



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 should have when you completed your Zoom meeting registration

I will use that information to validate WINGS participation.

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

Announcements

Tue, Feb 22 - Reno-Area IMC Club - Online via Zoom

Wed, Feb 23 - EAA Chapter 1361 Board of Directors Meeting - Online via Zoom

Tue, Mar 1 - VMC Club Meeting - via Zoom

Sat, Mar 5 - EAA Chapter 1361 General Membership Meeting - Reno-Stead Airport Terminal & via Zoom

Sat, Mar 12 - RTAG Celebration of Flight Banquet - see renoaviation.org

Sun, Mar 13 - Back to Daylight Savings Time

Sat, Mar 19 - EAA Chapter 1361 Volunteer Recognition Dinner - Pinocchio's 5 pm

Notes From Last Meeting

Our intrepid flyer on the way to AirVenture experienced instrument approach challenges in Madison, WI.

Any questions or comments?

Discussion Question

Anyone have a question, comment or scenario they would like to discuss?

When will you fly the same approach again after going missed approach?

Discussion Question

To survive the risks of multiple approach attempts I offer this [Multiple Approach Survival Guide](#).

If you miss an instrument approach do not attempt the same approach again unless one of these three conditions exists:

1. You have good reason to believe that the **weather conditions** that required you to miss were temporary and that they'll improve in time for your second attempt.
2. You can identify a **specific technique or part of the procedure** you flew incorrectly that caused you to miss and which you can honestly say you'll get right the next time. For example, you may not have been completely set up at the final approach fix the first time and were behind the airplane for the entire approach. This time you will be certain to be in configuration and on speed before the fix.
3. **You're facing a true emergency** and because of equipment failure, unforeseen weather conditions or your own poor planning you have no better options within your remaining range and you must try again before you run out of fuel—a truly dire scenario.

If none of these three conditions apply and you attempt a second approach anyway you're just wasting time and the fuel you need to get somewhere else with better conditions or lower approach minimums. More importantly, you're tempting the human failings that often turn multiple approaches into accident reports."

Discussion

Monday Morning at Stead

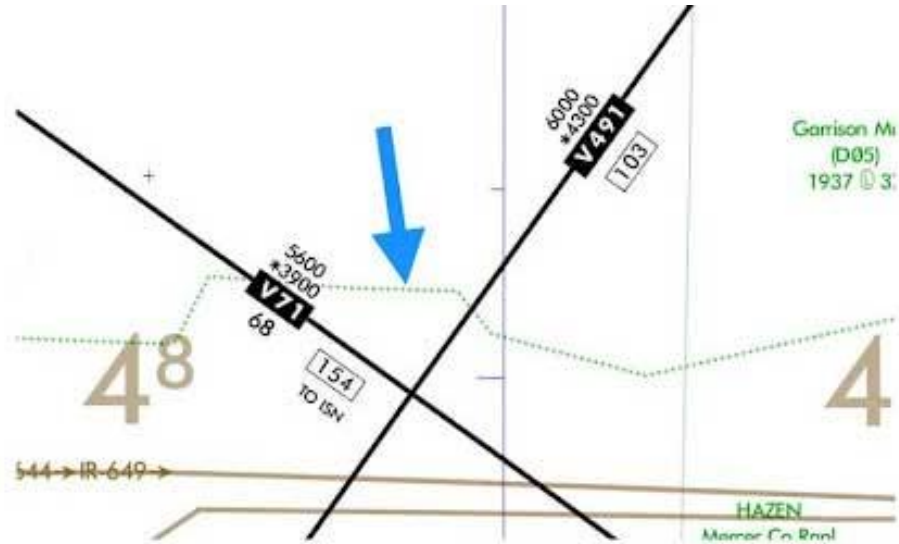
!RTS 02/007 RTS RWY 08 FICON 3/3/3 100 PCT 2IN DRY SN OBS AT 2202211600. 2202211610-2202221610

