

7-Day Instrument Rating Training

Structured, Efficient, & Cost Effective

- Get 7 days of individualized experience for Your Training Investment.
- Gain real confidence working the IFR system with airline style routes.
- Learn real world techniques from an experienced Instructor (CFII)
- Build IFR skills in your aircraft - in an accelerated format convenient to your schedule.



Want to finish your IFR Rating in 7 days?

If you're interested in getting your instrument in 7 days, this is the program for you. There are no gimmicks to this, it's hard work, and requires your full concentration. But when you're finished, you'll have gained solid experience in the real world of IFR.

Don't spend 9-12 months and \$7,000 to \$10,000 on your instrument rating! Condensed training experiences will not only save you money, but the intensity guarantees that the lessons last a lifetime. Your training is accelerated and less time is spent reviewing the last lesson... a real money saver. None of the other accelerated programs provide the comprehensive, high quality learning materials: the Oral Exam Prep Kit and the Instrument Rating Pre-Checkride Review workbook.

The three-day IFR Adventure is an integral part of the seven day IFR Rating and guarantees a unique training experience. We integrate the IFR Adventure into the course not only to meet certain instrument rating requirements, but also to serve as a real world capstone experience which increases your confidence in the IFR system.

Key Features:

- The program includes up to 56 hours of one-on-one ground & flight instruction.
- You will receive at least 30 hours of one-on-one flight instruction on some of the most challenging instrument approaches in the South East. You'll fly at least 25 approaches during the program, many with SID's STAR's and holding patterns. You'll be astonished at how much you will learn.
- When you are not in the air, you will learn techniques that will simplify otherwise complex procedures such as procedure turns, holding pattern entries and many others.
- Includes a 3 day IFR Adventure which adds up to a true flying adventure that will make you a more knowledgeable and confident pilot... plus it's a whole lot of fun!
- You are PIC for the entire program receiving PIC credit in your logbook for 100% of the flight time.

Six Reasons to Choose This Program:

1. This is a quick, efficient, structured training program to get you through this training with minimum pain, maximum quality.
2. We constantly evaluate our competitors to ensure that our program provides the highest quality at the most reasonable cost in the country... compare for yourself. We're not beat by anyone.
3. You are PIC for the entire program receiving PIC credit in your logbook for 100% of the flight time.
4. Safety: techniques for safe instrument flight are emphasized by your instructor.
5. Personal attention is provided as you progress through your training program. You'll never wonder about your progress. You will never fall through the cracks.
6. The chief instructor has been a teacher since 1996, is a Master Instructor (NAFI), Advanced Ground Instructor rated (FAA), a Gold Seal Certificated Flight Instructor (FAA), an Aviation Safety Counselor (FAA), and a former airline pilot. Your instructor is a highly qualified ATP-rated, FAA Gold Seal, NAFI Master instructor with 100% pass rate. He is the author of 10 books, the inventor of 3 pilot tools, including the popular Visi-Hold™, the easiest way to figure out your holding entry. **None** of the other providers use an instructor of this calibre.

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Which Program Is Right For Me?

7-Day IFR program	10-Day IFR program	IFR Adventure
<ul style="list-style-type: none"> You already have 10-15 hours of hood training. You are already proficient under the hood and can perform basic IFR maneuvers to PTS standards. The test of this is the Bravo Pattern, see Basic Attitude Instruction on my website. 	<ul style="list-style-type: none"> You want a slower paced program. You are doing the program in a complex or multi engine aircraft. You are starting with zero time and need to go from VFR to IFR rated. 	<ul style="list-style-type: none"> You already meet the minimum requirements to get the rating. See the next paragraph for the rating requirements. You need to build your confidence in the IFR system.
7 day <i>"finish up"</i> program in your aircraft \$3,000	10 day program (slower pace) in your aircraft \$4,000	3 day program in your aircraft \$1,000 + expenses

Prices subject to change without notice.

