

# M & M Aviation Services, Ltd.

Michael A. Dowell, Owner

Whiteside County Airport (SQI)  
10950 Hoover Road  
Rock Falls, Illinois 61071  
(815) 622-FLY-1 (3591)  
Fax (815) 622-5071

## **FAST-TRACK** **Instrument Rating Program**

Michael A. Dowell, Chief Flight Instructor  
Bruce Colmark, Flight Instructor  
Darrell Mattson, Flight Instructor  
Darin Heffelfinger, Flight Instructor  
e-mail: [mmaviation@essex1.com](mailto:mmaviation@essex1.com)  
Website: [www.mmaviation.net](http://www.mmaviation.net)

### Goals & Objectives

- 1) The primary goal of the *FAST-TRACK Instrument Pilot Program* is to train the student in the fundamental skills and knowledge necessary to pass the Federal Aviation Administration (FAA) Single-Engine Land (SEL) Instrument Rating Practical Test, culminating in receiving a SEL-Airplane Instrument Rating. To accomplish this, the student must show satisfactory knowledge in the following areas:
  - a. Federal Aviation Regulations applicable to flight operations under IFR;
  - b. Appropriate information that applies to flight operations under IFR in the AIM;
  - c. Air traffic control systems and procedures for instrument flight operations;
  - d. IFR navigations and approaches by use of navigation systems;
  - e. Use of IFR en route and instrument approach procedures charts;
  - f. Procurement and use of aviation weather reports and forecasts;
  - g. Safe and efficient operation of aircraft under instrument flight rules and conditions;
  - h. Recognition of critical weather situations and windshear avoidance;
  - i. Aeronautical decision making and judgment; and
  
- 2) The student will demonstrate competency at least equal to the tolerances stated in the Instrument-Airplane Pilot Practical Test Standards (PTS) in the following skill areas:
  - a. Air traffic control clearances and procedures including holding patterns;
  - b. Flight by reference to the instruments including cross-country navigation using Victor Airways and direction from Air Traffic Control;
  - c. Navigational systems including VOR, NDB, GPS as appropriate to the training aircraft;
  - d. Instrument approach procedures including ILS, LOC, VOR, NDB, GPS as appropriate to the equipment in the aircraft;
  - e. Emergency operations;

### Methods & Schedule

Training is divided into three phases:

- 1) **Phase I Goal:** To acquaint the student with all tasks required to fly the aircraft with sole reference to the instruments in all basic flight maneuvers.
- 2) **Phase II Goal:** To acquaint the student with all tasks required to fly the aircraft with sole reference to the instruments accomplishing all holding patterns and entries.
- 3) **Phase III Goal:** To acquaint the student with all tasks required to fly the aircraft with sole reference to the instruments accomplishing all required instrument approaches. This phase will include the obligatory cross-country requirement.
- 4) **Phase IV Goal:** To determine when the student can meet the tolerances of the Instrument PTS and is prepared to successfully pass the practical test.



Prerequisites for the FAST-TRACK Program

All students will receive *FAST-TRACK Priority Scheduling*. This means that the instructor's main concern will be scheduling the student's time. (Some restrictions may apply.) To qualify for *FAST-TRACK Priority Scheduling* it is required that the student has accomplished the following:

- 1) Holds a current FAA Medical and FAA Private Pilot License;
- 2) Has completed the FAA Knowledge Exam and received a passing score (70% or better);
- 3) Has available time (most days and nights of the week).
- 4) The student must give *M & M Aviation* a minimum of three weeks notice in order to receive *FAST-TRACK Priority Scheduling*.
- 5) The student must stay current with his/her financial account with *M & M Aviation Services, Ltd.* This includes the purchases of flight time, instructor time and any supplies. Should the student's account become delinquent, the student will lose *Priority Scheduling* status and all instruction and rental privileges may be suspended. Flight time may be purchased either at list cost, 10-hour block time on PA28-151s or 20-hour block-time on PA28R-201 (block time receives a 10% discount) or by joining the *Flying M-Club* (see separate documents). If the student has not begun instrument flight training prior to enrolling in the *FAST-TRACK Program*, the student should expect to spend approximately \$6,500 to achieve this rating to complete the rating using *M & M Aviation's* Piper Cherokee Arrow.

Expected Outcomes of the FAST-TRACK Program

It is understood that weather and/or the student's ability to absorb and/or comprehend the material may extend or prevent a "timely" completion of the Airplane-Instrument Rating. No guarantees are provided to the student by *M & M Aviation Services, Ltd.* Scheduling for the student on the *FAST-TRACK Program* will be based on flying two scheduled lessons each day or one scheduled lesson and an equal amount of solo time. It is assumed that instruction or flight with a check-pilot will be accomplished by the student every day during the week and this assumes a 6-day week. (*M & M Aviation* will assist in locating a check-pilot if requested.) Given these conditions, most students can expect to complete their Airplane-Instrument Rating within two weeks. Additionally, if the student does not have his/her complex endorsement, this can be accomplished with 2 hours additional instruction in the PA28RT-201.

### Typical Schedule

(May vary according to student's abilities and weather)

Day 1 –	Morning –	3.0 hrs instruction	2.5 hrs. flight time (PA28-151)
	Afternoon –	2.5 hrs instruction	2.0 hrs. flight time (PA28-151)
Day 2 –	Morning –	3.0 hrs. instruction	2.5 hrs. flight time (PA28-151)
	Afternoon –	2.5 hrs. instruction	2.0 hrs. flight time (PA28-151)
Day 3 –	Morning –	3.0 hrs. instruction	2.5 hrs. flight time (PA28-151)
	Afternoon –	2.5 hrs. instruction	2.0 hrs. flight time (PA28-151)
Day 4 –	Morning –	3.0 hrs. instruction	2.5 hrs. flight time (PA28RT-201)
	Afternoon –	2.5 hrs. instruction	2.0 hrs. flight time (PA28RT-201)
Day 5 –	Morning –	3.0 hrs. instruction	2.5 hrs. flight time (PA28RT-201)
	Afternoon –	2.5 hrs. instruction	2.0 hrs. flight time (PA28RT-201)
Day 6 –	Morning –	3.0 hrs. instruction	0 hrs. flight time (planning x/country)
	Afternoon –	4.5 hrs. instruction	4.0 hrs. flight time (includes cross-country – PA28RT-201)
Day 7 –	Morning –	3.0 hrs. instruction	2.5 hrs. flight time (PA28RT-201)
	Afternoon –	2.5 hrs. instruction	2.0 hrs. flight time (PA28RT-201)
Day 8 –	Morning –	3.0 hrs. instruction	2.5 hrs. flight time (PA28RT-201)
	Afternoon –	2.5 hrs. instruction	2.0 hrs. flight time (PA28RT-201)
Day 9 –	Morning –	3.0 hrs instruction	2.5 hrs. flight time (Prep. for checkride – PA28RT-201)
	Afternoon –	2.5 hrs instruction	2.0 hrs. flight time (Mock checkride – PA 28RT-201)
Day 10 –	Morning –		4.0 hrs. flight time (Checkride PA28RT-201)

Totals: Total time in aircraft = 44 hours (includes checkride)  
Total instruction time (including ground instruction) = 51.5 hours

Estimated costs =	Instruction	2,060 <sup>00</sup>
	Club Initiation fee	200 <sup>00</sup>
	Aircraft rental (club rates)	<u>4,840<sup>50</sup></u>
	Total	\$7,100 <sup>50</sup>

Instruction and rental costs may be reduced significantly by utilizing the PCATD operated by *M & M Aviation* (maximum 10 hours) and substituting some of the required flight time with a check pilot.