!RTS 02/004 RTS TWY ALL FICON 2IN DRY SN OBS AT 2202211600. 2202211606-2202221606

!RTS 02/003 RTS APRON ALL FICON 2IN DRY SN OBS AT 2202211600. 2202211605-2202221605

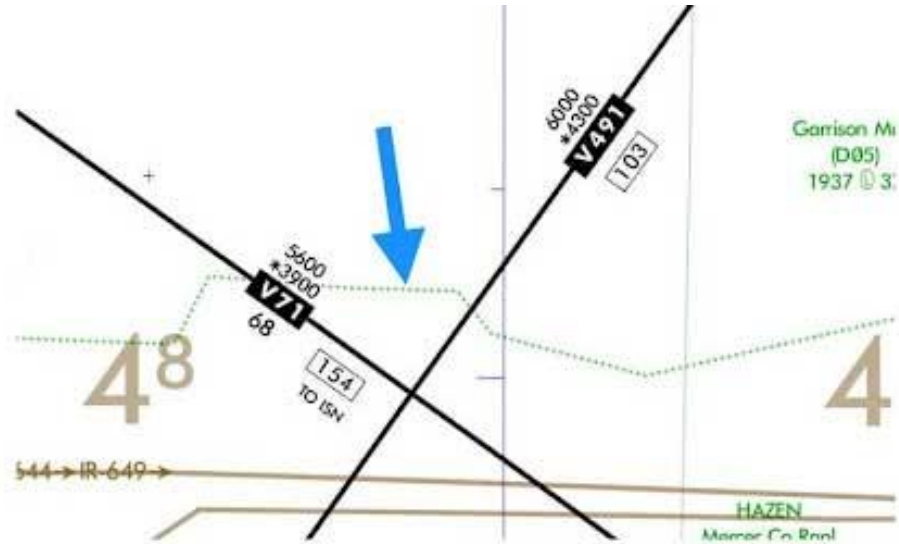
Quiz Time!

1. What is the green, dotted line running east to west?



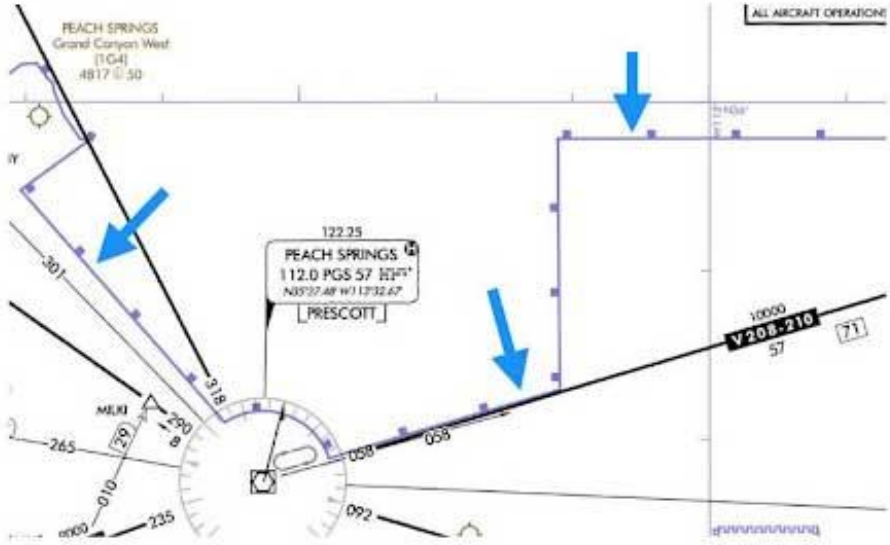
- A. Major Highway
- B. State Border
- C. Time Zone Boundary
- D. River

