DOWNLOAD PDF MASTERING INSTRUMENT FLYING

Chapter 1 : IFR Proficiency

*Mastering Instrument Flying [Henry Sollman] on calendrierdelascience.com *FREE* shipping on qualifying offers. Every aviator can learn the FAA's practical instrument test standards and earn the IFR with this complete course in instrument flight.*

At Bonnier Corporation, your privacy is important to us. This Privacy Policy applies to all of the products, services, and websites offered by Bonnier Corporation and its subsidiaries or affiliated companies collectively, "Bonnier". To better protect your privacy, we provide this notice explaining our privacy practices and the choices you can make about the way your information is collected and used by Bonnier. Jeremy Thompson, General Counsel N. Privacy Department N. Orlando Avenue, Suite Winter Park, FL You may also ask for a summary of the information that we have retained, how we have used it, and to whom it has been disclosed. For your protection, we may require that you authenticate your identity before we provide you with any information. An overview of the information that Bonnier may collect You are able to take advantage of many Bonnier products, services, and websites without providing any information that personally identifies you by name, address, or other personally-identifying information. We only collect personally-identifying information when you voluntarily submit it to us. Sometimes, we need personally-identifying information in order to provide you with the products and services that you request. Depending upon the product or service, we may ask you for a variety of personally-identifying information. This might include, for example, your name, address, e-mail address, telephone number, gender, and birth date. We may also ask for other information about you, such as your credit card information when you are making a purchase , interests, income, or education level. We consider certain identifying information "sensitive. Some types of personal information will NEVER be requested or collected, such as information on your race or ethnic origin, political opinions, trade union memberships, religious beliefs, health, sex life, or sexual orientation. You may choose not to provide us with any personally-identifying information. In that case, you can still access and use many portions of our websites; however, you will not be able to access and use those portions of any Bonnier website that require your personal information. Many Bonnier websites include community features, such as online forums and message boards. Information that is posted in these areas becomes public information and the use that any third party makes of this information is beyond our ability to control. You should exercise caution before disclosing any personally-identifying information in these public venues. If you elect to submit content that includes information that can be used to identify you, you must assume that the content can and will be displayed on any website on the Internet. At some Bonnier sites and through certain promotions, you can submit personally-identifying information about other people. Some Bonnier websites also provide referral services to help you inform a friend about our websites, products, or services. We will only ask you for the information about your friend that we need in order to do what you request. Our properties may feature Nielsen proprietary measurement software, which will allow you to contribute to market research, such as Nielsen TV Ratings. To learn more about the information that Nielsen software may collect and your choices with regard to it, please see the Nielsen Digital Measurement Privacy Policy at http: These companies may use information you have shared e. Our partners use this information to recognize you across different channels and platforms over time for advertising, analytics, attribution, and reporting purposes; any information collected is stored in hashed or non-human-readable form. These companies typically use a cookie or third-party web beacon to collect this information. To learn more about this behavioral advertising practice or to opt-out of this type of advertising, you can visit http: Bonnier websites sometimes may offer contests, sweepstakes, or promotions that are sponsored by or co-sponsored with identified third parties. By virtue of their sponsorship, these third parties may obtain personally-identifying information that visitors voluntarily submit to them in order to participate in the contest, sweepstakes, or promotion. If a third-party sponsor beyond our control will obtain information that you supply us, we will notify you at the time we collect the information from you. Some of our websites contain links to other sites. By clicking on these links, you will leave the website operated by Bonnier and this Privacy Policy will no longer apply. How we use the

