



Phoenix Flyers Newsletter

Volume 1, Issue 6, June 2012

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Aircraft Locations

Chandler

Hangar B-8: N47601
Hangar H-9: N493JL

Deer Valley

Hangar 6-2: N30749
Hangar 7-12: N9014P

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Getting your instrument rating

A perspective from a newly rated pilot - Randy Crutchfield

This article is for the 50% of the pilot population that does not have an instrument rating (don't feel bad, the other 50% includes commercial pilots). Like many of those pilots I'd been thinking about adding an instrument rating for a long time. There always seemed to be a reason to postpone getting started; too busy, can't find a good CFII, too hot, too cold, not enough money, etc. Late last year the stars finally aligned and I ran out of excuses. So here is a synopsis of my experience. +

After setting some time and money aside (more on this later) the first step was to find a good CFII. Bob Ballou told me that Jeff Quackenbush had his CFII and I should contact him. We met at Cutter and discussed the process, availability, and other details. He also recommended some books and suggested that I get the written out of the way first. +

The preparation for the written was mostly on my own, but Jeff was there to help with questions along the way. I also purchased a computer training program that was helpful. My set was from King Schools but any of the good quality videos out there (Sporty's, etc.) would probably be fine. You could probably pass the test just by reviewing the questions repeatedly, but I don't think the long term retention would be as good. + I took the written at SDL (Sawyer Aviation) on the day after Thanksgiving and passed. Then it was on to flight training. At least that was the plan. Jeff and I had only one flight before he had foot surgery and was out of commission for a few weeks. The time went quickly however, and we eventually did start flying. A lot!



(See "RATING"; page 2)

How did we not sell 14P?

This ad appears in every issue of the *Comanche Flyer* from The International Comanche Society. A "fast discriminate transaction on your ramp"? Isn't discriminate a verb? Maybe he meant discrete. If we sold could we expect an article in the *Arizona Republic* about a drug cartel bust in Mexico in which a Comanche gets confiscated? And does Jim bring a suitcase full of cash for payment? Actually, if Jim brought a suitcase full of cash we might not care. Jim has 20 years of experience. Does he hope to get out in another 10 with good behavior? And do the references come from the DOC? Hopefully the ad will still be running in five years and we can find out.

Aircraft Wanted

"COMANCHE'S WANTED" All models, runouts OK, needing P&I/Radio upgrades OK, fast discriminate transaction on your ramp 20 years experience/references. Call Jim (██████████)

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(*Rating;;Continued from page 1*)

We usually flew on weekday evenings or weekend days and averaged about twice a week. Seems like a lot but I think it helped keep the focus on getting done and there was more retention from lesson to lesson (Jeff might disagree as I made some pretty boneheaded mistakes from time to time).

The actual training was some of the most intense flying I've ever done. I was surprised at the level of concentration needed. After an evening lesson I usually spent the whole night flying approaches in my dreams. For the long cross-country we went to Ryan Field and then on to Nogales and back. It was during this flight that I got to log a little bit of actual instrument time with a few clouds at our altitude. Like most folks training in Arizona, simulated time is the norm so it was interesting to be on instruments without wearing my foggles.

After reaching 40 hours, Jeff signed me off for the practical test. The only examiner I knew was the one from my private check ride over 20 years ago but he was still available. We met at Cutter to take care of the oral portion and then out for the check ride. The oral focused on a practical application of the knowledge test by planning an IFR trip and going over the details. He asked successively detailed questions on various subjects related to the trip until I no longer knew the answers. Certainly a humbling experience but it did reinforce that a new rating is basically a license to learn and not to get too cocky.

I passed the oral so we went out to N30749 to demonstrate everything to the PTS. Not long after we got started, I noticed the new attitude indicator was acting erratically. The examiner noticed it too but we did manage a couple of approaches including the ILS at IWA before the AI was out to lunch and we had to stop. He issued a letter of discontinuance (same as hitting the "pause" button) and we were able to successfully complete the ride about a week later after the AI had been replaced.

After over four months of hard work, my certificate now has just two words added to it: "INSTRUMENT AIRPLANE". Was it worth it? Yes. In addition to the extra flexibility I now have (particularly for flights to CA), I feel like a better pilot, IFR and VFR. I also wanted to mention the cost. The accounting is a little hard to track since I would have doing some been flying during those months anyway but I'd estimate about \$4k in incremental cost. This is where being in the club really pays off; getting the same rating through any of the FBOs would be at least double.

Let me know if you have any questions. I'd be glad to tell you more. If you're interested, I also suggest talking to a CFII. I highly recommend Jeff.

Safety Side

by Tom Lessor; editor

We used to have one of these in our previous newsletters. They were usually written by the safety officer; sometimes by an instructor. In the later editions they were written by the editor. Much like this.

Randy doesn't mention it in his article however Jeff was allowed to sit in on the oral portion of the instrument exam. There was also something about the use of a bundling board to keep Jeff from jumping in and answering questions. During a discussion on the requirements for instrument currency, Randy provided an answer which put the examiner into "gotcha" mode. According to Jeff, the examiner stated FAR 61.57 has been modified in 2012 to change the requirements as to when an Instrument Proficiency Check (IPC) is required. According to an article in the April 2012 AOPA issue of *Flight Training* there are numerous examiners under the same impression. The AOPA article goes on to say however that according to the FAA and several aviation attorneys, the procedures for maintaining or reestablishing instrument currency have not been changed.

The modifications to FAR 61.57 were meant to clarify when the IPC is required, not to change when the IPC is required. If we assume the language on the FAA website is the most current (and why wouldn't we?), the paragraph is different than what is in the 2012 ASA edition of the FAR/AIM.

(d) *Instrument proficiency check.* Except as provided in paragraph (e) of this section, a person who has failed to meet the instrument experience requirements of paragraph (c) for more than six calendar months [needs an IPC].

It would seem the interpretation of the above by Randy's examiner is the IPC is required anytime paragraph (c) isn't completed within six calendar months. However paragraph (c) states the requirements must be met within the previous six months to "act as pilot in command under IFR". The clock for paragraph (d) starts to tick for six months only after the requirements for paragraph (c) haven't been met. I'm not sure the old verbiage wasn't clearer.

Membership Status

As of June 1, 2012

40 Active Members