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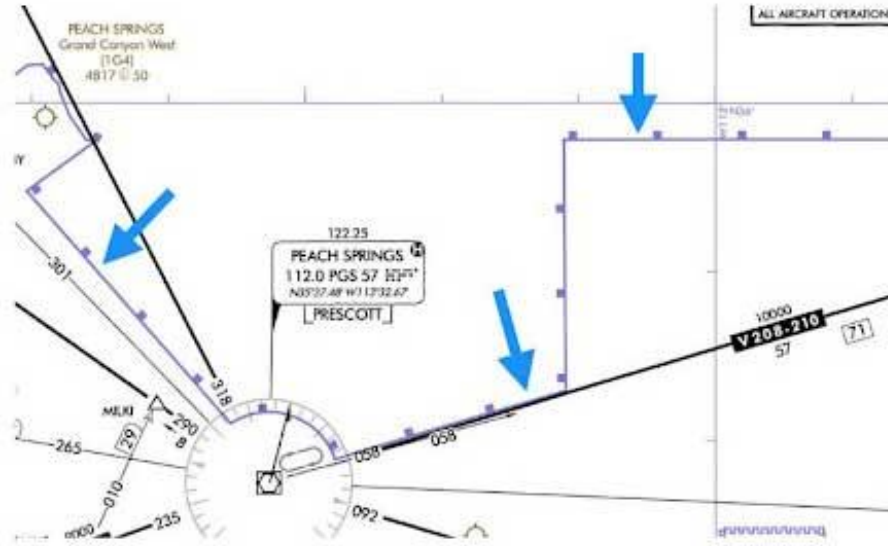
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2. What does the blue border designate?



- A. Class E airspace to the surface
- B. Special Flight rules Area (SFRA)
- C. Restricted airspace
- D. None of the above

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3. What does the blue 9000G signify?



- A. GPS/RNAV MEA
- B. OROCA
- C. GPS/RNAV MRA
- D. MOCA

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4. You're flying an obstacle departure procedure that requires a minimum climb gradient of 400 FP/NM.

If your ground speed in the climb is 150 knots, what climb rate do you need to maintain?

- A. 600 FPM
- B. 800 FPM
- C. 1000 FPM
- D. 1200 FPM
- E. 1400 FPM
- F. 1600 FPM

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5. Required obstacle clearance for all departures is based on you crossing the departure end of the runway at least _____ feet above the departure end of the runway.

- A. 35
- B. 45
- C. 55
- D. 65
- E. 75
- F. 85

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- D. 65
- E. 75
- F. 85

6. For all departures (unless otherwise specified), you need to climb to _____ feet above the departure end of the runway before making a turn.

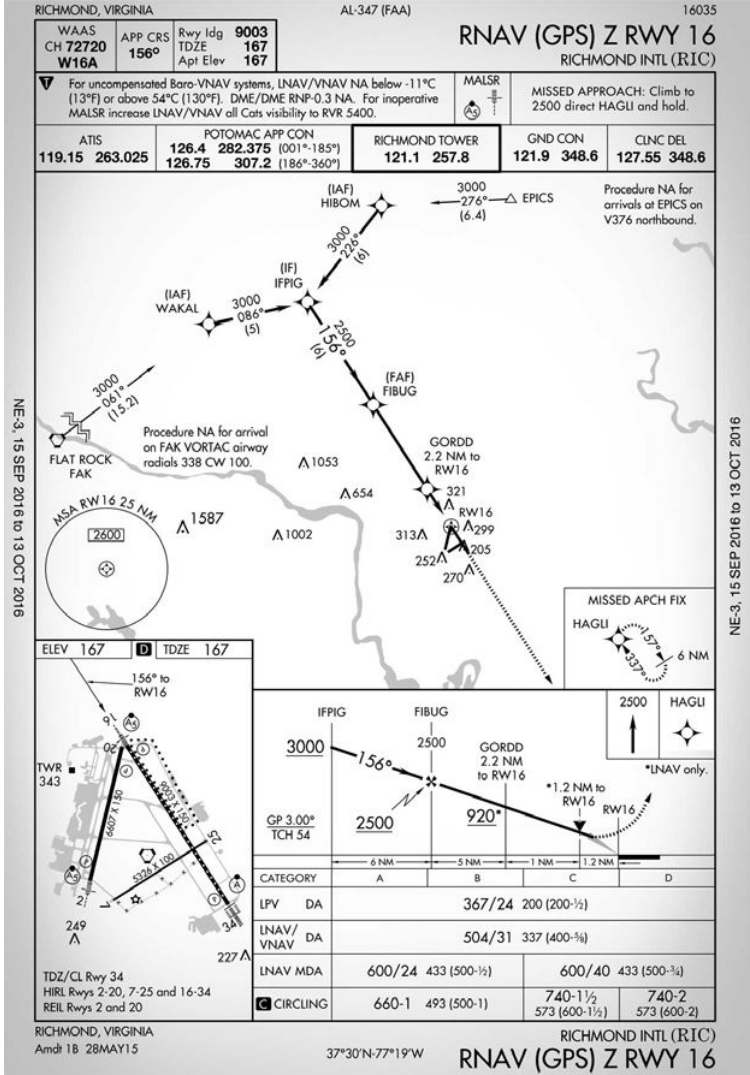
- A. 100
- B. 200
- C. 300
- D. 400
- E. 500
- F. 600

