

IFR Write Up With Scott Rohlfing

Oral

Currency requirements

Safety pilot requirements

Know what counts as an approach to log. Simulated all the way to DA actual past faf

How does a VOR work

How does gps work, just the timing portion plus what WAAS does

Draw entry to published hold at alt from v334 from pao the one at Sacramento VOR same V334

Icing types

Tell him level icing will happen and clouds by lapse rate

Mandatory reporting points marvelous VFRc500

VOR checks

Weather maps in general I used 1800wxbrief.com with our flight plan and gave him step by step what to expect on our route. I went over airmets sigmets and also tfrs and metars without him asking and because of that they never came up again.

Hand write a flight plan and plan for missed and alternate with approaches at both plus 45. Even if alternate not needed.

Altimeter readings plus what max error rate can be

G1000 know what to look for to make sure all is working. Raim and database included

What deicing equipment does our plane have

Know how to read wind barbs on winds aloft

Compulsory reporting points

Show him where to find cloud heights

Perfect lost comms that's a big topic with him. Scott has an episode on the finer points podcast I would recommend listening to covering this topic.

Flight

Make sure to brief plates on ground at each airport. Livermore you will do in air so due to timing just verify you have important points read.

First Approach

Important to tell him where you plan on leveling off for MDA altitude I told him 60 foot above to avoid going below.

Ktcy gps 12 circle 30 is the plan. The PT hold at oyoso will be the hold you fly so treat it as such. Report entering to him and established inbound to both him and ATC. Due to winds I circled rwy 8. Best way is to break off into left downwind from approach if landing 8. If 30 he wants you to circle north right downwind for 30. This is a full stop. Autopilot coupled with flight following

Pull into run up and brief ODP for 30 or 8. Also brief VOR 26 as he will be vectoring you back to do that after unusual attitudes. This approach is partial panel and he expects you to press display backup not use mfd then he will have you go missed.

On missed load Livermore ILS and brief. Then call NorCal for vectors. Be prepared for Stockton if Livermore landing 7. This will be low approach then back to Pao

He will ask you if you will be reporting anything to Mx prior to shut down let him know if you spot anything. You will then find out if you passed