information we collect We use the personally-identifying information that you provide us to fulfill your requests for our products, programs, and services, to respond to your inquiries about offerings, and to offer you other products, programs, or services that we believe may be of interest to you. We sometimes use this information to communicate with you, such as to notify you when you have won one of our contests, when we make changes to subscriber agreements, to fulfill a request by you for an online newsletter, or to contact you about your account with us. We do not use your personal information to make automated decisions. We may syndicate the publicly available content of our community areas to unaffiliated third-party websites, using RSS or other technologies. The information you have shared in the community areas may be included in this syndication. We will use the personally-identifying information that you provide about others in order to provide the products or services that you have requested; for example, to enable us to send them your gifts or cards. These lists will never contain sensitive information. If you do not wish for your e-mail or postal address to be shared with companies not owned by Bonnier who want to market products or services to you, you have the opportunity to opt out, as described below. You may also opt out of the receipt of any marketing materials from Bonnier as described below. We may transfer your sensitive personally-identifying information to other Bonnier offices for internal management and administrative purposes. In addition, your personal data will be transferred to other Bonnier offices where necessary for the performance or conclusion of our contractual obligations to you or for your benefit. Transfers of personally-identifying information may also be made where necessary for the establishment, exercise, or defense of legal claims. We do not transfer personal information internationally. Bonnier will only share your sensitive personal information with outside companies or individuals in any of the following limited circumstances: When we use trusted businesses or persons to process personal information on our behalf. Before sharing any personal information with outside parties, we require that these parties agree to process such information based on our instructions and in compliance with this Privacy Policy and any other appropriate confidentiality and security measures. Before we share your sensitive personal information outside of the previously listed circumstances, we will ask you for permission first. Please note that this only applies to sensitive information, as defined above. We may also use, transfer, sell, and share aggregated, anonymous data about our users for any legal purpose, such as analyzing usage trends and seeking compatible advertisers and partners. In no event will this aggregated data contain any information that could be used to identify individual users of our products or services. How we protect the safety and integrity of the information we collect We take appropriate physical, electronic, and procedural measures to safeguard and protect your personal information. We use a variety of security measures, including encryption and authentication, to maintain the confidentiality of your personal information. We store your personal information on systems behind firewalls that are only accessible to a limited number of persons, each of whom is required to keep the information confidential. When you transmit sensitive personal information to us, like credit card information, we offer the use of a secure connection to our servers. To the extent you select the secure connection method or your browser supports such functionality, all credit card account information that you supply is transmitted via secure encryption technology. We will provide notice if we become aware of any security breach that may affect any sensitive personal information pertaining to you that we have stored on our systems. Bonnier employees, agents, and contractors who have access to personally-identifying information are required to protect this information in a manner that is consistent with this Privacy Policy and may not use the information for any purpose other than to carry out the services they are performing for Bonnier. These individuals are bound by confidentiality obligations and may be subject to discipline, including termination and criminal prosecution, if they fail to meet these obligations. Bonnier only collects personal information that is relevant to the purposes for which it will be used. Though we do take appropriate steps to review and update the information that we store to ensure that it is accurate, complete, and current, we also depend on you to update or correct your personal information when necessary. You may correct or delete any or all of the personal information you have provided to us at any time. Many of our websites provide means to review and update the personal information that you have provided on that website. To inquire about personally identifiable information that Bonnier has collected about you, or about other ways to correct factual errors in that information, please send us an e-mail at privacy

bonniercorp. Do not use this email address to send questions about your subscription. To protect your privacy and security, we will take reasonable steps to help verify your identity before granting access or making corrections. We will decline to process requests where we cannot verify the identity of the requester. We may also decline to process requests that are automated, repetitive, systematic, or impractical, or that might jeopardize the privacy of others. In some limited circumstances, such as to resolve disputes, troubleshoot problems, and enforce our policies, we may retain some of information that you have requested us to remove. Therefore, you should not expect that all of your personal information will be completely removed from our databases in response to your requests. We only use the information we collect for purposes consistent with this policy. If we propose to use your personal information for purposes beyond that explained in this policy, we will provide appropriate notice before doing so and we will provide you with the means to opt out of those uses. We will not use your sensitive personal information for any purposes other than those described in this Policy unless we have obtained your consent. Your privacy options If you prefer not to receive e-mail communications from other companies, you may choose to remove yourself from any e-mail lists that we provide to third parties for marketing purposes by sending us an e-mail at emailoptout bonniercorp. You will still receive information from Bonnier and its various brands, but we will not share your address information with anyone else. If you prefer not to receive postal communication from other companies, you may choose to remove yourself from any postal mailing lists that we provide to third parties for marketing purposes by sending us an e-mail at emailoptout bonniercorp. Box , Harlan, IA We only want to communicate with you if you want to hear from us. If you prefer not to be contacted at all, you may opt out of receiving any communications from us at any time by notifying us at emailoptout bonniercorp. You may also notify us by sending mail to the following address:

Chapter 2 : CFIAI Lesson Plans - IFR Cross-Country Planning

The series starts out with a weather and flight-planning workshop and progresses through sections covering instrument approaches, single-pilot IFR and, finally, IFR accident analysis.

