

COMPLETE YOUR INSTRUMENT TRAINING IN TWO WEEKENDS FOR \$2495

We start on a Friday night and train all day Saturday and Sunday. We continue the next Friday night and train all day Saturday and Sunday. You are then signed off and ready to take your Instrument Checkride.

WHY THIS COURSE?

Have you tried for months, maybe years, to complete your instrument rating and that goal just isn't getting accomplished? Maybe you simply prefer not to wait another 6 months to earn your rating. If so, you can complete your Instrument training in two weekends.

WHAT ARE THE PREREQUISITES NEEDED BEFORE WE START?

- Have a passing score on your instrument written test.
- Completed at least 40 hours of cross country time.
- Completed at least 25 hours of hood time.
- Have access to an IFR Airworthy Airplane that has a current Altimeter Pitot-Static check.
- If there is a GPS in the aircraft it must have a current database.
- Current Flight Review
- Provide current Instrument Charts and Sectionals (ie Foreflight, Garmin, or paper charts)

WHAT ARE THE CREDENTIALS OF YOUR INSTRUCTOR?

I have been a flight instructor since 2001. Prior to that I was a band director for fourteen years. That's over 30 years of teaching experience. My ratings and certificates include a Gold Seal, CFI, CFII, MEI, AGI, IGI, and ATP. I am typed in three different jets. The Phenom 300, Citation Jet, and the Hawker. I also have a commercial glider certificate and I'm currently working on my CFI-G (Glider Instructor). My total time is over 8500 hours and I have given more than 2250 hours of flight instruction. My students have a greater than 90% pass rate on their first attempt at the checkride.

ARE THERE ANY EXTRA COSTS?

The **price does not include your meals, lodging, travel, or aircraft.** The Clinton airport (KCLK) where will train has a crew car available at no charge on a first come first serve basis. Hangar space is limited but tie downs are always available. I will be glad to make all

arrangements for your lodging, car rental, and check on the availability of a hangar at no extra fee.

WHERE DO WE TRAIN?

We will train at the Clinton Regional Airport (KCLK) in Clinton, Oklahoma. It's less than a 3 hour flight by single engine airplane from these major cities; Oklahoma City, Tulsa, Wichita, Dallas, and Amarillo.

WILL WE GET TO FLY IN ACTUAL IMC ?

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

WILL WE USING A FLIGHT SIMULATOR?

Yes, **and best of all it's included in your price (a \$360 value)**. After all, when the professionals train they are in flight simulators so why wouldn't we? This is where your best learning will occur. We can fly up to 6 approaches an hour. We can also stop the simulator at any point to help with weak areas. Neither of those can happen in the "real world."

The flight simulator is a Red Bird TD2. It is FAA approved and **10 hours may count towards your Instrument rating**.

The sim is a single engine format and comes with either a traditional 6 pack with a Garmin 530 or a Glass Cockpit with a G1000. It also has 16 different aircraft configurations. We can practice approaches, arrivals, and departures at any airport in the US (including those at your home airport). The simulator **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.

WHAT HAPPENS IF I CANCEL?

15 days prior to start date a 100% return on deposit.

14 - 8 days or less to start date 50% return on deposit.

7 days prior to start date no refund on deposit.

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 to complete training within 60 days of your initial start date. After that those 60 days there will be no refund on the deposit.

After the course has started no refund will be made. If for some reason you need to make changes in the schedule you may reschedule within 60 days of the start of course without an extra charge.

IS THERE A DEPOSIT REQUIRED?

A 25% deposit is required to guarantee you a slot. The remainder is due at the first lesson. I take cash or credit card.

WHAT IF I NEED MORE INSTRUCTION?

We simply schedule you at the next available date. Instruction rate will be charged at \$60/hour. If needed up to 2 hours of simulator time will be free after completing the four day course. Instruction in the simulator is \$60/hour.

WHERE ARE YOU LOCATED?

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

CAN YOU COME TO MY AIRPORT?

Yes. There will be additional charges for my meals, lodging, and transportation (at the current IRS deductible of .56/mile).

