

REDBIRD



Scenario-Based Flight Training Missions Catalog



NOTICE

The user of this manual is expected to know how to fly an aircraft or to be participating in a structured and approved flight training program. This manual is in no respect a tutorial in visual flight, instrument flight or navigation. Its only purpose is to introduce the use of scenario-based training in conjunction with the REDBIRD simulator.

The charts, departure procedures, and terminal procedures reproduced for this manual are for demonstration purposes only and must not be used for navigation during actual flight.

USING THIS MANUAL

All of the Scenario Based Training Missions found in this catalog correspond by number and description with missions pre-loaded on your REDBIRD Pilot Key. Review each mission carefully before beginning your mission in the Simulator.

Remember: Always pre-flight the simulator to insure that the switch settings in the cockpit match the switch settings called for in the Mission Description before beginning the flight.

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V1.0 2008
REDBIRD FLIGHT SIMULATIONS, INC.
AUSTIN, TEXAS USA

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Redbird Flight Simulations, Inc. Model SD 1000

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NOTICE

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V1.0 2008
REDBIRD FLIGHT SIMULATIONS, INC.
AUSTIN, TEXAS USA

Training Mission: #1225 IFR to the Big 12 Championship

Mission Title: #1225 IFR Cross Country from Austin to College Station

Mission Description: You and some friends were able to find tickets and are now heading to the airport to fly from Austin, TX (KAUS) to College Station, Texas (KCLL) to watch the University of Texas play Texas A&M for the Big 12 football championship. Your Redbird SD 1000 aircraft, tail number N001RB, is sitting on taxiway Mike facing runway 35R at KAUS (see airport diagram).

It's a breezy, cool late autumn day, perfect for football, but with low overcast skies you'll be filing an IFR flight plan for sure. Your flight plan will include the appropriate departure procedure out of Austin with an en-route altitude of 5000 feet because icing is forecast beginning at 7000 feet. Because of the brisk Westerly wind at College Station, you will plan on the RNAV (GPS) 28 approach from DOSEC, but, as always, you'll be prepared to fly the missed approach especially since the clouds bases at College Station are at or below minimums.

The current and forecast weather at each location looks like this:

KAUS	121753Z 290012G20KT 3SM OVC001 09/02 A3001 RMK A02 SLP151 T010000030 10100 20194 58009
KAUS	121723Z 121712Z 30014KT 3SM OVC005 FM1900 29015KTS OVC009 FM2300 28010KTS BKN035 BKN060
KCLL	121753Z 29012G20KT 3SM OVC004 09/02 A3001 RMK A02 SLP151 T0110000030 10100 20194 58009
KCLL	121753Z 121712Z 29020KT 4SM OVC005 FM2000 27015KTS BKN040 FM0200 27005KTS SCT050

Strangely, Houston Hobby (KHOU) is clear and calm and forecast to stay that way.

Your instructor will provide all the ATC instructions, so make sure that your radio communications are sharp and by-the-book. Once you've landed at Easterwood, you'll park on the ramp in front of the control tower and shut down. Enjoy the game!

Mission Objectives: Practice IFR Flight planning, cockpit procedures, flight by instruments, departure procedures and approaches, missed approaches, intercepting courses, and holding patterns.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Down	Off	Idle	Fine	Lean



Notes for the Instructor

Mission Title: #1225 IFR Cross Country from Austin to College Station

Mission Details: This mission will give the student the opportunity to plan and fly an IFR cross country in challenging weather conditions. As the instructor, you will provide ATC communications to get the flight launched, vectored to the departure leg between CWK and HOOKK intersection, then cleared to the IAF DOSEC for the RNAV(GPS) 28 approach. If flown properly, the student should fly the missed approach to a hold at ICESO at which time you will provide radar vectors to OSUME intersection for the arc to the ILS 34 approach to a landing. Key ATC instructions are provided below:

Alternate Scenarios and Emergencies: En-route vacuum failure

Key ATC Communications

From Austin Clearance:
 Redbird N001RB is cleared to the Easterwood Airport via radar vectors to join the Centex Three departure, College Station transition then direct, squawk 1122.

From Austin Ground:
 Redbird N001RB, taxi up to the runway 35R hold line and hold

While at the Hold-Short line From Austin Tower:
 Redbird N001RB, Austin Tower, runway 35R clear for takeoff, fly runway heading, no delay on the runway, B52 on 2 mile final.

After takeoff From Austin Tower:
 Redbird N001RB, Austin Tower, contact Austin departure on 127.22, good day.

From Houston Center:
 Redbird N001RB is cleared direct DOSEC and the RNAV 28 approach at Easterwood, maintain 4000 until established on the approach, cleared to the RNAV 28 approach, report crossing EDAYA.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Down	Off	Idle	Fine	Lean

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR <input type="checkbox"/> STOPOVER				TIME STARTED	SPECIALIST INITIALS
FLIGHT PLAN 8. ROUTE OF FLIGHT CWK.CLL		3. AIRCRAFT TYPE / SPECIAL EQUIPMENT		4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME	
		/G		140 KTS	KAUS	PROPOSED (Z)	ACTUAL (Z)
1. TYPE		2. AIRCRAFT IDENTIFICATION					
VFR		N001RB					
<input checked="" type="checkbox"/>							
IFR							
<input type="checkbox"/>							
DVFR							
<input type="checkbox"/>							
9. DESTINATION (Name of airport and city)		10. EST. TIME ENROUTE		11. REMARKS			
KCLL		HOURS	MINUTES				
			40				
12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)		14. PILOTS NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE			
HOURS	MINUTES	KHOU					
04	00			15. NUMBER ABOARD			
				3			
16. COLOR OF AIRCRAFT		17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)					
W/T							
CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.							