He owns and operates his own flight school specializing in instrument training and has logged over hours of dual instruction given, with over hours of that being instrument instruction. Rod Machado has been flying since , instructing since and has over 8, hours of flight time earned the hard way--one CFI hour at a time. Since he has taught hundreds of flight instructor revalidation clinics and safety seminars and he was named the "Western Region Flight Instructor of the Year". He has over 12, hours of total flight experience, with more than 8, hours as a Flight Instructor. Scott Dennstaedt is a nationally known aviation weather expert, having the unique qualifications of being a meteorologist and a CFII. Bob Martens is a nationally known speaker, consultant and aviation safety expert. In this role, he delivered hundreds of live seminars devoted to General Aviation safety. Bob has logged thousands of flight hours in both military and GA aircraft. Wally Moran is a retired airline captain and spent much of his career as a training instructor and check airman on aircraft including the Boeing and He has held a flight instructor certificate for over 50 years. He is a Designated Pilot Examiner for airplanes and gliders and has given over hours of flight instruction in single engine, multiengine, gliders and seaplanes. While with the FAA, he was an On-the-Job-Training Instructor for new controllers and worked as a Quality Assurance Specialist, responsible for conducting in-flight evaluations of the Air Traffic System and investigating accidents and incidents. Over the years he has briefed countless pilots at corporate flight departments and aviation colleges, and was recently asked to speak at the ACONE Crash Course and the AOPA Communication Seminar which had a combined attendance of over pilots. In this short workshop, Scott Dennstaedt will explain a common mistake pilots make when using TAFs to plan cross country flights. Scott Dennstaedt shows you step-by-step how to identify the threat of convective turbulence. He shares this experience and explains how you can identify hazardous weather systems and factor them into your IFR planning. Scott Dennstaedt tells you when over is better and shows you 5 online weather tools you must check. Monitoring the weather will allow you to plan your route in advance and develop a window for departure on the day of the flight. He refines his route, plans fuel stops and selects optimum altitudes for each leg. Bob takes you step by step through his planning process and shows you the tools he uses to develop an optimal flight plan. Bob reviews the options continue, turn around, divert, fly around the back side of the front and explains his strategy for evaluating each option. Bob Nardiello explains the impact icing has on aircraft performance and safety. He also tells you when a degree turn and emergency declaration are necessary. Topics covered include assessing options, exit strategy, freezing rain, proper use of autopilot, descent strategy and when no-flap landings are the best option. He shares his tactics for working with ATC, setting up your GPS, how to maintain a stabilized approach and in general, staying ahead of the airplane. He describes a common mistake pilots make at DA and what you can do to ensure a smooth transition to visual conditions. He also provides tips for flying a missed approach. Which approach offers you the best advantage of being able to find the airport and land when the visibility is low? Rod Machado offers his recommendation. Doug Stewart will walk you step-by-step though his process for briefing a Jeppesen plate to extract the critical information you need to fly a smooth and safe approach. He has seen first hand how simple mistakes can lead to serious trouble when pilots are flying instrument approaches. In this workshop, Wally will review the deadly IFR traps and provide tips and tactics to avoid them. He offers tips to help you minimize the disruption while getting maximum value for your training. Doug Stewart walks through the P. Weather is the most obvious one, but there are additional items you should look at as well. Doug reveals the "not so obvious" factors that must be considered when planning your next Single Pilot IFR flight. If used improperly, however, it can actually increase your workload and lead to serious trouble. Doug will provide operational tips to ensure your GPS is your ally in the cockpit. To stay ahead of the workload, you must stay busy. Doug will tell you the 2 questions you must constantly ask yourself during the flight to stay ahead of the airplane. Topics include working with ATC, monitoring weather and selecting the approach. Doug will explain the steps you can take to become a

