



# Reno-Area IMC Club



EAA Chapter 1361

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# Introduction and Administrative

Restroom and Refreshments are up to you.

If you want to receive WINGS credit for this session you will have to sign into your [faasafety.gov](https://faasafety.gov) account and use the procedures described in the past meetings.

# IMC Club Purpose

The IMC Club's purpose is to promote instrument flying, proficiency, and safety. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency in instrument flying.

IMC Club is a subsidiary of the Experimental Aircraft Association (EAA). Continued participation in IMC Club activities requires an active EAA membership. See your meeting coordinator for more information.

# IMC Club Presentation Archive

The slides from these presentations can reviewed at:

<https://eaa1361.org/>

Select: Blog - Flight Training - IMC Club Presentations

# Notes From Last Meeting

The aircraft was a Beechcraft B-58 Baron returning to its home airport in Santa Barbara, CA (KSBA) after a trip to Portland, OR (KPDX).

Near the Mendoceno VOR the pilot ran into some thundersorm challenges.

Any questions or comments?

# Announcements

Sat, Aug 1 - EAA Chapter 1361 Officer Election ballots distributed to current members - Online Voting

Tue, Aug 4 - VMC Club Meeting - 6 PM - Online using Zoom Meetings

Thu, Aug 6 - EAA Chapter 1361 Meeting - 6 PM - Online using Zoom Meeting

Sat, Aug 8 - RTAG Fly-in/Drive-in Pancake Breakfast - 9 am - 11 am - Advanced Aviation Hangar

Tue, Aug 25 - IMC Club Meeting - 6 PM - Online using Zoom

**Discussion - Quiz Time!**

**1.** When requesting a practice IFR approach, which segment of the approach is not authorized?

**A.** Initial

**B.** Intermediate

**C.** Final

**D.** Missed Approach

**1.** When requesting a practice IFR approach, which segment of the approach is not authorized?

- A.** Initial
- B.** Intermediate
- C.** Final
- D.** Missed Approach

Permission to fly a practice approach does not include the missed approach segment unless you request it. Flying the miss without ATC coordination could conflict with another aircraft flying the same segment. AIM 4-3-21(e)

**2.** An aircraft flying a practice instrument approach can deviate from the published procedure for training.

- A.** True
- B.** False

2. An aircraft flying a practice instrument approach can deviate from the published procedure for training.

- A. True
- B. False**

Except in an emergency, aircraft cleared to fly a practice instrument approach must follow approved procedures unless cleared to deviate by ATC. AIM 4-3-21(d)

**3.** What information should be given to approach control before commencing a practice IFR approach? (MA)

- A.** The aircraft equipment suffix.
- B.** The type of approach.
- C.** How the approach will terminate.
- D.** Final segment IAS.

**3.** What information should be given to approach control before commencing a practice IFR approach? (MA)

- A.** The aircraft equipment suffix.
- B.** The type of approach.
- C.** How the approach will terminate.
- D.** Final segment IAS.

The pilot may terminate the approach with a full stop, stop-and-go, touch-and-go, missed or low approach. This information will be given for each practice approach flown. AIM 4-3-21(a)

**4.** ATC advises a large area of buildups are ahead of you and asks for your intentions. You should

- A.** ask ATC to reroute you.
- B.** ask ATC to standby while you consider your options.
- C.** visually avoid the buildups.
- D.** know that green NEXRAD can quickly turn yellow.

4. ATC advises a large area of buildups are ahead of you and asks for your intentions. You should

- A. ask ATC to reroute you.
- B. ask ATC to standby while you consider your options.
- C. visually avoid the buildups.
- D. know that green NEXRAD can quickly turn yellow.

Don't let ATC rush you. Bad decisions often are the result when you are rushed.  
You are the PIC!

