



TRAINING FLIGHT!

....because every flight is a training flight! ©

TOOLS, TIPS & TECHNIQUES FOR THE REDTAILS. NUMBER 6 SEPTEMBER 2007

It's getting late in the year, but not too late to start that IFR rating!!!

When we last left our readers we were threatening them with a follow-up issue regarding the highly regarded instrument rating! Well no longer a threat, here it is!!

This last issue of the calendar year will focus on (1) **finding the right CFII**, (2) **the cost of an instrument rating** and (3) **the training process**.

But first let's briefly recap.....



FAR 61.65 lists the requirements for obtaining an instrument rating, but the basic airtime requirements are;

- (1) 40 hours of actual or simulated instrument time, 15 must be in an airplane with a certified flight instructor, instrument; up to 20 in an approved SIM with a CFII providing instruction.
- (2) 50 hours of cross country time as PIC.
- (3) A 250 mile, three leg cross country in the ATC system under instrument flying rules. The three legs end in 3 approaches.
- (4) 3 hours of practical test preparation within 60 days of your check ride.



OK, but which CFII?

Well one thought is why not just find the CFII that originally trained you? This might not be at all possible, but think about it for a second. The previous training relationship could provide a smooth transition to the next level. Unfortunately it might not be that easy. First and foremost the flight instructor must be rated as an **instrument instructor**, commonly known as a CFII, although this is not shown on his ticket, but it must be noted in his/her ratings and limitations: "Instrument (Category)".

So where do you go? Ask a fellow Redtail? Talk to your hangar neighbor? How about the flight school you frequent? The answer is talk to them all. But don't stop there. AOPA requests instructors list themselves in the "Find a CFII database". Most CFIs I know are there. Also, Be-A-Pilot is a great resource. And I would be seriously remiss if I did not suggest (www.nafinet.org).

But how do you find the "right" CFII? That's like asking how to you find the right A&P, the right dentist or the right tax preparer.

Much of the task depends on you and how seriously and conscientiously to approach the effort. A while back a fellow Redtail posted a message asking if anyone knew of any double-I's that could help him get back in the saddle. If you don't recall that message please remember this when looking for a CFII, or any flight instructor.

- (1) You are looking to purchase a service.
- (2) As an educated consumer you have a host of requirements - know what you want.
- (3) Key elements I always ask people to look for are (a) some record of experience and (b) a flight and ground training syllabus.





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Well what about money?

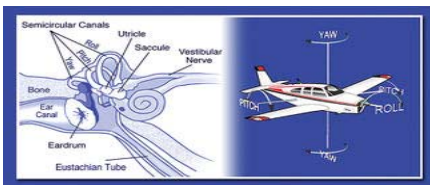
In terms of price, like so many things you get what you pay for. Prices vary widely. Most flight schools charge more for “advanced training”, while some independent CFIs offer one price regardless. Then there are the accelerated courses, like “PIC” and ATP, which in the long run may save you money, but remember they are a short term time COMMITMENT.



Professional Instrument Courses, Inc.

The true cost of obtaining an instrument rating can be approximated given some basic data from you. You know the cost of the plane, you have an idea of the CFI rate and now it's time to estimate how much time? The FARs require 40 hrs of hood time and I've found most instrument students are ready at about 40 hours, if they also spend some time in a SIM (it is cheaper) practicing approaches.

So with an aircraft, CFI, SIM, books, charts, approach plates and test materials you are looking at an investment of at least \$7,500 to \$8,500.00. Yeah, I said “investment”.



Well what can I expect of the training?

OK you think you have a CFI and you have the money. You are ready. What can you expect?

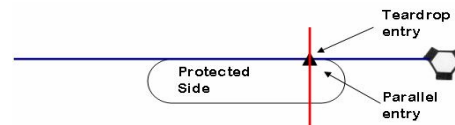
Well the cockpit environs are similar to your private training. Small space, lots of noise, but on the upside so much is familiar to you.

Since you have already reviewed the CFI's training syllabus (see page one!) you know that it starts with flying, continues with more flying, then flying in the “system”, then flying approaches, misses and holds all the time solely by reference only to flight instruments.

You will most certainly get tired of foggles, but they become your best friend as you and your CFI look for overcast opportunities with a chance for some actual “actual”.

So from a high level you can expect something like this:

- (1) Basic Attitude Flying,
- (2) Patterns Alpha and Bravo (Pitch, Bank and Power),
- (3) NavAid tracking,
- (4) Approaches, Misses and Holds,
- (5) IFR Flight Planning,
- (6) IFR Cross Country,
- (7) Arrival and Departure Procedures,
- (8) IFR Emergencies, and
- (9) IFR check ride preparation.



So that's a short course on moving toward the IFR ticket. Hope it sparks some interest in some of the Redtails.

Remember you can pen a note to the editor at anytime. Hit me at redtail3@california-redtails.org.

CAVU....Rayvon