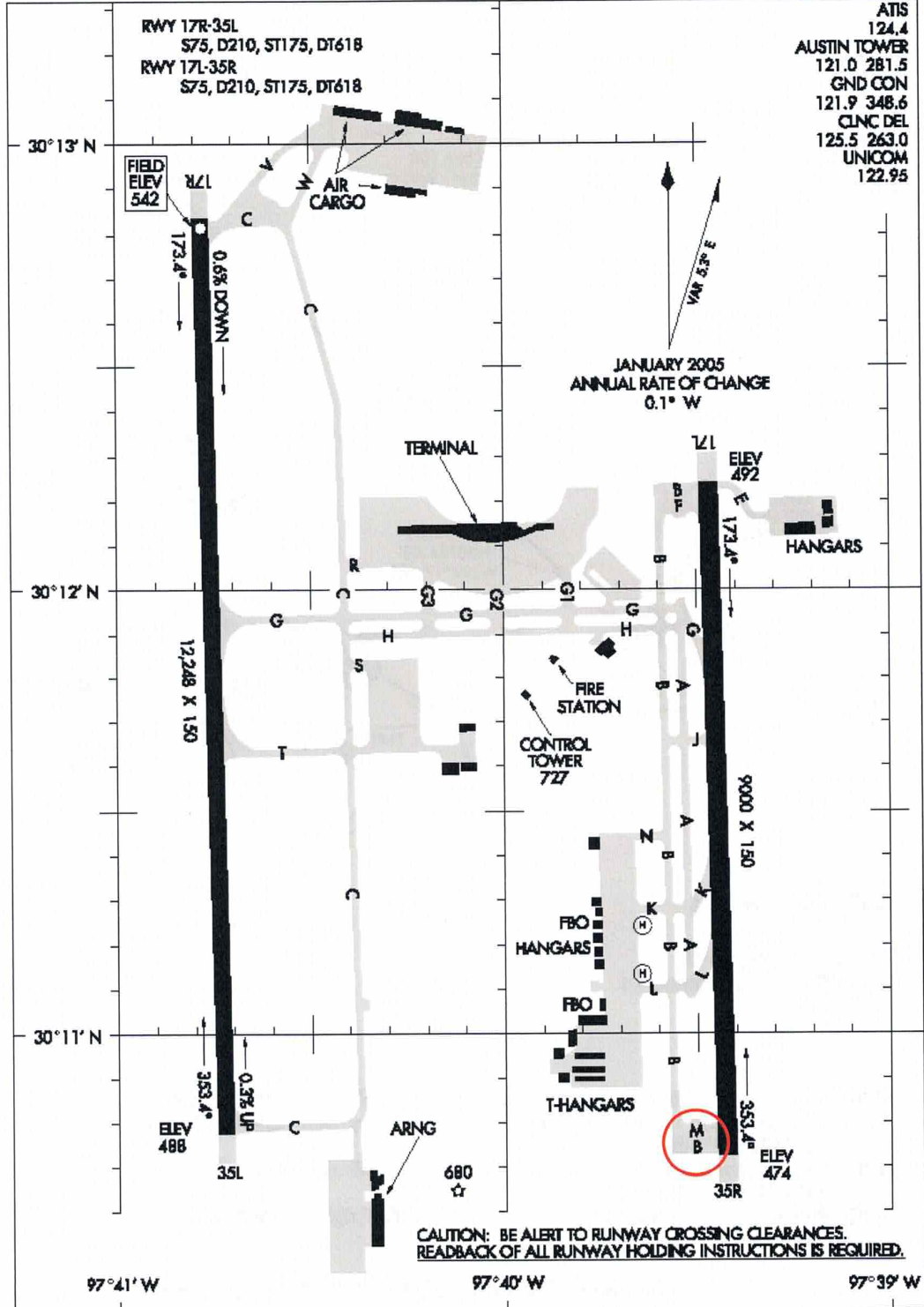


08157

AIRPORT DIAGRAM

AL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS) AUSTIN, TEXAS



ATIS	124.4
AUSTIN TOWER	121.0 281.5
GND CON	121.9 348.6
CLNC DEL	125.5 263.0
UNICOM	122.95

SC-3, 05 JUN 2008 to 03 JUL 2008

SC-3, 05 JUN 2008 to 03 JUL 2008

AIRPORT DIAGRAM

08157

AUSTIN, TEXAS AUSTIN-BERGSTROM INTL (AUS)

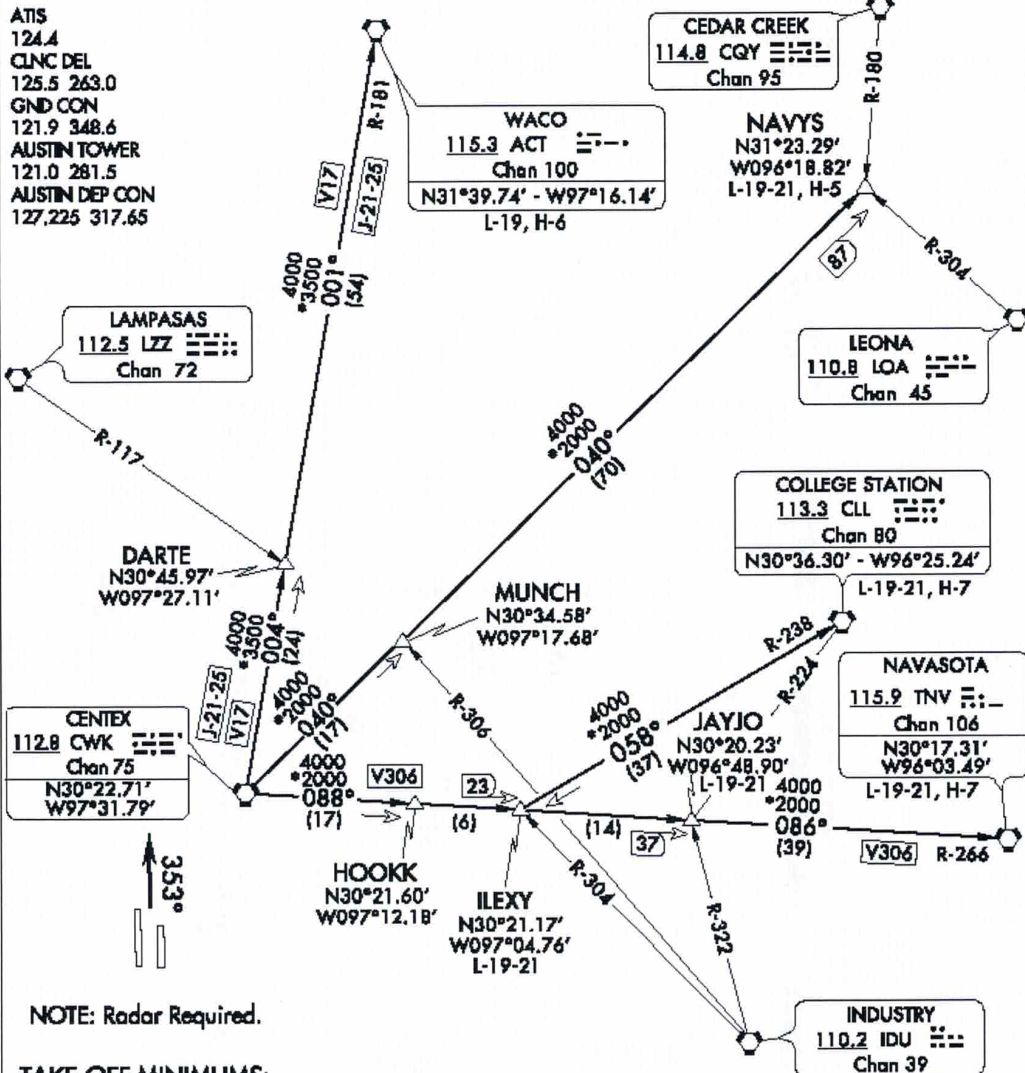


(CWK3.CWK) 07298

CENTEX THREE DEPARTURE

SL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS



SC-3, 05 JUN 2008 to 03 JUL 2008

NOTE: Radar Required.