DO YOU OFFER OTHER OPTIONS BESIDES THE TWO WEEKEND COURSE?

I can tailor my instruction to meet your needs if a two weekend course doesn't fit into your schedule. We can also schedule this course during the week or all the training days may be consecutive. If we do all the days consecutive then there will be an added day due to the limitations on the number of hours an instructor may teach in one day.

If you have not started working on your instrument training or you simply need a few more hours of training to receive your sign off, I offer training on an hourly basis up to a complete 10 day Instrument Intensive course that takes you from your first hour of Instrument training to the checkride.

WHAT AIRCRAFT AND AVIONICS HAVE YOU PROVIDED TRAINING IN?

Honestly, too many mention. In the past few years my students have taken check rides in Pipers, Cessnas, Mooneys, Cirrus, Bonanzas, and Barons. The aircraft avionics have varied from the standard 6 to Aspen and Garmin products including the G1000.

WHEN DO I TAKE THE CHECKRIDE? That's up to you and the examiner. I will contact an examiner after our first weekend so that I can assess where you are at in your training. If you have an examiner you like to use I will be glad to schedule them or you may. If they are not available or you have no preference then we will use the first available examiner.

WHAT IS REQUIRED TO TAKE THE INSTRUMENT CHECK RIDE?

- 50 Hours of cross-country time
- 40 Hours of hood time (15 of these hours must be with a CFI-I and 3 of those hours must be within 90 days of checkride).

- 1 Cross Country flight of at least 250nm total distance with a CFI-I composed of 3 different approaches (1 different approach at each airport).

WILL WE BE FLYING ALL LONG CROSS COUNTRY FLIGHTS?

We need to fly at least one of 250nm to meet the Instrument requirements. We can fly others but I have found several hours of straight and level flight don't accomplish as much for the instrument training as flying approaches in the area. If there is a specific area you would like to fly to and it fits into our training please let me know. I'm always up for a cross country flight. However, this may be additional time and cost.

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).

Planned Schedule

Friday Night (before day 1)

6:30 pm - 7:30 pm Meet at the Airport and go over aircraft logbooks, verify pilots logbook, written test, pilots certificate, and medical. Collect remainder of deposit.

7:30 pm - 9:00 pm Ground Instruction and Sim session.

Day 1 Saturday

8:00 am - 10:00 am Ground Instruction and Sim Session

10:30 am - 12:30 pm Ground Instruction and Sim Session

1:30 pm - 3:30 pm Ground Instruction and Flight Lesson

4:00 pm - 6:00 pm Ground Instruction and Flight Lesson

Day 2 Sunday

8:00 am - 10:00 am Ground Instruction and Sim Session

10:30 am - 12:30 pm Ground Instruction and Flight Lesson

1:30 pm - 3:30 pm Ground Lesson and Flight Lesson

4:00 pm - 6:00 pm Ground Lesson and Flight Lesson

Friday Night (before day 3)

6:30 pm - 8:00 pm Meet at the Airport and prepare for cross country flight.

8:00 pm - 9:00 pm Review missed questions on written exam. Endorse logbook.

Day 3 Saturday

8:00 am - 12:00 pm 250nm Cross Country Flight
1:00 pm - 3:00 pm Ground Instruction and Flight Lesson
3:30 pm - 5:30 pm Ground Instruction and Flight Lesson

Day 4 Sunday

8:00 am - 10:00 am Ground Instruction and Flight Lesson
10:30 am - 12:30 pm Ground Instruction and Flight Lesson
1:30 pm 5:30 pm - Checkride prep and endorsement for checkride.

WILL YOU PROVIDE ANY TRAINING MATERIALS?

Yes. As soon as you put your deposit down I will send you a detailed schedule and materials to help you prepare for the training.

ARE YOU READY TO COMPLETE YOUR INSTRUMENT TRAINING?

All it requires to start is a phone call and a 25% deposit to reserve your training dates.

IF YOU HAVE ANY QUESTIONS PLEASE FREE TO CONTACT ME.

I look forward to hearing from you.

James Sharp 913.634.4129
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VISIT MY WEBSITE AT

www.goflyaplane.com