



Reno-Area IMC Club



EAA Chapter 1361

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 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 scenario(s) for the July meeting were from EAA's Pilot Proficiency Center scenarios.

One was a departure from Berlin, NH and the other was an arrival in Arcata, CA.

Any questions or comments?

Announcements

Tue, Sep 1 - VMC Club Meeting - 6 PM - Online using Zoom Meetings

Thu, Sep 3 - EAA Chapter 1361 Meeting - 6 PM

Sat, Sep 5 - RTAG Fly-out to Santa Rosa, CA (KSTS) - POSTPONED

Mon, Sep 21 - RTIA Users Committee Meeting - 4:30 pm - probably Zoom

Tue, Sep 22 - IMC Club Meeting - 6 PM - Online using Zoom

Discussion Question

What is the difference between VFR-on-Top and VFR-over-the-Top?

Is an instrument rating required for either, neither or both?

Discussion Question

“VFR over-the-top must not be confused with VFR-on top,” cautions the *Instrument Flying Handbook*. “VFR-on-top is an IFR clearance that allows the pilot to fly VFR altitudes. VFR over-the-top is strictly a VFR operation in which the pilot maintains VFR cloud clearance requirements while operating on top of an undercast layer.”

It adds, “Pilots on IFR flight plans operating in VFR weather conditions may request VFR-on-top in lieu of an assigned altitude. This permits them to select an altitude or flight level of their choice (subject to any ATC restrictions). Pilots desiring to climb through a cloud, haze, smoke, or other meteorological formation and then either cancel their IFR flight plan or operate VFR-on-top may request a climb to VFR-on-top.”

For more details and examples of each, see page 10-26 of the *Instrument Flying Handbook*.

Discussion - Quiz Time!

1. Part 91 IFR departures in zero-zero weather conditions are (MA)

- A.** Legal by exclusion under 14 CFR 91.155
- B.** Illegal under 14 CFR 91.13
- C.** Conditionally Legal
- D.** Not always smart

1. Part 91 IFR departures in zero-zero weather conditions are (MA)

A. Legal by exclusion under 14 CFR 91.155

B. Illegal under 14 CFR 91.13

C. Conditionally Legal

D. Not always smart

14 CFR 91.155 [Basic VFR Weather Minimums] excludes IFR.

Departing in zero-zero intending to obtain IFR clearance in VMC above has been construed as careless or reckless under 14 CFR 91.13 [Careless or Reckless Operation]

2. If the red approach light bars are visible, 14 CFR 91.175 permits descent to 100 ft above the touchdown zone elevation. Which approach lighting systems have red bars?

- A.** SALS and SALSF
- B.** SSALS and SSALF
- C.** MALS and MALSF
- D.** ALSF-1 and ALSF-2

2. If the red approach light bars are visible, 14 CFR 91.175 [Takeoff and Landing Under IFR] permits descent below 100 ft above the touchdown zone elevation with only the approach light system in sight. Which approach lighting systems have red bars?

- A. SALS and SALSF
- B. SSALS and SSALF
- C. MALS and MALSF
- D. ALSF-1 and ALSF-2

ALSF-1 has a red bar just before the green threshold lights. ALSF-2 has red sidebars along the last 1000 ft before the threshold. (TPP Legend p. 11) The IAP chart tells you in advance whether descent to 100 ft will be possible.

3. What is the difference between DA and DH?

- A.** DA is referenced to airport elevation, DH to MSL.
- B.** No, it's the reverse.
- C.** Only DA accounts for HAT and TDZE
- D.** They mean the same thing.

3. What is the difference between DA and DH?

- A. DA is referenced to airport elevation, DH to MSL.
- B. No, it's the reverse.**
- C. Only DA accounts for HAT and TDZE
- D. They mean the same thing.

Decision Altitude (DA) is referenced to mean sea level and typically read on the aircraft altimeter.

Decision Height (DH) is referenced to ground level (TDZE) and is typically read on a radio(radar) altimeter.