TAKE-OFF MINIMUMS:
Rwys 17L/R, 35L/R: Standard.

- NOTE: Rwy 17L, trees 498' from departure end of runway, 576' left of centerline, up to 80' AGL/517' MSL. Tree 617' from departure end of runway, 584' right of centerline, 55' AGL/498' MSL
- NOTE: Rwy 17R, trees 1007' from departure end of runway, 739' right of centerline up to 61' AGL/523' MSL
- NOTE: Rwy 35R, trees 815' from departure end of runway, 663' right of centerline, 55' AGL/528' MSL

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CENTEX THREE DEPARTURE
(CWK3.CWK) 07298

AUSTIN, TEXAS
AUSTIN-BERGSTROM INTL (AUS)

SC-3, 05 JUN 2008 to 03 JUL 2008



(CWK3.CWK) 06327
CENTEX THREE DEPARTURE

SL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 35L: Climb via heading 353° to 1800. Thence

TAKEOFF RWY 35R: Climb via heading 353° to 1800. Thence

TAKEOFF RWY 17 L/R: Climb via assigned heading. Thence

. . . . climb to 4000 via radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CWK3.CLL): (For aircraft requesting 13,000' MSL to FL230.) From over CWK VORTAC via CWK R-088 to ILEXY INT, then via CLL R-238 to CLL VORTAC.

ILEXY TRANSITION (CWK3.ILEXY): (For turboprop and turbojet aircraft landing HOU; for turbojet aircraft landing EFD, GLS or LBX; for all aircraft landing IAH.) From over CWK VORTAC via CWK R-088 to ILEXY INT.

JAYJO TRANSITION (CWK3.JAYJO): (For piston aircraft landing HOU; for piston and turboprop aircraft landing EFD, GLS, or LBX; for all aircraft landing other West/South Houston terminal area airports.) From over CWK VORTAC via CWK R-088 to JAYJO INT.

NAVASOTA TRANSITION (CWK3.TNV): From over CWK VORTAC via CWK R-088 and TNV R-266 to TNV VORTAC.

NAVYS TRANSITION (CWK3.NAVYS): (For aircraft landing DFW terminal area requesting FL230 and below.) From over CWK VORTAC via CWK R-040 to NAVYS INT.

WACO TRANSITION (CWK3.ACT): (For aircraft requesting 12,000' MSL and below.) From over CWK VORTAC via CWK R-004 and ACT R-181 to ACT VORTAC.

SC-3, 05 JUN 2008 to 03 JUL 2008

SC-3, 05 JUN 2008 to 03 JUL 2008

CENTEX THREE DEPARTURE
(CWK3.CWK) 06327

AUSTIN, TEXAS
AUSTIN-BERGSTROM INTL (AUS)



COLLEGE STATION, TEXAS

AL-928 (FAA)

RNAV (GPS) RWY 28

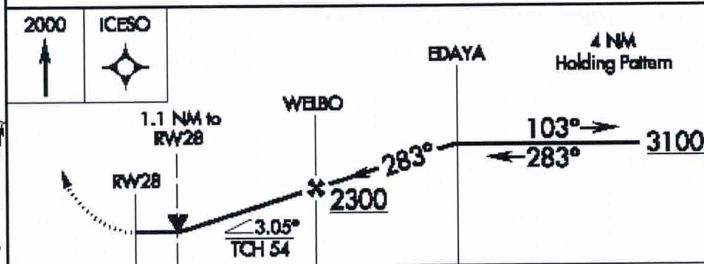
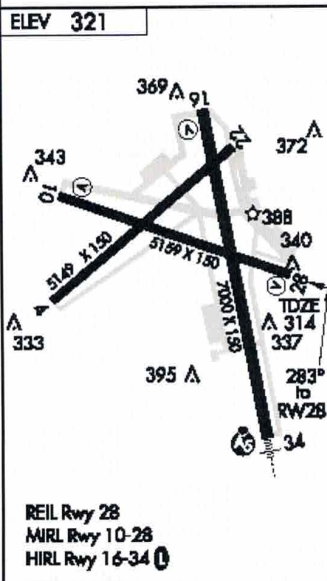
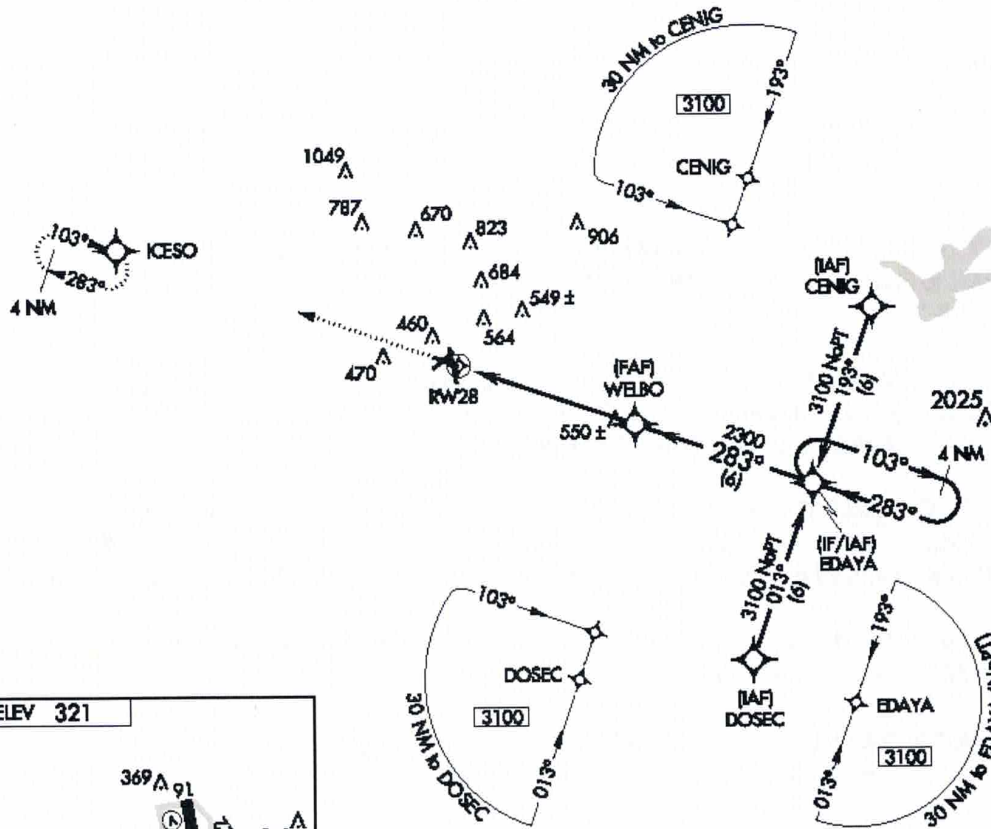
COLLEGE STATION/EASTERWOOD FIELD (CLL)

APP CRS 283°	Rwy Idg 5159
	TDZE 314
	Apt Elev 321

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ICESO WP and hold.

