

INTENSIVE INSTRUMENT TRAINING

This course is designed for the pilot who *wishes to receive their instrument rating in the fewest days possible.*

BEFORE WE START

You **MUST** have a passing score on your instrument written test.

You **MUST** supply your own IFR certified aircraft.

You **MUST** have at least 40 hours of cross country time.

You **MUST** provide an Airworthy Airplane that has a current Altimeter/Pitot-Static Check.

WHAT IS REQUIRED TO TAKE THE INSTRUMENT CHECK RIDE?

- 50 HOURS CROSS COUNTRY TIME
- 40 HOURS OF HOOD TIME
- 15 OF THESE HOOD HOURS MUST BE WITH AN CFI-I
- 3 OF THESE HOURS MUST BE WITHIN 90 DAYS OF CHECK RIDE
- 1 CROSS COUNTRY OF AT LEAST 250NM TOTAL DISTANCE WITH A CFI-I COMPRISED OF 3 DIFFERENT AIRPORTS (1 DIFFERENT APPROACH AT EACH AIRPORT)

WHY TAKE THIS COURSE?

We all know the importance of the Instrument Rating. If you wish to finish your Instrument Rating Course in the shortest amount of time, this course is for you. Simply put it will be like drinking water through a firehose. The course is designed differently than the majority of “crash instrument courses.” *I tailor my instruction to fit your learning.* Everyone learns differently and at different pace. We don't jump ahead to the next skill if you aren't ready to move on. On the other hand, If you have mastered a skill, we are not going to keep doing it over and over.

In the beginning, each lesson will start with ground instruction about what we are going to accomplish in that lesson followed by a flight/sim lesson. At the end of each lesson we will follow up with ground instruction reviewing that lesson. As each task is mastered, we will focus our time on flying.

WILL WE GET TO FLY IN ACTUAL IFR

You Bet! *If Mother Nature will will be kind enough to give us some actual IFR weather.*

TELL ME ABOUT THE FLIGHT SIMULATOR

The flight simulator is a Red Bird TD2. It is FAA approved and **10 hours may count towards your Instrument rating (THINK OF THE COST SAVINGS vs USING YOUR PLANE)**. It is a single engine format and comes with either a traditional 6 pack and a Garmin 530 or a Glass Cockpit with a G1000. We can fly any approach, arrival, departure at any airport in the US you wish as well as in some foreign countries. It **is included in your price** (If we train at KCLK). You will also have unlimited use of the sim in the evenings to practice on your own if you wish.

HOW MANY DAYS SHOULD I ENROLL IN?

That's up to you. Look at the above **REQUIREMENTS** and decide for yourself how many days you need based on flying hours needed. *If you still have questions about how many days to schedule always feel free to contact me*

4 DAY COURSE \$2400 (FINISH UP COURSE) \$600/DAY (EACH ADDITIONAL DAY \$590)

20 Hours Flight/Sim Instruction
15+ hours Ground Instruction

5 DAY COURSE \$2875 (FINISH UP COURSE) \$575/DAY (EACH ADDITIONAL DAY \$550)

25 hours Flight/Sim Instruction
18 hours Ground Instruction

7 DAY COURSE \$3850 \$550/DAY (EACH ADDITIONAL DAY \$525)

40 hours Flight time/Sim Instruction
20 hours Ground Instruction

10 DAY COURSE \$4950 \$495/DAY (EACH ADDITIONAL DAY \$450)

40 hours Flight time/Sim Instruction
20 hours Ground Instruction

BESIDES THE PRICE WHAT IS THE DIFFERENCE IN THE 7 AND 10 DAY COURSE?

Simply put the amount of hours we spend each day. During the 7 day course we will fly approximately 6 hours a day and spend about 3 hours a day on ground instruction. If you short on time then the 7 day course for you. With the 10 day course we average 4 hours a day of flying and 2 hours a day ground instruction. The 10 day course gives you more free time each evening to study, practicing on the flight simulator (at no extra charge), or simply relaxing.

DO I HAVE TO TAKE EVERYDAY CONSECUTIVELY?

No. I just need to know prior to scheduling. Keep in mind the more days you take off between flights the more material we may need to review from the previous lesson.

WHAT IS A TYPICAL DAY?

There is no "typical day." It's aviation. Mother Nature, Maintenance, and Life Happens. With that said here is the schedule we will start with (I promise it will change).

Day 1 and Day 2

7:30 - 10:00 Lesson (Ground Lesson/Sim Session)

Break

10:15 - 12:45 Lesson (Ground Lesson/Flying Lesson)

Lunch

1:45 - 3:15 Lesson (Ground Lesson/Sim Session)

Break

3:30 - 6:00 Lesson (Ground Lesson/Flying Lesson)

Day 3 +

**The same as above except all lessons are (GroundLesson/Flying Lesson)
We will use the sim as needed.**

Final Day of Training

**Morning - Cross Country Flight 4 + hours
Afternoon - Checkride Prep 4+ hours**

WHAT HAPPENS IF I NEED MORE DAYS?

No big deal (this happens). We will simply schedule you at the next available date.

IS THERE A DEPOSIT REQUIRED?

25% of the total course cost to guarantee you a slot. The remainder is due at the first lesson. I take cash or credit card.

WHAT HAPPENS IF I CANCEL?

14+ days prior to start date 100% return on deposit
8 - 14 days prior to start date 50% return on deposit
7 days or less no refund on deposit

Since I understand "*life happens*" and changes may need to be made in schedules, any portion of the deposit not refunded will be applied to future training as long as you are scheduled within 60 days of the cancelation. After that date there will be no refund on deposit.

WHERE ARE YOU LOCATED?

I am located at the Clinton, Oklahoma Airport (KCLK)

CAN YOU COME TO MY AIRPORT

I will. However, there will be additional charges. My meals, lodging, and transportation.

WHEN DO I TAKE THE CHECKRIDE?

I will contact an examiner as soon as you make your deposit. If you have an examiner you like to use we will do our best to schedule them. If they are not available or you have no preference then we will use the first available examiner.

If you have any questions or your ready to schedule your training please contact me.

James Sharp
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(Prices are subject to change. Valid as of 02/17/2020)