

Instrument Procedures Symposium

9 and 10 feb 2019

KVCB (Nut Tree Airport)

Conference room in county building

Plywood IFR sign points the way

Times: 0800 to 1600 each day-----with lunch break of course

Description:

This symposium is a guru level examination of IFR procedures and airspace that explores in detail the procedures for flying in the IFR environment. These two days are not dedicated to basic aircraft control of “pitch, power and puke”, but rather a time to explain procedures, explore the origin of procedures, and examine the various techniques to keep you in that airspace. These two days are perfect for the instrument student so as to get started on the correct path. Historical information will increase your understanding of the IFR realm. You (as a group) will also participate actively in the course by filling out flight plans and obtaining clearances and other info. Also, this time is of benefit to the instructor and current IFR pilot in that information that did not even make the current AIM is presented. You will enjoy meeting other pilots of various experience levels and the ensuing hangar flying discussions. Certain accidents will be reviewed to point to differing philosophies of your current or future flying techniques. Can you answer the following questions: What type of departure (that historically accounts for most departure CFITs) is not in any database? Can you explain the 24% departure rule? What does 70 degrees really have to do with holding and from where did this value arise? What’s a DVA and how do you know you are flying in one? At 120 knots IAS, what’s the required VVI for a three-degree glide-slope? These types of questions will be answered in these two days.

ABOUT YOUR INSTRUCTOR:-- An old F-4, T-38, C-141 pilot with 28 years and two wars for the Air Force and 55 years of general aviation flying—Dog Brenneman—author of the “Workbook of Advanced Flying” and “The Instrument Departure.”

WHAT DOES IT COST? ---If it is your first time in the symposium, the cost is 39.95 for the whole thing. This fee covers the workbook, coffee and rolls each morning, and other incidentals like copies and long-distance calls to the OKC (the FAA doesn’t have 1-800 numbers there). Due to the large amount of info presented, the course is free for your succeeding times of attendance because I would rather buy you donuts than flowers. A local motel within walking distance (think of your upcoming medical) with a good Mexican restaurant next door is here for RONs. Also, someone can probably give you a ride if you need one.

Please RSVP to dogbrenneman@yahoo.com or support@wingsflightschool.com