capable and confident pilot flying in the instrument world. As an airline training instructor and check airman, Wally was able to observe the best in the business when it came to instrument flying. Hear what he considers those qualities, traits and habits of the best IFR Airmen he has known. They provide a greater understanding of how the system works and help you work efficiently with ATC to reduce your stress and workload. They will also explain the challenges that controllers face with radar coverage and who is responsible for traffic separation. John Krug describes the resources ATC has at their disposal to help you out of a difficult situation. He also explains when and how you should declare an emergency. Doug Stewart tells you how to painlessly get a clearance without the void time pressure. He also has tips for keeping up with fast talking controllers and picking up clearances in the air. Clearly, a tragic outcome is inevitable. Unfortunately, even the most experienced pilots can make fatal errors in judgment. Bob Martens takes you through the sequence of events that lead to this accident. The accident involved the pilot of a Mooney who died after losing control of his aircraft while executing a missed approach at night, in adverse weather. He made a fatal decision that defies logic.

Chapter 3 : Mastering Instrument Flying : Sherwood Harris :

Mastering Instrument Flying by Henry Sollman Every aviator can learn the FAA's practical instrument test standards and earn the IFR with this complete course in instrument flight, written by two experienced instructors with more than 80 years of flying between them.

Transition Talk Learn the power settings and configuration for the performance required. There is a specific power setting, attitude, configuration and airspeed for climb, cruise, cruise descent, level approach, and precision descent. With these settings as constants you increase your ability to deal with problems. As a student instrument pilot or as a retread, you must know where every power setting, trim change, and attitude is for a particular aircraft. You must know where you want the aircraft to be relative to speed, attitude, configuration. You anticipate the required throttle movement, anticipate the required trim and anticipate the required attitude. No reactions, all anticipation. With anticipation comes smoothness. Controls are pressed lightly. Controls are pressed into position and trimmed to stay there. Always apply half as much pressure as seems to be needed and you will achieve the smoothness of a favourite drink. Fatigue becomes a factor in instrument flying but it is not physical. The instrument pilot flies so lightly that the controls spend most of their time not moving. Things stay where they are supposed to stay because they were put there in the first place. The argument as to whether you use elevator or throttle to control airspeed and altitude is moot. Neither work independently of the other to control airspeed and altitude. Elevator, by itself, controls attitude. Power, by itself, controls thrust. Stabilized flight conditions such as level or glide slope do require that elevator control altitude and power to control airspeed. In another situation, where by design, power is not a variable, elevator is used to adjust speed. Elevator gives relatively fine speed control when speed is a priority. To do this altitude must be available to lose or gain. Power tends to be coarse, slow, and inaccurate when controlling airspeed. Time writing, talking, listening, feeling for things, looking for things take you away from scanning. Even with good preparation and cockpit organization you will need to take time away from your scan. The solution lies in the scan itself. A good scan will allow you to have time to deal with all the other things. An autopilot makes it easier but the proficient pilot must be able to hand-fly the plane and still do the required operational tasks. Being prepared means more than just having things where you know where to look and reach, it includes detection and covering of inoperative instruments. Being prepared, includes competency on partial panel. You may be one of those pilots who fly better when there are fewer instruments to watch. The attitude indicator gives most of the information you need. Over reliance on the attitude indicator leads to neglect of the confirming impact of other instruments. You may set the standard rate using the AI if you know your airspeed. But confirming the standard rate with the turn coordinator should be part of the full panel scan. The fact that aircraft loading and attitude can be adjusted visually come into conflict with the idea that the AI can be reset for these same loading and attitudes. Instrument flying requires that the pilot be sensitive to and get control pressure feedback from the airplane. This cannot be easily done with a tight full-fist grip on the yoke. It cannot be well done with a tight several finger grip either. It is best done with only a finger and thumb. The way you hold the controls has a direct relationship with the fatigue you will experience in flying. Control feel will tell you what is happening several seconds before the instruments are able to register. A tight grip does NOT give you the sense of control when flying an airplane any more than it does when driving a car. A beginning driver holds on tight with both hands and jerks the steering wheel this way and that. The experienced driver drives with a couple of fingers resting lightly. The same idea applies to flying. You will have better control with a light touch. The instrument pilot is thinking ahead of the airplane. There is a specific altitude, heading, and airspeed for every situation. He is mentally there ahead of the aircraft and presses it the airplane into position. Once the airplane is controlled, instrument flying skills move to the instruments. Trim An airplane in a specific configuration will perform consistently according to its power and attitude. Learn to set power and trim for attitude and you will get consistent performance. Adjust trim only when making a, power or airspeed change. If you can maintain a consistent application of trim it will be relatively easy to use the aircraft instruments to keep it there. This system called "control and performance" relies on the AI and