ATIS 126.85	HOUSTON CENTER 120.4 371.9	EASTERWOOD TOWER* 118.5 (CTAF) 0284.7	GND CON 128.7 284.7	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LNAV MDA	720-1	406 (400-1)	720-1¼	406 (400-1¼)	720-1½ 406 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

COLLEGE STATION, TEXAS
Orig 06327

COLLEGE STATION/EASTERWOOD FIELD (CLL)
30° 35' N-96° 22' W
RNAV (GPS) RWY 28

SC-5, 05 JUN 2008 to 03 JUL 2008

SC-5, 05 JUN 2008 to 03 JUL 2008



COLLEGE STATION, TEXAS

AL-928 (FAA)

LOC/DME I-CLL 111.7 Chan 54	APP CRS 343°	Rwy Idg 7000 TDZE 311 Apr Elev 321
--	------------------------	---

ILS or LOC RWY 34
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

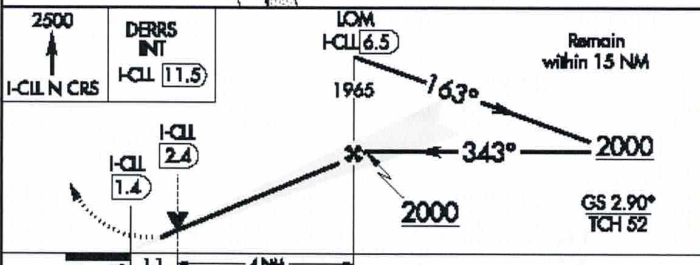
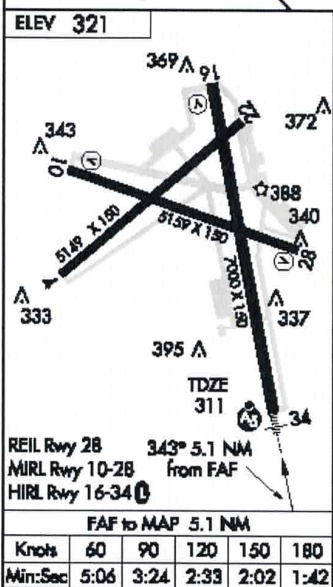
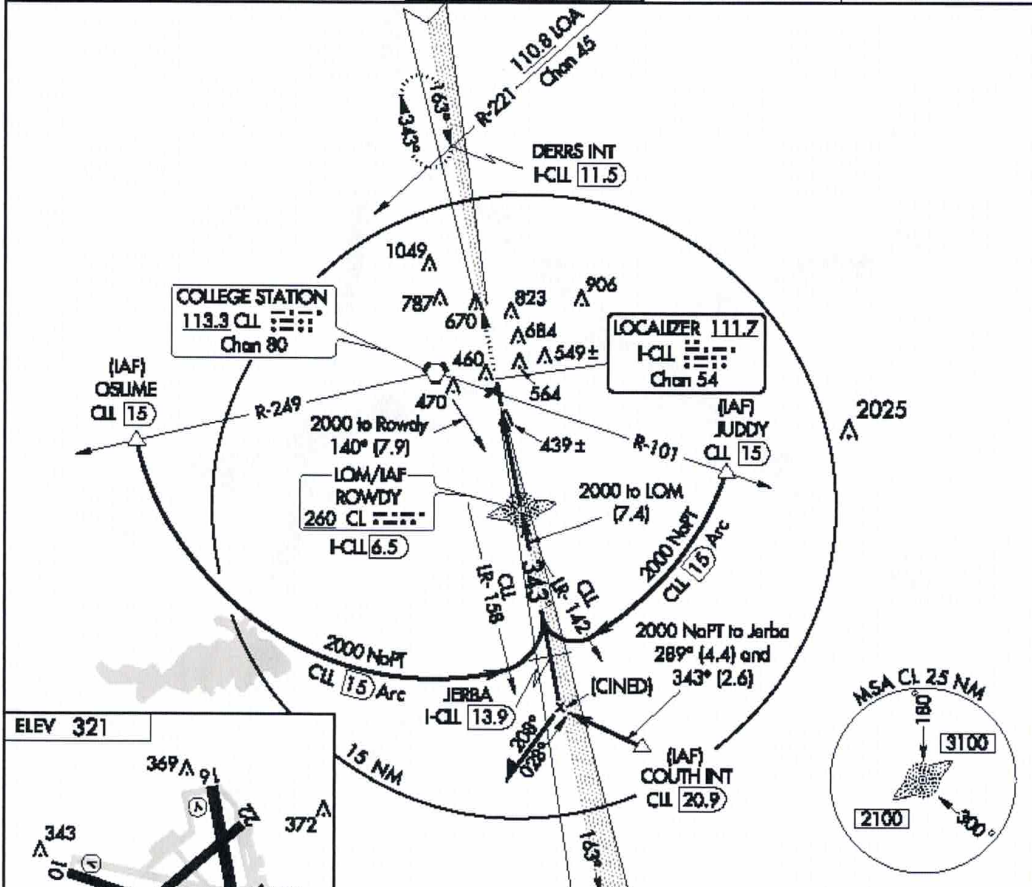
For inoperative MALSR increase S-ILS-34 Cat E visibility to 3/4 mile, increase S-LOC-34 Cat E visibility to 1/4 mile. ILS glide slope unusable for coupled approaches below 535 feet MSL. Use I-CLL DME when on localizer course. ADF OR DME REQUIRED.

MALSR
MISSED APPROACH: Climb to 2500 via I-CLL north course to DERRS Int/I-CLL 11.5 DME and hold.

