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## IFR Checkride Report

*DPE : Scott Rohlfing*

*Aircraft: C172S G1000*

Overall Scott is a great DPE. I think he is fair and provides clear instruction for how the oral and flight portions of the checkride will do. At the end of the checkride, he will go over any mistakes or issues that occurred during the checkride. This debrief is a great learning experience.

Before the checkride starts, Scott is personable and nice to talk to. Once the checkride starts, Scott pulls out his poker face and you will have no real idea whether what you are saying is correct or not.

### Oral

Scott introduced the scenario for the checkride where one of your colleagues wants to get their IFR rating and you are just having a casual conversation. He also said that, you are free to look up things on google if you need to but it should be limited.

### Currency Requirements

Make sure you print all the needed documents and lay them out on the table before the checkride starts, he seemed to really appreciate that.

What is required to keep your instrument rating current?

You current in February but do not fly for 5 months, are you still current?

What about after 8 months?

What approaches can you do to remain current?

What counts as an approach in actual conditions?

## Weather

What are the types of icing?

Which is the worst type?

You are at Palo Alto and the temperature is 60F at what altitude would you expect to encounter freezing temperatures?

How do you know when you might encounter icing?

Where do you get your weather information?

How would you determine freezing levels before a flight?

What would you do if you encountered icing inadvertently?

## Holding

You receive the following instruction:

*“C123: hold N of ALTAM as published, expect further clearance in 15 minutes”*

Describe what you would do exactly.

You receive the following instruction:

*“C123: hold North of Sacramento on the 036-radial, expect further clearance in 10 minutes”*

Describe what you would do exactly.

## Cross Country Flight

Assignment : **KPAO** → **KPTV**

For this portion, Scott expects a detailed navlog (foreflight is fine) and he requires an alternate no matter what the weather says. Make sure you print it beforehand, I wasn't able to print it directly from foreflight so I used the [plan.foreflight.com](http://plan.foreflight.com) which was ok (but not great). I actually made two flight plans:

1. Flight to the destination with RNAV GPS 12 approach into KPTV.
2. Missed with several turns in the hold at TTE and flight to KPRB with RNAV GPS 19 approach

I did this to get the most accurate fuel estimate out of foreflight given that foreflight will simply give you a direct-to fuel consumption in the Alternate Advisor which will not cut it for Scott.

I planned my entire flight along IFR routes in order to make lost comms conversation easier since I knew that Scott is big on this topic. Listen to his interview on The Finer Points podcast on lost comms.

## Questions

Why did you choose KPRB as an alternate?

Could we use KPAO as an alternate?

Can you always use your originating airport? This was confusing because I thought he was referring to KPAO so my answer was yes, but his point was that what if that airport has no instrument approaches.

If the forecast weather for your ETA at KPTV were 5 miles visibility and 1,800' ceilings, would you be required to file an alternate?

How many times a day are TAFs issued?

How does a VOR/GPS/WAAS work?

## Flight

Before heading out to the plane, I spent some time with Scott clarifying IFR in VFR rules he plays by given that every instructor I have flown with has different ones. I asked the following questions:

- Will you let me know when to remove my goggles? (note: unless your glasses ride lower on your face, overcasters are not permitted)
- If ATC says "Maintain VFR, altitude your discretion" is that equivalent to cleared for the approach?
- ACS says -0ft/+100ft for MDA so I consider setting my personal MDA at MDA + 50ft legitimate, do you agree?

Beyond this Scott informed me that he does not talk on the radio, even for traffic calls. For traffic calls he will tell you whether he sees the traffic or not and you relay it to ATC. Basically, if Scott touches the controls then you have failed (except for unusual attitudes of course).

The actual flight started chaotically. Takeoff from Palo Alto, right turn towards Sunol where we had some traffic, then a handoff to ATC. I somehow tuned to the wrong frequency and the controller was very confused who I was. This stressed me out and Scott noticed, luckily Scott said nothing and I was able to compose myself and continue with the flight.

- From SUNOL, we requested RNAV GPS 12 at KTCY starting at OYOSO with a turn in the hold. ATC approved our request and proceeded to forget about us so Scott took over the role of fake ATC. This approach is autopilot coupled, you can use VS mode to do the

step downs but I opted for VNV and APR modes which really allows you to just cross check what the autopilot is doing. This approach is also circle to land on 30 (right traffic).

- The hold at OYOSO is the only hold we flew
- Scott likes it if you let him know if you decide to hold your altitude to capture the glidepath.
- This will be the only use of the autopilot that he will allow.
- Then after landing, simulate closing your flight plan with him. I did not because I never have in the past but he mentioned it to me during our debrief.
- Taxi back to 30 and prep for the ODP 30. After the ODP we broke off and did unusual attitudes. That was the only time Scott touched the controls.
- Then after unusual attitudes, he told me to dim my PFD and he allows you to use reversionary mode for the VOR 26 at TCY. Make sure you switch to green needles because the GPS track is off and also the G1000 was off by one degree so I corrected it when setting my CDI.
- After the missed from the VOR 26, you need to call NorCal and request the ILS 25R at LVK and ask for vectors.
- After this approach, Scott considers the exam over except after you land where he asks you if you have anything to report to MX.