Prerequisites for Instrument Rating:

You'll be ready for a checkride immediately upon completion if you have:

- completed the provided Instrument Rating Checkride Reviewer
- have a passing score on your instrument written,
- have at least 50 hours PIC cross country,
- have at least 40 hours of instrument time
- and meet PTS requirements

Those that don't meet these requirements will receive instruction at reduced rate. This can be completed before or after the trip.

What if you want a slower pace than a 7 day instrument rating training course? A 10-day program is available at a slightly higher cost.

Availability

Call for scheduling. Includes: All flight and ground instruction, over 56 hours combined. Orientation ground package.

Not Included: Aircraft or anything related to the aircraft (Fuel, Oil, Insurance, Rental, Gov Fees, Repair, Etc), Meals, Ground Transportation & Lodging for you & your instructor, entertainment or any personal expenses you might encounter. You must supply your own aircraft, oil & fuel.

Discounts?

- Two students trained at the same time are offered a slower pace 12-day program \$3,000 each - 70% more training for the same cost.
- Certain aircraft, because of their complexity, require additional time to become confident in real world IFR conditions. If your aircraft burns Jet-A, has more than one engine, or is a helicopter, you get an extra day of instructor time. Free.

Other Terms & Conditions

- Any required endorsements are included (high performance or complex) at no additional charge.
- Deposit Required: \$1000 to secure the date, with the balance paid on the first day of training.
- Cancellation policy: If you cancel at any time prior to your scheduled date, we will apply your deposit to a future date only if we are able to fill your reserved spot with another student.

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What Comes With the Program?



Includes FREE:

- Unlimited flight and ground instruction, during the allotted training days.
- Ground Training Materials, four week study plan, prior to flight training:
- Instrument Rating Practical Test Standards
- Book: Getting the Most from Your Flight Training (150+ pages)
- Book: Instrument Rating Checkride Reviewer (300+ pages)
- Learning IFR Enroute Charts (40 pages)
- Safer Approaches (16 pages)
- Visi-Hold™, the easiest way to figure out your holding entry
- Any required endorsements are included (high performance or complex) at no additional charge.

What Should I Bring With Me?

- Pilot Certificate, Medical (at least 3rd class)
- Evidence of citizenship: US passport or birth certificate with government issued picture id.
- Sunglasses & Shorts during the Summer.
- Headset, foggles, logbook.
- Written test results
- Current FAR/AIM
- E6B
- Supplied textbooks
- Aircraft, must provide logbooks to prove:
 - current annual & IFR status,
 - all ADs have been complied with,
 - pitot static & transponder certification within preceeding 24 calendar months

Participant Comments

"This was brutal, but valuable experience. I learned more than the basics, I learned safe instrument flight." Ted H

"My confidence has never been this high." Darius L

"The right training at the right price got me the results I needed." Rudy S

"You have a 'teaching way' about you and its very effective." Dave C

"You really have this down to a science." Alan D

"Thank you for the many flights of stressing good flying habits. Its now paying off in my Air Force career." Mark S

"My training was second to none. My skills are consistently complimented by other flight instructors I have flown with" Tim N

For More Information

Give me a call at 813-503-3322 and let's discuss your training plans. Better yet, check my website, you'll find no other instructor with the "whole package." Do you research and always seek out the training that fits your needs.

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Before Your Instrument Rating

No matter what program you attend, take my advice on getting prepared for your training. Here are two tasks to help you build your skills: aircraft control, visual scan, flying technique.

Task #1:

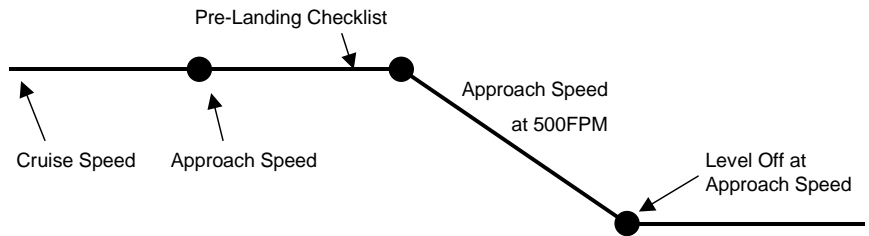
1. Always perform clearing turns to visually clear the practice area.