ATIS 126.85	HOUSTON CENTER 120.4 371.9	EASTERWOOD TOWER* 118.5 (CTAF) 284.7	GND CON 128.7 284.7	UNICOM 122.95
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SC-5, 05 JUN 2008 to 03 JUL 2008

SC-5, 05 JUN 2008 to 03 JUL 2008



CATEGORY	A	B	C	D	E
S-ILS 34	511-1/2 200 (200-1/2)				
S-LOC 34	700-1/2 389 (400-1/2)		700-3/4 389 (400-3/4)		
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1 1/2 559 (600-1 1/2)	1000-2 1/4 679 (700-2 1/4)	1180-3 859 (900-3)

COLLEGE STATION, TEXAS
Amdt 13 06327

30°35'N - 96°22' W

COLLEGE STATION/ EASTERWOOD FIELD (CLL)
ILS or LOC RWY 34

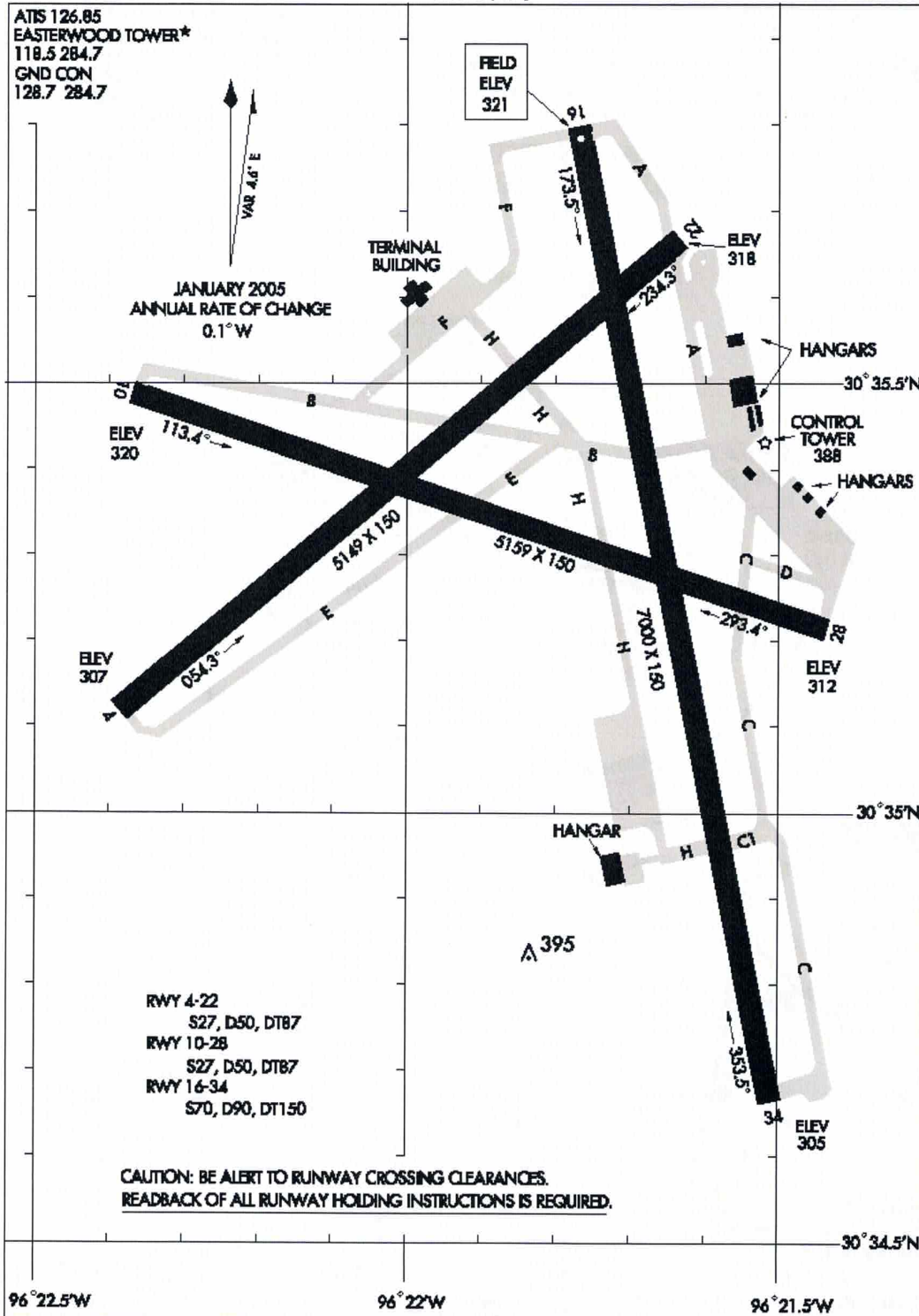


07354

AIRPORT DIAGRAM

COLLEGE STATION/EASTERWOOD FIELD (CLL)
AL-928 (FAA)
COLLEGE STATION, TEXAS

ATIS 126.85
EASTERWOOD TOWER*
118.5 284.7
GND CON
128.7 284.7



RWY 4-22
S27, D50, DT87
RWY 10-28
S27, D50, DT87
RWY 16-34
S70, D90, DT150

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-5, 05 JUN 2008 to 03 JUL 2008

