

AIRPLANE INSTRUMENT RATING



Instrument flying is precision flying, an art valuable regardless of weather conditions. The training sharpens skills, increases options and brings a greater understanding of weather. You develop precision impossible to achieve by visual references alone.

Instrument lessons are usually longer than other flights due to normal delays. Lessons can be conducted almost anytime, including during foul weather and at night. For maximum efficiency you should train for this rating on a regular schedule.



In the Arlin's Aircraft Service Building
34 GALLATIN FIELD ROAD
BELGRADE MONTANA 59714
USA (406) 388-4158 • FAX: 388-7417

Government Requirements

✓ **Code of Federal Regulations**
(CFR) Part 61.65 requirements for the Instrument Airplane rating:

TSA CITIZENSHIP VALIDATION

HOLD A MEDICAL CERTIFICATE

HOLD A PRIVATE OR COMMERCIAL PILOT CERTIFICATE

- Must have logged 50 hours XC as PIC, of which
 - 10 hours X-C must be in airplanes.

PASS A WRITTEN TEST

COMPLETE FLIGHT TRAINING

- Instrument:** 40 hours of time, of which:
 - Dual:** 15 hours of instrument instruction in aircraft category;
 - at least 5 hours instruction in airplanes.
 - Flight Training Device:** maximum 20 hrs.
 - XC:** simulated or actual IFR in airplanes, with
 - a distance of at least 250 nm;
 - instrument approach at each airport; and
 - three different kinds of approaches.
 - 3 hours instrument dual within past 60 days.

PASS AN ORAL AND FLIGHT TEST

Find *Learn to Fly* material and more at our site!



4 EASY PHASES

1. BASIC ATTITUDE INSTRUMENT FLYING

★ GOAL — BASIC AIRCRAFT CONTROL

Before tackling complex tasks you will work on the fundamentals of attitude instrument flying: (1) Scan, (2) Instrument interpretation, and (3) Aircraft Control.

2. RADIO NAVIGATION

★ GOAL — ORIENTATION AND AWARENESS

Next, you will apply these fundamentals while strengthening your skills in radio navigation and holding. Equipment will include any or all of the following: VOR/DME, ADF/NDB, Localizer/Glide Slope, GPS/Loran.

3. INSTRUMENT APPROACHES

★ GOAL — PRECISION AND PLANNING

Now you have the background necessary to perfect instrument approaches. These approaches will be flown, depending on equipment in your training aircraft: ILS, VOR, VOR/DME, NDB, GPS, and DME Arcs.

4. CROSS COUNTRY

Finally everything comes together: control, navigation, weather, approaches, ATC, holds. You've got it!

★ GOAL — INSTRUMENT RATING!

How Long? How Much?

THE FAA specifies *minimum* pilot-in-command time for the Instrument rating. However, the amount of instructional time *needed* is influenced by an individual's experience, ability, and training schedule.

Typical Paragon clients train for recreation and challenge. They schedule lessons once or twice a week. Taking into account interruptions because of other commitments, it is common for such a customer to take from 3 to 6 months to complete the training.

Any instrument training program should allow sufficient calendar time for the student to assimilate the material involved in preparing for the instrument rating. Emphasis should be placed on acquiring the education rather than acquiring the rating.

THE INSTRUMENT RATING is obtained under a very regimented environment. The minimum instruction time required is merely 15 hours, but most students need more time to meet the 40 hours total instrument time. The national average for an instrument rating is 55 hours. Increased training time can result from Air Traffic Control delays and unfavorable routings.

Paragon does not train to minimums. Rather, our custom crafted training syllabus, designed by a 4,000-hour career teacher, focuses on those skills which you will need to take full advantage of your Instrument Rating while operating anywhere over the U.S. We pack more learning into each hour of training, make better use of your valuable time, and graduate you with skills which will serve you well for years.

And yes, you can pay as you go! You might also budget your training around regular monthly payments. Putting money on account every month builds your reserve during slow months for that next rainy day!

HOW DO I START? Simple! Call Paragon Air Adventures today at 388-4158 to schedule. Allow two to three hours for this first lesson so that time constraints are not a distraction.

Flying is fun! Aviation is the ultimate adult educational environment because the learning never stops! A pilot's training is only limited by her or his enthusiasm. The freedom and unlimited potential of flight rewards for a lifetime! See you upstairs—

PROGRAM DETAILS

Run The Numbers

Consult our Rate Sheet for current information on Instructors, Aircraft and Credit or Discount programs.



Instrument Rating Training Materials

GROUND:

- FAA's Instrument Flying Handbook
- FAA's Instrument Procedures Handbook
- Gleim's Written Exam Prep

FLIGHT:

- Jiffyhood IFR training hood
- Folding Lapboard
- Cessna 1978 172N Handbook
- Gleim's Practical Test Prep

Not included — You Add:

- Stop watch or flight timer
- IFR Enroute Low Altitude Chart L-9/10
- U.S. Terminal Procedures (NW) Plates

You should already have in your library:

- FAA's Pilot's Handbook of Aeronautical Knowledge*
- FAA's Airplane Flying Handbook*
- FAA's Aviation Weather*
- FAA's Aviation Weather Services*
- Current CFRs & AIM*
- Pilot Logbook*

Estimated Program Cost

Fill In The Appropriate Figures	Time	Rate	SubTotal
GROUND			
Training Texts, supplies, and handouts			\$175
One-on-one ground instruction tutorial for written exam (on average)	10 hrs	<u>\$75</u>	<u>\$750</u>
Computerized written test fee			\$90
FLIGHT			
Aircraft, dual (estimated): <u>C-172</u>	35 hrs	<u>\$105</u>	<u>\$3,675</u>
ATC 710 Flight Training Device:	10 hrs	<u>\$20</u>	<u>\$200</u>
CFI: Flight instruction	45 hrs	<u>\$75</u>	<u>\$3,375</u>
CFI: Pre/postflight briefings (1.0 hr. per flight, 25 flights)	20 hrs	<u>\$75</u>	<u>\$1,500</u>
Examiner: Check Ride Fee			\$250
Aircraft: Check Ride. <u>C-172</u>	2.5 hrs	<u>\$105</u>	<u>\$263</u>
		Sub Total:	<u>\$10,278</u>
		Less Discounts or Credits:	—
Instrument Rating Estimated Total:			\$

*Estimate assumes student already has basic pilot supplies, reference library, and 45 hours cross country time before beginning program.

There is nothing more expensive than cheap flight instruction. You end up paying twice: once for the crash course, then again to correct for mistakes, to unlearn unsafe habits and to fill gaps in knowledge. We figure it easiest, best, and most cost effective to learn correctly the first time. Total Training / Nothing Missing — Learning beyond the basics with Paragon Air Adventures. Not the biggest — simply the best.

SAVE 5% WITH YOUR AOPA CREDIT CARD!