2. Do not deviate more than ± 5 knots, $\pm 10^\circ$ heading, ± 100 level-off altitude.

3. Follow profile as depicted.

- Set descent power.
- Maintain altitude until reaching approach airspeed.
- Set level off power to maintain altitude at approach airspeed.
- As required, set descent power.
- Maintain descent at approach speed, 500fpm.
- When desired altitude is reached, set level off power to maintain altitude at approach airspeed.

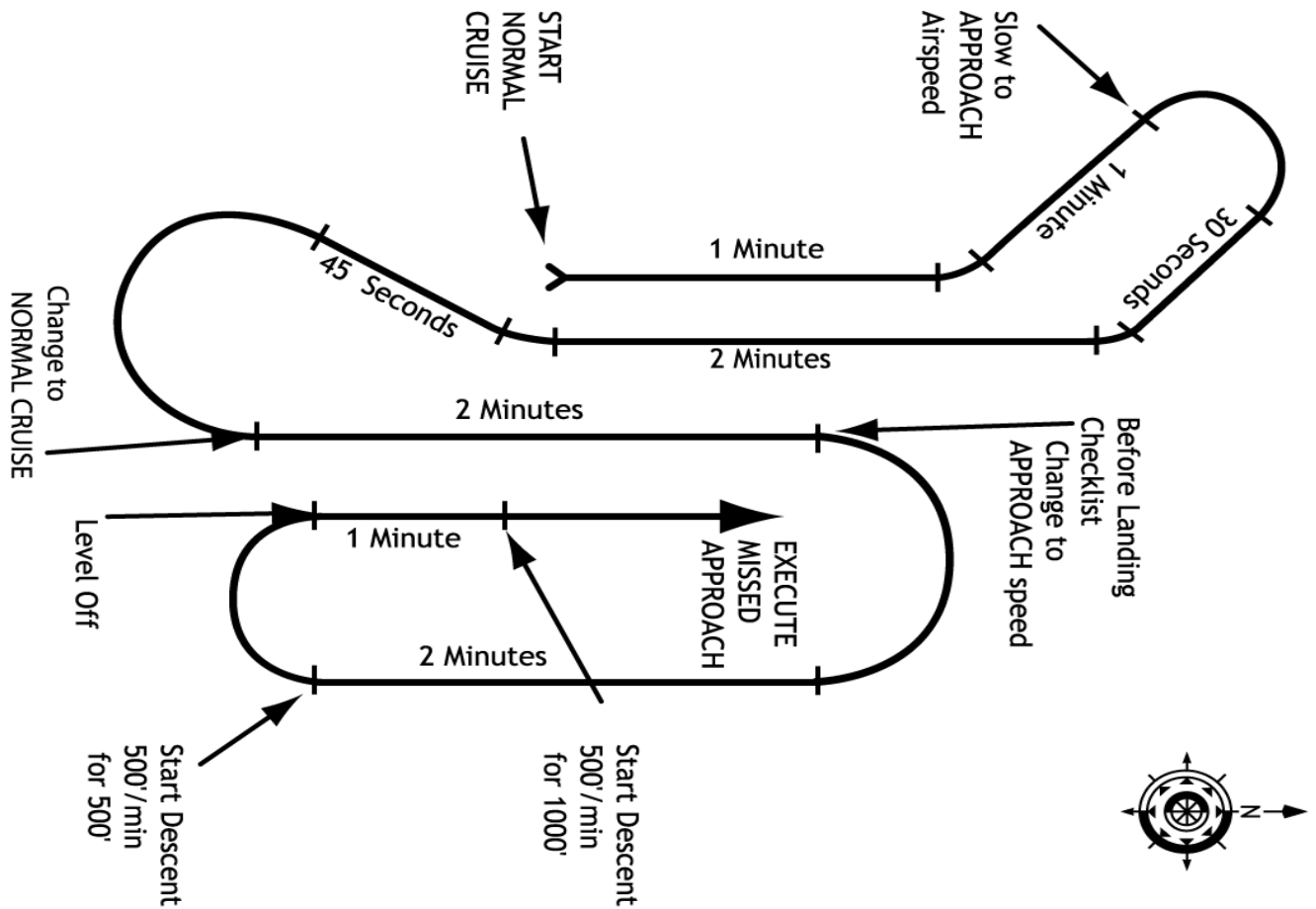
4. Follow profile with various descent rates, 300, 600, 800 FPM.