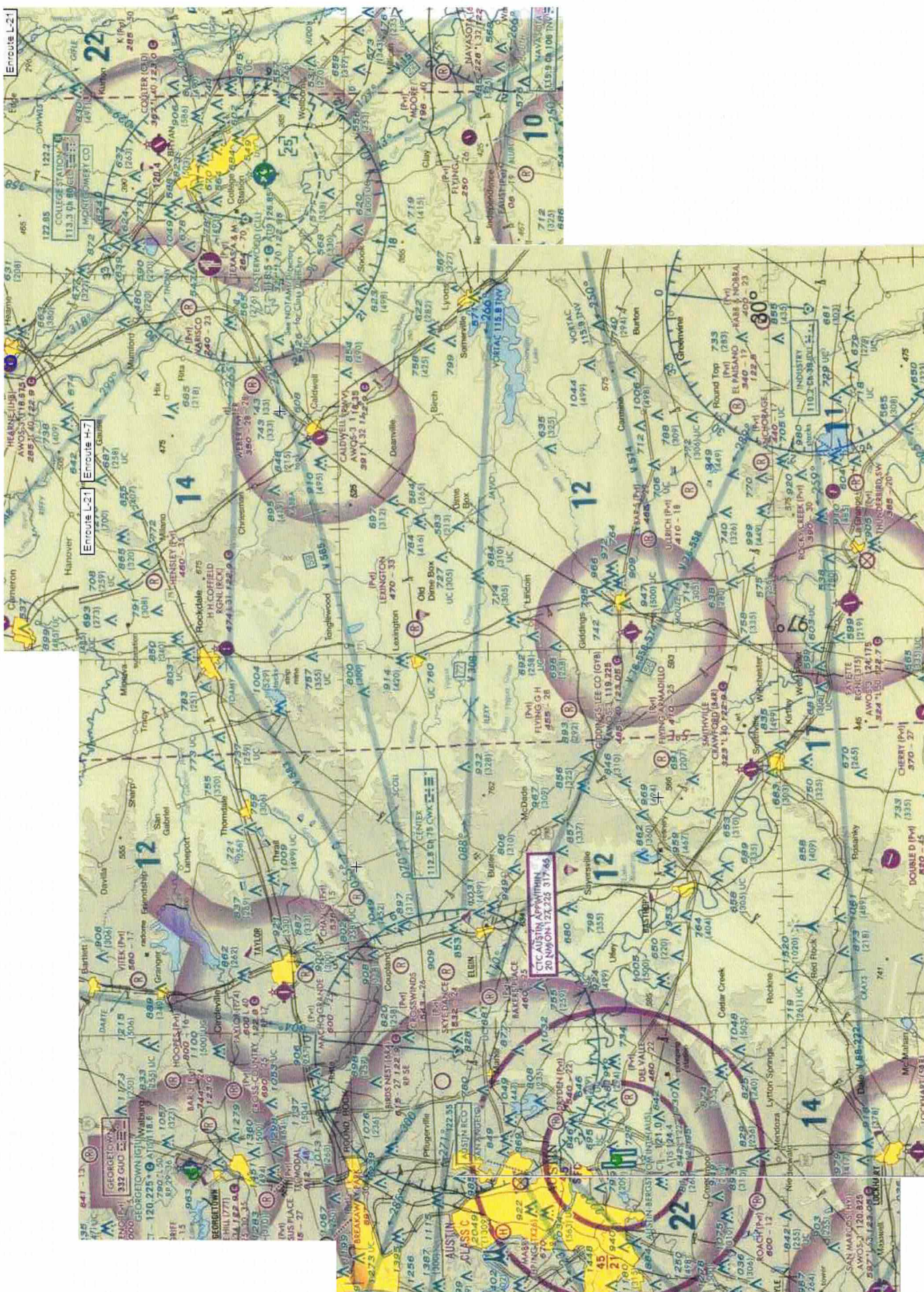
SC-5, 05 JUN 2008 to 03 JUL 2008

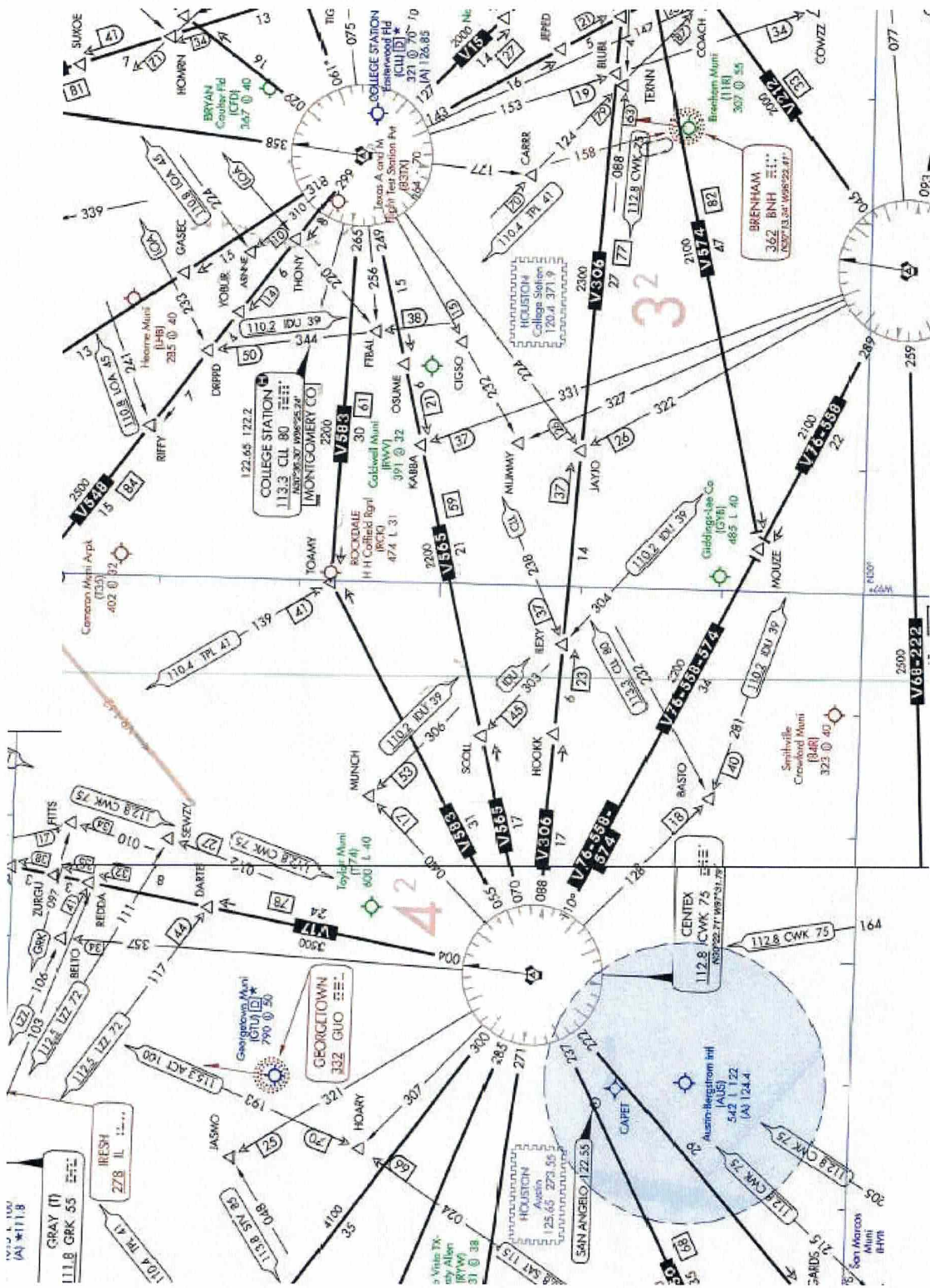
AIRPORT DIAGRAM

07354

COLLEGE STATION, TEXAS
COLLEGE STATION/EASTERWOOD FIELD (CLL)







Training Mission: #1216 Photos of an Oil Spill

Mission Title: #1216 VFR Photo Mission from Austin, TX to San Marcos, TX

Mission Description: An oil storage tank has sprung a serious leak at a non-towered airport Southwest of Austin in San Marcos, Texas (KHYI) and you and a photographer (who will be sitting in the right seat), have been asked to get aerial and ground level photographs of the leak. Your Redbird SD 1000 aircraft, tail number N001RB, is sitting on taxiway Foxtrot facing runway 17L at KAUS (see airport diagram).