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- C. 300
- D. 400
- E. 500
- F. 600

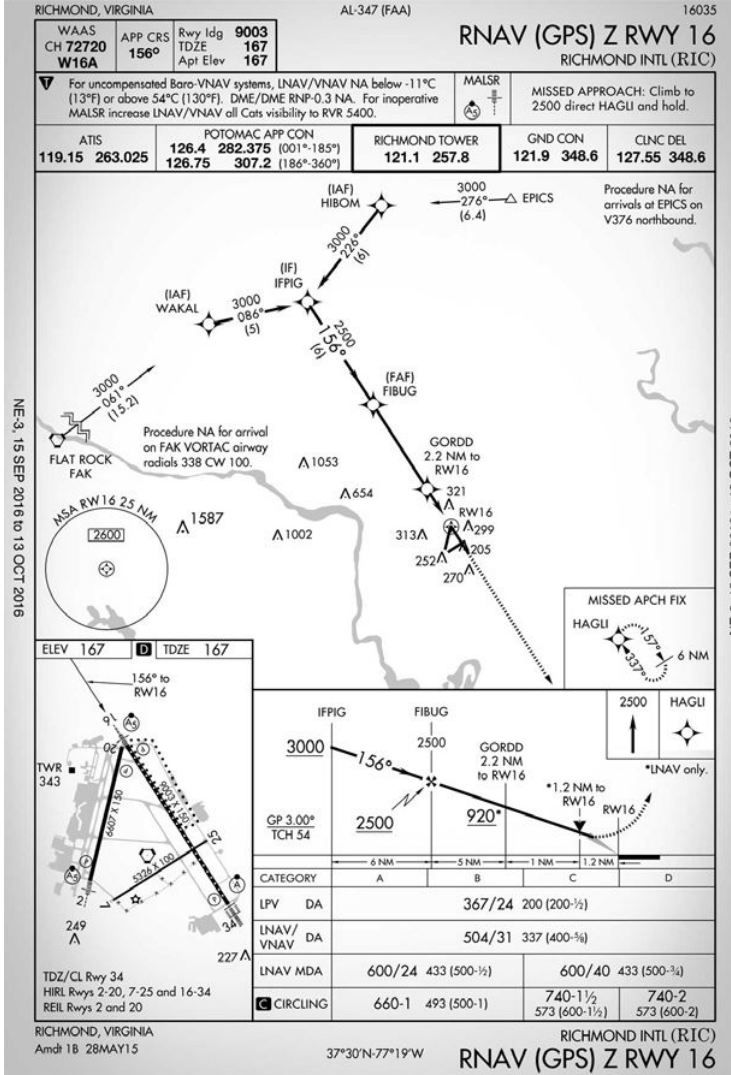
7. You are in your Cessna 172 at 4,000' MSL, 25 NM to the northeast of Richmond when you request the RNAV (GPS) Z RWY 16 with Richmond approach. ATC says "Cessna 344DS, proceed direct EPICS." Upon reaching EPICS, you...

- A. Descent to 3000 MSL
- B. Report crossing EPICS
- C. Start your timer
- D. Maintain 4000 MSL
- E. Wing it



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8. Your planned cross country is to San Marcos, TX. The conditions at KHYI are forecast to be 1 1/4 SM visibility and 900' overcast ceilings at your arrival time. How much reserve fuel will you need plan for after you reach the alternate airport?