**Remember Airspeed is Primary:
You must maintain the approach airspeed ± 5 knots.**

If you can do this profile properly, you can do any instrument approach!

Task #2: The "bravo pattern" is a great training tool for teaching aircraft control during the initial phase of instrument training. It encompasses all the previous lessons into a single diagnostic maneuver.



The Syllabus

Publishing a detailed syllabus isn't the best tactic as it's the first thing your competitors will copy. As an educator, believe its important that you understand the roadmap required to complete the program.

Preparation for 7-Day Instrument Rating Training

Students should come with basic skills in attitude instrument flying. Approximately 5-10 hours should be enough to become proficient at the following skills. If not proficient, additional time may need to be set aside to become proficient at these maneuvers. In that case, a 10 Day program is suggested which provides a slower pace for accomplishing the rating.

Introduction to attitude instrument flying:

- Normal takeoff
- Instrument scan
- Straight and level flight
- Pitch and power coordination
- Use of trim.
- Constant airspeed climbs and descents
- Constant rate climbs and descents
- Changing airspeed
- Constant bank turns
- Constant rate turns
- Climbing turns
- Descending turns
- Turns to specific headings
- Slow flight
- Basic Partial Panel Skills

Day 1

Ground

Maneuvers Prep Guide
Pre-flight Briefing, Wx Check

Flight 1.1 - Approx 2 to 3 hours

Airwork: Slow Flight, Stalls, Steep Turns
Diagnostic Flight - Bravo Pattern - Full Panel
Instrument Cockpit Checks
Straight & Level Flight
Change of Airspeed
Constant Rate Climbs & Descents
Constant Airspeed Climbs & Descents
IFR to VFR transition

Magnetic Compass Work:

- Timed Turns to Mag Compass
- Errors associated with compass use

Pitch + Power Coordination

Partial Panel:

- Unusual Flight Attitudes
- Timed Turns to Mag Compass
- Bravo Pattern
 - Straight & Level Flight
 - Change of Airspeed
 - Constant Rate Climbs & Descents
 - Constant Airspeed Climbs & Descents

Ground - Lunch

Oral Exam Prep
Maneuvers Prep Guide
Pre-flight Briefing, Wx Check

Flight 1.2 - Approx 2 to 3 hours

Departure Clearances
VOT Test, VOT Signals, VOR Accuracy
Intercept Courses, Radials, Inbound/Outbound
Holding Procedures

Instrument Takeoff (ITD)
No-Gyro Radar Vectoring & Approach

Homework

Review Maneuvers Guide for Today's Lessons
Review Maneuvers Guide for Day 2 Lessons
Oral Exam Prep, Chapter 1, Preflight Prep
Oral Exam Prep, Chapter 5, Nav Aids (2 pages)
Oral Exam Prep, Chapter 8, Postflight Procedures

Day 2

Ground

Maneuvers Prep Guide
Pre-flight Briefing, Wx Check

Flight 2.1 - Approx 2 to 3 hours

Remediation & Review

Ground - Lunch

Oral Exam Prep
Maneuvers Prep Guide
Pre-flight Briefing, Wx Check

Flight 2.2 - Approx 2 to 3 hours

VOR Instrument Approach Procedures
Missed Approach Procedures
Procedure Turns - Full Approaches
Radar Vectors to VOR Approaches

