

## Instrument checkride with SR

Location: KPAO

Overall very positive experience. He is very fun in the briefing sections and will become DPE face after the test starts. He will only share with you what you did wrong or poorly after everything is completed. So don't expect he tells you if your answer is correct during the test. You should read SR's website 3 times at minimum.

In the prior day morning call, he provides the destination for XC planning and every step for the actual flight portion. So you could technically just practice those exact approaches the day before...

- He requires the club's airplane 100hrs current. And make sure airworthiness signature has signature.
- XC destination:
  - KPTV planning for alternate
  - Make sure plan fuel for initial approach, **HOLD after missed, climb** to cruise for alternate, **IAF** at alternate (absolutely not as a direct)
  - I planned for KSBP ILS as an alternate for its different geographical area, which he likes.
  - Lost comm sequence: You are expected to fly to the clearance limit (most of cases is the destination airport, then hold **at IAF** until ETA)
- Approach sequence (~2hr)
  - Tracy GPS12
  - Oyoso HOLD
  - Circle to land full stop
  - Obstacle departure procedure
  - Unusual attitude
  - Dim g1000 (PFD failure)
  - VOR 26 back to Tracy in partial panel
    - keep in mind this is VOR approach, so you must use G1000 reversionary mode
    - VOR is quite offset from the GPS magenta line here. You will fail if you do not follow VOR or not using DME reading as MAP (DME doesn't agree with G1000 MAP distance here in all my flights).
  - Once on MDA, execute the missed app, bring PFD back.
  - Vector for ILS25 into Livermore, after missed, VFR to KPAO
- Oral (~1.5hr only listing questions I remembered...)
  - Radius and issuance frequency of TAF
  - Update rate for GPS database
  - How RAIM / WAAS / VOR / ILS / DME works.
  - What nav system GPS can substitute as navigation aid?

- How did you determine the weather is OK to fly.
- Which is more severe? Rime or clear ice?
- What will you do if
  - A towering cumulonimbus cloud in your flight path
  - Told by ATC hold at XXXXX. Exact actions you would take assuming 6 packs and no GPS. (turning to xxx hdg, start a timer, etc)
  - Lost comm at xxxx
  - Encounter icing
- Get IR rating on Jan 15, did 3 app on March 15, did 2 on June 15, now can you fly on July 20? (note the last 6 calendar months thing)
- Pointed a trough on the surface analysis chart and ask what it is.