**5.** What is a NORDO?

- A.** ATC's term for a dopey pilot.
- B.** The Northern FSDO District Office
- C.** ATC's acronym for a no-radio aircraft
- D.** The opposite of a SOUTHDO

## 5. What is a NORDO?

- A. ATC's term for a dopey pilot.
- B. The Northern FSDO District Office
- C. ATC's acronym for a no-radio aircraft
- D. The opposite of a SOUTHDO

ATC defines a 'no radio aircraft' as a NORDO. You are considered NORDO if out of contact with ATC for five minutes. If you are IFR and lost ATC contact you may be intercepted by military aircraft - on the assumption that you are in trouble. If they can't raise you on 121.5 they can, in extremis, use force.

6. Which type of altimeter setting do GA pilots use?

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- B. QNE
- C. QFE
- D. QRT

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QNH is the altimeter setting from ATIS or METARs. In the flight levels, 29.92 is the QNE altitude (set 29.92 in the kohlsman window bassing 18,000 when climbing to a higher altitude into Class A airspace).

## 7. Indicated Altitude is

- A.** altitude in AGL
- B.** the altitude when 29.92 is set
- C.** an indicator of density altitude
- D.** the altitude using the local altimeter setting.

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- A. altitude in AGL.
- B. the altitude when 29.92 is set.
- C. an indicator of density altitude.
- D. the altitude using the local altimeter setting.

When the altimeter is set to the local altimeter setting, it will display indicated altitude.

**8.** Pressure Altitude is the altitude when the altimeter is set to (MA)

**A.** 29.92"

**B.** 1013.2 millibars

**C.** 29.85"

**D.** Field Elevation

8. Pressure Altitude is the altitude when the altimeter is set to (MA)

- A. 29.92"
- B. 1013.2 millibars
- C. 29.85"
- D. Field Elevation

These are the altimeter settings for use in the flight levels. Outside the U.S. altitude settings are often in millibars. The altimeter setting hard-coded into the blind encoder inside your Mode C transponder is 29.92. FAA computers perform the necessary conversion to indicated altitude which appears on their radar.

**9.** There are three criteria for designating a circling-only approach. Name two.

- A.** Rate of descent exceeds 500 Ft/NM from the FAF to the runway threshold.
- B.** Final approach course alignment with the runway centerline exceeds 30 degrees.
- C.** Course alignment exceeds 45 degrees.
- D.** The runway is not clearly defined.

9. There are three criteria for designating a circling-only approach. Name two.

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- B. Final approach course alignment with the runway centerline exceeds 30 degrees.
- C. Course alignment exceeds 45 degrees.
- D. The runway is not clearly defined.

The descent gradient must not be greater than 400 Ft/NM.

The runway is not clearly defined if it lacks instrument runway markings.

**10.** Displaced thresholds can be used for: (MA)

- A.** Takeoff
- B.** Landing
- C.** Rollout (from a landing in the opposite direction)
- D.** Run-up

**10.** Displaced thresholds can be used for: (MA)

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The displaced threshold pavement can be used for take-off and roll-out, never for landing.

# Tonight's Scenario

We will be going over parts of two of the IFR scenarios being used in the Pilot Proficiency Remote Simulator Instruction this year.

1. You are departing from Berlin Regional Airport in New Hampshire (KBML) headed to Burlington, NH (KBTV). You have been cleared as filed - direct to AYZOO then direct to KBTV at 8000' MSL. Plan your departure.
2. You are just about finished with a flight from Redding, CA (KRDD) to Arcata, CA (KACV). The ASOS is KACV 121956Z 3/4SM 15006 OVC 003 24/24 A2992. Plan your arrival.

# Next IMC Club Meetings

Online at 6 PM:

August 25

September 22 (Fourth Tuesday)

October 27

# Coordinated by:

**EAA Chapter 1361, Inc.**



Meetings: 6 pm on 1st Thursday of the Month

Reno-Stead Airport Terminal Meeting Room

Contact: [imc-club@eaa1361.org](mailto:imc-club@eaa1361.org) or [president@eaa1361.org](mailto:president@eaa1361.org)

<https://eaa1361.org>

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