You will take off from Austin Bergstrom (KAUS) using your best “short field” technique and fly directly to San Marcos, navigating by pilotage, (primarily by following I-35 South), where you will visually locate the airport and the tank. In order to get pictures of adequate quality, you will need to fly 3 perfect right-hand circles around the tank at exactly 1500 feet. After that, you will enter the landing pattern, left traffic, for runway 13 on the downwind leg and land on that runway using your best “short field” technique, taxi to the ramp and shut down. Remember, you are maneuvering around a non-towered airport, so frequent and accurate position reports and carefully watching for traffic are a must.

It’s a hot, breezy, and mostly clear summer day, perfect for a VFR mission like this. Your VFR flight plan will be pretty simple as you cruise toward KHYI at 2500 feet, talking to Austin Approach control (119.00) until you arrive over the airport.

The current and forecast weather at each location looks like this:

KAUS 072053Z 15015KT 10SM SCT055 BKN100 32/20 A2997 RMK AO2 P0000
KAUS 071727Z 071818 15010KT P6SM SCT040CB BKN150
FM0300 15005KT P6SM SCT050 BKN120
FM0900 12005KT P6SM BKN015 OVC030
FM1500 15010KT P6SM BKN025 OVC030
KHYI 072105Z AUTO 15015KT 10SM SCT055 BKN110 32/20 A2997 RMK AO1

Your instructor will provide all the ATC instructions, so make sure that your radio communications are sharp and by-the-book.

Mission Objectives: Practice VFR Flight planning, cockpit procedures, short field takeoffs and landings, pilotage, radio communications, flight maneuvers.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Down	Off	Idle	Fine	Lean

Notes for the Instructor

Mission Title: #1216 VFR Photo Mission from Austin, TX to San Marcos, TX

Mission Details: This simple mission will give the student the opportunity to plan and fly a short VFR cross country and practice flight maneuvers such as turns around a point, slow flight, short field takeoffs and short field landings. As the instructor, you will provide ATC communication to get the flight launched and provide flight following to the destination airport where radar services will be terminated. Key ATC instructions are provided below.

Alternate Scenarios and Emergencies: Aborted takeoff, engine failure while maneuvering over KHYI, flight into IMC

Key ATC Communications

From Austin Clearance:
Redbird N001RB, departure frequency will be 119.00 squawk 1122.

From Austin Ground:
Redbird N001RB, taxi to runway 17R hold line and hold

While at the Hold-Short line From Austin Tower:
Redbird N001RB, Austin Tower, runway 17L at Juliet clear for takeoff, turn right on course.

After takeoff From Austin Tower:
Redbird N001RB, Austin Tower, contact Austin departure on 119.0, good day.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Down	Off	Idle	Fine	Lean



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR				TIME STARTED		SPECIALIST INITIALS	
FLIGHT PLAN		<input type="checkbox"/> STOPOVER							
1. TYPE		2. AIRCRAFT IDENTIFICATION		3. AIRCRAFT TYPE / SPECIAL EQUIPMENT		4. TRUE AIRSPEED		5. DEPARTURE POINT	
X VFR		N001RB		/G		140 KTS		KAUS	
								6. DEPARTURE TIME	
								PROPOSED (Z)	
								2000	
								7. CRUISING ALTITUDE	
								2500	
8. ROUTE OF FLIGHT									
Direct									
9. DESTINATION (Name of airport and city)				10. EST. TIME ENROUTE		11. REMARKS			
KHYI				HOURS		MINUTES			
						15			
12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)				14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE			
HOURS		MINUTES						15. NUMBER ABOARD	
04		00						2	
16. COLOR OF AIRCRAFT		17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)							
W/T									
CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.									