- | | |
|---------------|---------------|
| A. 15 Minutes | D. 60 Minutes |
| B. 30 Minutes | E. 75 Minutes |
| C. 45 Minutes | F. 90 Minutes |

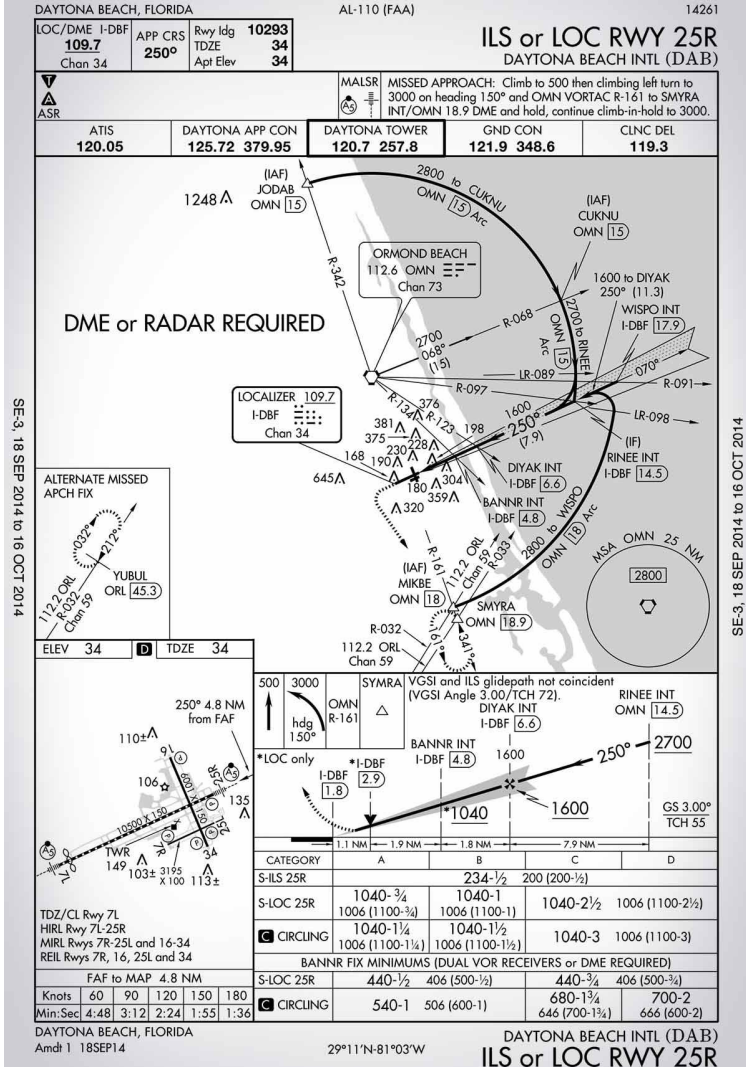
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- E. 75 Minutes
- F. 90 Minutes

According to 14 CFR 91.167, you'll need to plan 45 minutes of fuel at normal cruising speed after reaching the your alternate.

9. You're getting close to the missed approach point on the Daytona LOC RWY 25R approach, and you spot the approach lights, but not the runway. How low can you descend?

- A. You can't go below the MDA on the LOC 25R until you see the runway environment.
- B. 100' Above the Touchdown Zone
- C. 200' Above the Touchdown Zone
- D. 300' Above the Touchdown Zone



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1. AviationWeather.gov - select Forecast, Icing, select Freezing Level Chart
2. Foreflight, Map page, select AIR/SIGMET/CWAs layer, Select Ice. Tap on area(s) designated - description will include freezing level information
3. ForeFlight, Imagery, in Icing Section, first selection is Lowest Freezing Level Chart (from item 1)
4. <https://www.1800wxbrief.com>
5. Call 1-800-WX-Brief (1-800-992-7433)

Tonight's Scenario

You are flying an airplane of your choice from your home base at Tuscon, AZ (KTUS) to Yuma, AZ (KNYL) for some instrument approach practice.

When you pick up your IFR clearance you are given the Tuscon 8 departure, Gila Bend Transition then V66 to BZA and directed to depart the Tuscon VORTAC at 6000', expect 10,000' ten minutes after departure.

Comments about tonight's scenario and/or quiz?



Next IMC Club Meetings

Online at 6 PM:

Mar 22

APR 26

MAY 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

<https://eaa1361.org>

Click on 'Membership' to join online.