anticipation. Do not fly with the trim. Set the attitude with the yoke; then, trim off the pressure. The feel of the aircraft on the yoke is the common denominator to all flight configurations. Proper trim makes the feel of the aircraft remain as a flight constant. You must be able to trim efficiently and effectively to keep a given flight condition. Every pilot flies with a different trim pressure or feel. This is a matter of an acquired individual comfort zone. Regardless, the pressure must be such that it corrects for any inherent instability in the aircraft. Very few aircraft can be flown hands off. With aircraft peculiarities as a known factor it is a waste of emotional energy to blame the airplane for its performance or failure to perform. The competent pilot makes the airplane give its best performance. The same might be said for riding horses or living with someone. One factor in trim feel is the position of the microphone switch. Use of this switch cannot be allowed to affect the flight path. The position in front, back, or side of the yoke can make a difference in how triggering of the switch affects the yoke feel and pressure. If you climb, descend or turn when keying the mike try a change in position. Every IFR departure has a climb gradient that your are expected to meet or exceed. Ground speed determines your gradient. Groundspeed divided by 60 equals vertical speed divided by gradient. Jeppesen has a chart of gradients. Adequate gradient figures for either climb and descent can be obtained by rounding the feet per minute by the distance in miles. If you accept a DP with a higher rate required you are expected to perform. At feet per mile required converts to 1. You must begin climb 20 miles out. ATC usually expects a climb or descent rate of feet per minute. A pilot-discretion clearance means you can choose both when to initiate and at what rate. Once an altitude has been left it cannot be attained again without an amended ATC clearance. Any DP clearance that has a climb gradient is concerned with terrain clearance. Crossing restrictions have more to do with traffic routes that may conflict. When climb and crossing restrictions appear together be careful. This puts clearance responsibility back to ATC. The more closely you fly the required elevations and descents the more likely will be your approach a stabilized one. All About Visibility The distance at which you can see and identify unlighted objects is day visibility. Night visibility is by how far you can see a lighted object. Atmosphere containing fog, haze, clouds has visibility measured by statute miles or hundreds of feet. Flight Visibility How far on average you can see from the cockpit forward and horizontally as determined by the pilot. Ground Visibility The prevailing over percent of the horizon distance at which an accredited weather observer can see reference points. Prevailing Visibility How far you can see over at least half of the horizon on average. Runway Visibility Value RVV An electronic measuring system for a specific runway of visibility in fractions of a mile. Runway Visual Range RVR Uses instrument to tell the pilot how far he can expect to see from the aircraft down the runway in hundreds of feet. Using IFR Set personal minimums and live by them. Get a real time weather map sequence of what has happened, is happening and about to happen. The FSS has this picture of the weather transmittable to you in the near future but told to you now.

Chapter 4 : Consent Form | Flying Magazine

Mastering Instrument Flying by Henry Sollman and a great selection of similar Used, New and Collectible Books available now at calendrierdelascience.com

Chapter 5 : Editions of Mastering Instrument Flying by Sollman

Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.

Chapter 6 : Best IFR Book(s) | Pilots of America

Editions for Mastering Instrument Flying: (Paperback published in), (Paperback), (Paperback published in),

DOWNLOAD PDF MASTERING INSTRUMENT FLYING

Chapter 7 : Mastering Practical Instrument Flight by Sherwood Harris and Henry Sollman (, Hardcover) | eB

Every aviator can learn the FAA's practical instrument test standards and earn the IFR with this complete course in instrument flight, written by two experienced instructors with more than 80 years of flying between them.

Chapter 8 : how to fly IFR well

Mastering Instrument Flying by Sherwood Harris, Henry Sollman starting at $ Mastering Instrument Flying has 1 available editions to buy at Alibris.

Chapter 9 : Sollman (Author of Mastering Instrument Flying)

BEST UFO SIGHTING! Metallic Flying Saucer UFO TEXAS BORDER! CRAZY FLYING SAUCER! June !!!