Homework

Review Maneuvers Guide for Today's Lessons
Review Maneuvers Guide for Day 3 Lessons
Oral Exam Prep, Chapter 2, Preflight Procedures

Day 3

Ground

Maneuvers Prep Guide
Pre-flight Briefing, Wx Check

Flight 3.1 - Approx 2 to 3 hours

Remediation & Review VOR Approaches
VOR Approaches, Partial Panel & Timed Turns

Ground - Lunch

Oral Exam Prep
Maneuvers Prep Guide
Pre-flight Briefing, Wx Check

Flight 3.2 - Approx 2 to 3 hours

LOC Instrument Approach Procedures
ILS Instrument Approach Procedures
Side step maneuver
Holding Pattern in lieu of Procedure Turn
Missed Approach Procedures
Circle to Land Clearances, Circling Approach

Homework

Review Maneuvers Guide for Today's Lessons
Review Maneuvers Guide for Day 4 Lessons
Oral Exam Prep, Chapter 3, ATC Procedures

Day 4

Ground

Maneuvers Prep Guide
Pre-flight Briefing, Wx Check

Flight 4.1 - Approx 2 to 3 hours

Remediation & Review LOC Approaches
LOC Approaches, Partial Panel & Timed Turns

Ground - Lunch

Oral Exam Prep
Maneuvers Prep Guide
Pre-flight Briefing, Wx Check

Flight 4.2 - Approx 2 to 3 hours

Remediation & Review ILS Approaches
ILS Approaches, Partial Panel & Timed Turns

Ground - Dinner

Cross Country Flight Planning

Homework

Review Maneuvers Guide for Today's Lessons
Oral Exam Prep, Chapter 4, Flight by Ref to Instruments

Day 5 - IFR Adventure

Today's Tasks

Pre-flight Briefing, Wx - [flight plan](#) & [flight planner](#)
Compliance with Clearances
Enroute Navigation
Engine Failure & Other Emergencies

Ground - Lunch

Oral Exam Prep

Homework

Oral Exam Prep, Chapter 6, Instrument Approaches
Cross Country Flight Planning

Day 6 - IFR Adventure

Today's Tasks

Pre-flight Briefing, Wx Check - [flight plan](#) & [flight plan-ner](#)
Icing & Turbulence
Compliance with enroute, departure, approach procedures
Loss of communication procedures

Ground - Lunch

Oral Exam Prep

Homework

Oral Exam Prep, Chapter 7, Emergency Operations
Cross Country Flight Planning

Day 7 - IFR Adventure

Today's Tasks

Pre-flight Briefing, Wx Check - [flight plan](#) & [flight plan-ner](#)
Diversions, enroute course changes (amendments)
Instrument & system failures
Low Fuel, fuel minimums

Ground - Lunch

Oral Exam Prep

Homework

Relax

Checkride

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The 10 Most Frequently Asked Questions

Is this guaranteed? No one can predict student performance. But I do everything possible to ensure students are trained to pass their checkride. Folks show up at all levels of pilot skill and we must ensure that you get to a checkride not only showing proficiency with instrument maneuvers, but also qualified for the certificate you already hold. That includes good checklist discipline as well as being able to demonstrate proficiency in the "FAA Special Emphasis" areas of collision avoidance, runway incursion, wake turbulence, and crosswind technique. We will ensure that you meet these requirements before we send you for a checkride. The biggest single predictor of student success is their own commitment to succeed. Combine a willingness to succeed with freedom from distraction and you'll accomplish your instrument rating on schedule.

2. Do you have aircraft available for rental? No, I am not in the business of aircraft rental nor do I affiliate with FBOs to provide rental aircraft for this program. Nor do I wish to compete with the beginning flight instructors at the FBO who are often scraping by on \$10-15/hour. This program is designed for aircraft owners and helps them to not only get rated but become comfortable in their aircraft.