4. You miss your Clearance Void Time of 1230Z. You must

- A. contact ATC and advise your intentions.
- B. depart VFR.
- C. depart no later than 1300Z.
- D. file your flight plan again.

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- A. contact ATC and advise your intentions.
- B. depart VFR.
- C. depart no later than 1300Z.
- D. file your flight plan again.

ATC can allow up to 30 minutes for you to advise intentions.

If you depart after your void time you might fly into IMC without a clearance, violating 14 CFR 91.173 [ATC Clearance and Flight Plan Required]

5. You're taxiing out to the runway when you notice the clock next to your instrument panel has stopped working. Both you and your friend have wrist watches if you ended up needing to reference the time during the flight. Can you continue with the flight?

- A.** Yes, as long as you have two external clocks.
- B.** Yes, you only need a clock if you plan to practice holding.
- C.** No, you must have an operable clock that is installed in the airplane.

5. You're taxiing out to the runway when you notice the clock next to your instrument panel has stopped working. Both you and your friend have wrist watches if you ended up needing to reference the time during the flight. Can you continue with the flight?

- A.** Yes, as long as you have two external clocks.
- B.** Yes, you only need a clock if you plan to practice holding.
- C.** No, you must have an operable clock that is installed in the airplane.

6. You are performing an instrument cockpit check while taxiing to the runway. During your turns, you notice the inclinometer isn't moving. Does this need to be operative for you to takeoff into IMC?

- A.** Yes, it must be operative.
- B.** No, as long as your vacuum system is operating properly.
- C.** No, as long as the turn needle is still functioning.
- D.** It's not a requirement.

6. You are performing an instrument cockpit check while taxiing to the runway. During your turns, you notice the inclinometer isn't moving. Does this need to be operative for you to takeoff into IMC?

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- B.** No, as long as your vacuum system is operating properly.
- C.** No, as long as the turn needle is still functioning.
- D.** It's not a requirement.

Under FAR 91.205 (d)(4), the inclinometer or 'ball' is required to be operative for IFR flight.

7. Which of these instruments do you NOT need for an IFR flight?

- A. Engine oil pressure gauge.
- B. Magnetic Compass
- C. Fuel quantity gauge for each tank.
- D. Vertical Speed Indicator
- E. Slip-Skid Indicator
- F. Directional Gyro

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According to 14 CFR 91.205, you'll need all of these EXCEPT a VSI for your instrument flight.

8. How much fuel reserve do you need when you reach your intended landing airport, if you didn't need to file an alternate?

A. 30 minutes

B. 45 minutes

C. 60 minutes

D. 90 minutes

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According to 14 CFR 91.167, as long as the ceilings are forecast to be at least 2,000 feet, and the visibility at least 3 SM (no alternate required), you need 45 minutes of fuel reserve after reaching your first airport of intended landing.

9. What's the minimum climb gradient for all IFR departures, unless it's specified otherwise?

- A.** 100 FT/NM
- B.** 200 FT/NM
- C.** 300 FT/NM
- D.** 400 FT/NM
- E.** 500 FT/NM

9. What's the minimum climb gradient for all IFR departures, unless it's specified otherwise?

A. 100 FT/NM

B. 200 FT/NM

C. 300 FT/NM

D. 400 FT/NM

E. 500 FT/NM

The minimum climb gradient is 200 feet per nautical mile, unless a departure procedure specifies a different one.

10. You're IFR current, but you'll land at your destination at night, and you're not night landing current. You're also carrying passengers. Can you take the flight?

- A.** Yes, if you're instrument current you don't need landing currency.
- B.** No, you need landing currency regardless if instrument currency.

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- A. Yes, if you're instrument current you don't need landing currency.
- B. No, you need landing currency regardless if instrument currency.**

Regardless of IFR currency, you need to be night current to carry passengers.

Tonight's Scenario

Lost Communication Procedure Review and Practice

Next IMC Club Meetings

Online at 6 PM:

September 22 (Fourth Tuesday)

October 27

November 24

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 or president@eaa1361.org

<https://eaa1361.org>

Click on 'Membership' to join online.