Endorsement is also a great way to improve your flying skills and your situational understanding of aircraft mishandling. The Spinning Endorsement will teach you how to recognise aircraft mishandling situations, what pilot actions can lead to inducing a spin, and how to safely recover from a spin. Phil is one of Australia's leading experts in spin training and you will find that PUA provides the highest quality instruction in this area.

FORMATION FLYING

PREREQUISITES: RPL

TYPICAL DUAL FLIGHT TIME: 5 HRS

Formation flying is a challenging but extremely rewarding skill for pilots of any experience level. There is a high degree of precision required to stay in formation, and completing formation flight training will improve your flying out of sight. If you have a fellow pilot wanting to learn, we can teach you both simultaneously, however, this is not a requirement.

Operational Ratings



NIGHT VFR RATING

PREREQUISITES: PPL

The Night VFR (Visual Flight Rules) Rating is designed to provide pilots with the skills required to take-off, navigate, and land visually by night. It is ideal in situations where you are departing later in the day and expect to land after nightfall. You will also find that many commercial operators require Night VFR or Instrument Ratings for their pilots. The minimum “at night” experience required for the issue of a NVFR Rating is as follows: (CASR 61.975 & 61.990)

- 10 hours total
- 5 hours of general flight
- 5 hours dual cross country
- Must comprise of at least 2 flights, each of which include one landing at an aerodrome other than the aerodrome from which the flight began, and is remote from extensive ground lighting.
- 2 hours circuit flying
- Include at least 1 hour of dual and 1 hour of solo night circuits.
- 3 hours dual instrument time

FLIGHT INSTRUCTOR RATING

PREREQUISITES: CPL, 200 HOURS AS A PILOT, 100 HOURS AS PILOT IN COMMAND, SPINNING FLIGHT ACTIVITY ENDORSEMENT

Whether you are interested in sharing your love of aviation or would like to become more employable once you have achieved your CPL, a Flight Instructor Rating is a great option. Utilising our two Cessna 150s along with Flight Instructors who hold over 50 years of collective experience, the FIR will improve your own flying and interpersonal skills while focusing on providing you with the tools necessary to teach a new generation of talented pilots. The Spinning Flight Activity Endorsement can also be undertaken in conjunction with the Flight Instructor rating.



PRIVATE INSTRUMENT RATING (PIFR)

PREREQUISITES: PPL

The PIFR is available to private pilots who wish to fly under Instrument Flight Rules in Private Operations that utilise a single pilot aircraft with a Maximum Take-Off Weight (MTOW) no greater than 5700kg. To gain your PIFR, you must complete 20 hours of instrument flight time (some of which may be conducted in our simulator), pass the Private IFR theory exam, and the flight test. Additional instrument endorsements may be added as needed, and our team can tailor an individual training package to suit your needs.



SIMULATOR

Our flight simulation training device is an Elite Airtrainer AT-11i built in Switzerland. It is CASA-approved for instrument training, helping to significantly reduce the costs associated with this advanced level of training.

INSTRUMENT RATING (IR)

PREREQUISITES: PPL

For any other operations under the Instrument Flight Rules (IFR), you will need a full Instrument Rating.

To gain your Instrument Rating you must first hold at least a PPL, study the aeronautical knowledge syllabus, and pass the Instrument Rating Theory Examination (IREX). You must also complete flight training at a Part 141 Flight Training Operator (PUA) to receive either a single engine or multi engine aeroplane endorsements along with at least a 2D instrument endorsement. These are described below.

The aeronautical experience required is as follows:

- 50 hours cross-country flight time as pilot-in-command
- 40 hours of instrument time, including at least 10 hours of dual instrument time and 20 hours of instrument flight time.

There are experience standards for each aircraft endorsement mentioned above (this experience can be gained either in an aircraft or in our Flight Simulator). These standards are noted below with the hours gained during the endorsement counting toward the required flight time.

Single-engine aeroplane endorsement - you are required to complete a minimum of 10 hours of dual instrument time and 5 hours of night experience while pilot of an aeroplane. The 5 hours of night experience must be made up of no less than 1 hour of dual flight time and 1 hour of solo night circuits.

Multi-engine aeroplane endorsement - you are required to complete a minimum of 10 hours of dual instrument time in a multi-engine aeroplane and 5 hours of night experience as pilot of an aeroplane. The 5 hours of night experience must be made up of no less than 1 hour of dual flight time and 1 hour of solo night circuits.

You will also need to pass the instrument rating flight test with our IFR Examiner.



Multi-Engine Aeroplane Class Rating

PREREQUISITES: PPL

A MEA Class Rating authorises the holder to operate aircraft that fit the description of the class rating and are not designated as type-rated aircraft. PUA offers training for the MEA Class Rating in our Beechcraft Duchess. This can be conducted in conjunction with your Instrument Rating.



Emergency Manoeuvre Training

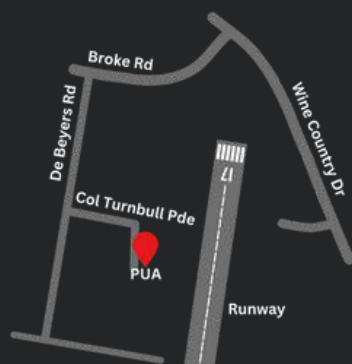
Emergency Manoeuvre Training is a specialty course designed by Phil. He first developed the EMT course 25 years ago after being inspired by observing many preventable accidents which were occurring due to aircraft mishandling. In recognition of his contribution to aviation safety, the Royal Aeronautical Society honoured Phil with the Flight Instructor of the Year award in 2014.

The EMT course focuses training on defensive flying and awareness while being designed to teach pilots how to avoid aircraft mishandling.

The course is conducted over 3 days using a Pitts Special biplane or alternatively the Decathlon aerobatic aircraft.



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