3. What if a weather causes a delay in my training? In the event weather causes a delay in your training, there are no additional instructional charges.

4. How does this compare with other programs? This program is very competitive with other programs. Compare for yourself:

7-day IFR finish up training & IFR Adventure, \$3,000 + your plane -or- 10-day IFR Instrument Rating Training & IFR Adventure, \$4,000 + your plane

Glass Cockpit, \$3500 or \$5950 + your plane + 500/day extra days

Gatts, \$5,550 + your plane

[7-day IFR.COM](#), \$4,500 + your plane

AFT, \$3500 + your plane + 500/day extra days

[IFRSolutions.COM](#), \$4,500 + your plane

[SPIFR](#), OUT OF BUSINESS

[Z-Eagle](#), \$4,995 + your plane

[AFIT](#), \$4,950 + your plane

[SafePilot.COM](#), \$5,500 + up to 15 hours your plane + 785/day extra days

[PIC](#), \$6,250 + your plane

Why is it so much cheaper? No advertising, no \$3,000 glossy ads in magazines, and low overhead. What's it like to save \$1000 or more compared to other programs? Its enough to pay the fuel/oil for your next big trip!

5. What if I need more time to complete my training? Its easier to schedule students when I know your needs up front. If you have any doubt, schedule a 10-day training program. Additional training days are available at a discounted rate.

6. Where is the training performed? Either Tampa or Minneapolis depending on time of year.

7. Can you come to me? Absolutely. Training can be performed in your locale. Additional expenses will be applied to the cost of your training including accommodations, meals, and transportation during your training course. The IFR Adventure is the capstone of your training and would be customized to your region of the country originating from your city.

8. Do I need to have my written done before attending training? Yes. There is much work to be done in your training program that you wont have enough time to worry about a written exam. Get a hold of an Instrument Rating written exam review guide (Gleim, ASA, etc) and study it so that you can take the written and make the best possible score. See the [pilot store](#) for materials you'll need. Practice tests are available at [www.mywrittenexam.com](#).

9. Are you qualified in my aircraft model? Yes. I have taught & checked out in most of the common aircraft models out there, including:

- All glass cockpit implementations, and most stand alone GPS units.
- All models of Cessna 172, 182, 206, C185
- All models of the Piper PA28 and PA24 lines.
- All models of Mooney Aircraft
- Most models of the Piper twin line including Seminole (PA44), Seneca (PA34), Aztec (PA23), Twin Comanche (PA30/39).
- Most models of the Cessna twin line including 310, 340, and 414.
- Most models of the Beechcraft twin line including BE76, BE95, BE55, and King Air(C90).
- All models of Bonanza from the 33 to the 36, including the new G36.
- Several helicopter training aircraft including Schweizer 300C/300Cb, Hughes 269, R44, Hiller, and Bell 206.
- A few experimental aircraft including the RV6 and Velocity.
- All models of the Grumman AA5 line.
- All models of the Piper PA32 line from the Cherokee 6 to the newest models of the Saratoga.
- All models of Cirrus Aircraft

If you need an insurance checkout, its a great way to complete those requirements and build time towards your rating. You must provide proof of current inspections (Annual, Pitot-Static, Transponder) to begin your training as well as for your checkride. GPS equipped aircraft should have a current database.

10. Will I really be finished in 7 or 10 days?

Yes. If you commit to succeed and give me consecutive days of uninterrupted time, you will complete your rating. Because you will live, eat, breathe, and sleep IFR, the intensity of the training guarantees you'll retain the material long after you leave training. To continue building proficiency, I provide these services for my students:

- an "after care" syllabus to ensure students are building confidence in their abilities,
- follow up contact about challenges faced and results, and
- the IFR Adventure to expose the student to new training opportunities such as long range flight planning, weather decision making, and international flight planning.

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