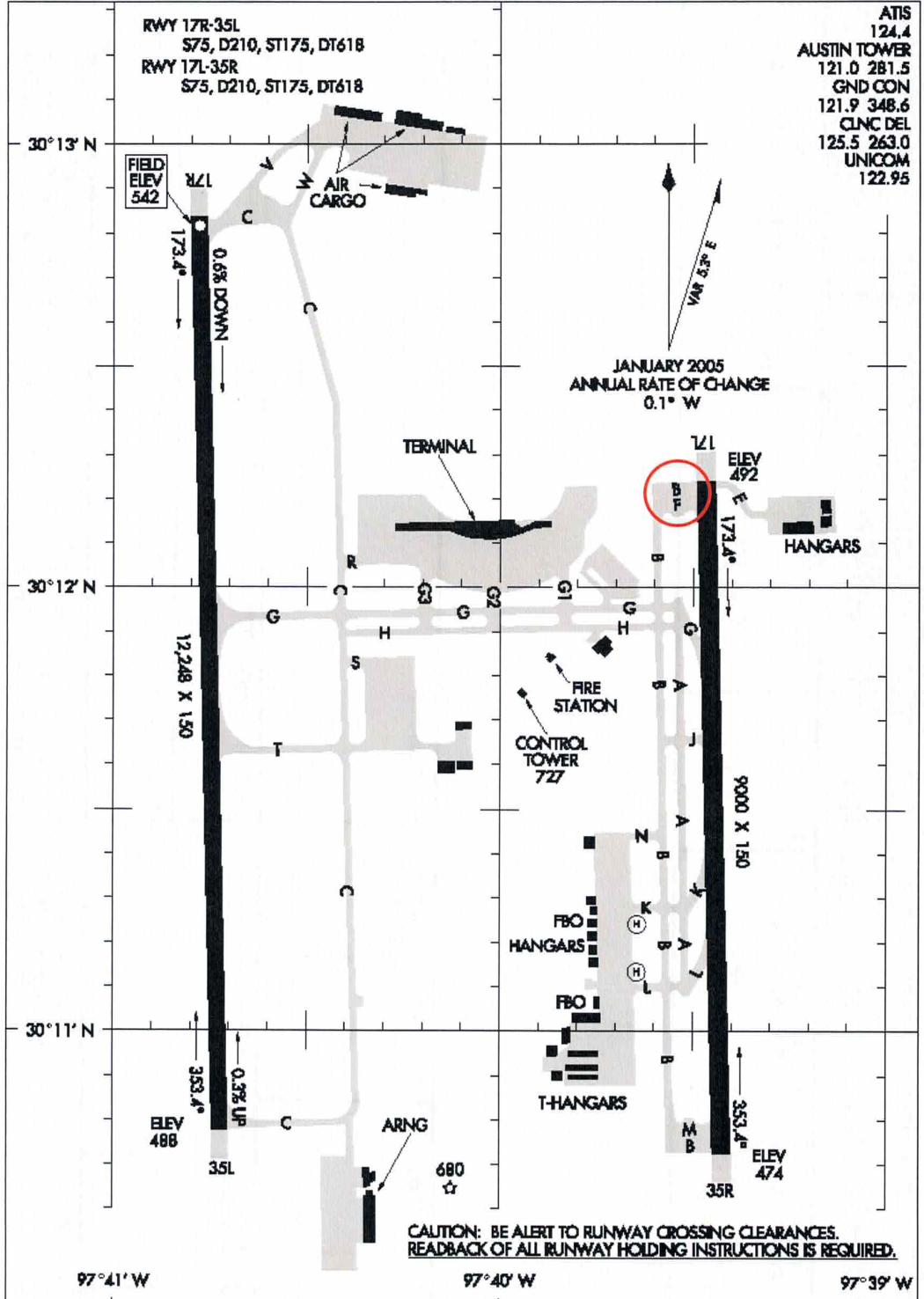


08157

AIRPORT DIAGRAM

AL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS



ATIS	124.4
AUSTIN TOWER	121.0 281.5
GND CON	121.9 348.6
CLNC DEL	125.5 263.0
UNICOM	122.95

SC-3, 05 JUN 2008 to 03 JUL 2008

SC-3, 05 JUN 2008 to 03 JUL 2008

AIRPORT DIAGRAM

08157

AUSTIN, TEXAS
AUSTIN-BERGSTROM INTL (AUS)



SAN MARCOS, TEXAS

AL-502 (FAA)

ILS or LOC RWY 13
SAN MARCOS MUNI (HYI)

LOC I-RUM 108.7	APP CRS 126°	Rwy Idg 5603	TDZE 593
		Apt Elev 597	

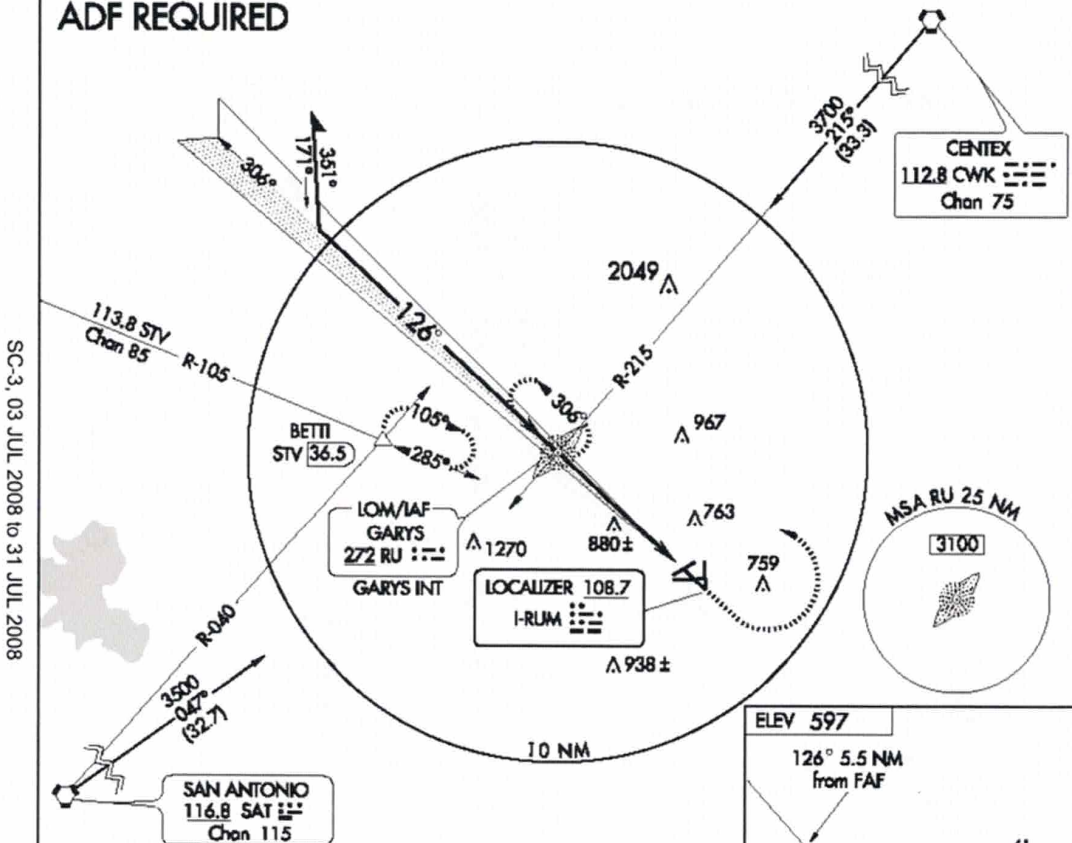
⚠ Circling Cat E not authorized southwest of Rwy 13-31.
⚠ NA For inoperative MALS, increase S-ILS 13 Cat E visibility ¼ mile, and S-LOC 13 Cat E ½ mile



MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GARYS LOM and hold.

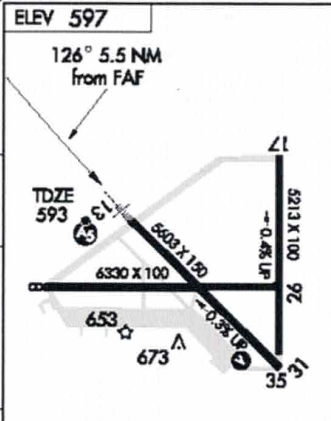
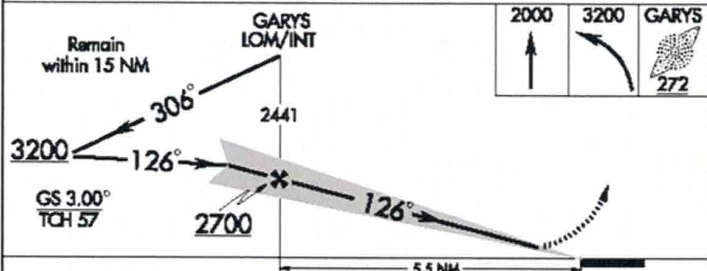
AWOS-3 120.825	AUSTIN APP CON 119.0 370.85	CLNC DEL 121.35	UNICOM 123.05 (CTAF) 0
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ADF REQUIRED



SC-3, 03 JUL 2008 to 31 JUL 2008

SC-3, 03 JUL 2008 to 31 JUL 2008



CATEGORY	A	B	C	D	E
S-ILS-13	793-½ 200 (200-½)				
S-LOC-13	1260-½ 667 (700-½)	1260-1¼ 667 (700-1¼)	1260-1½ 667 (700-1½)	1260-2 667 (700-2)	
CIRCLING	1260-1 663 (700-1)	1260-1¾ 663 (700-1¾)	1260-2 663 (700-2)	1280-2½ 683 (700-2½)	

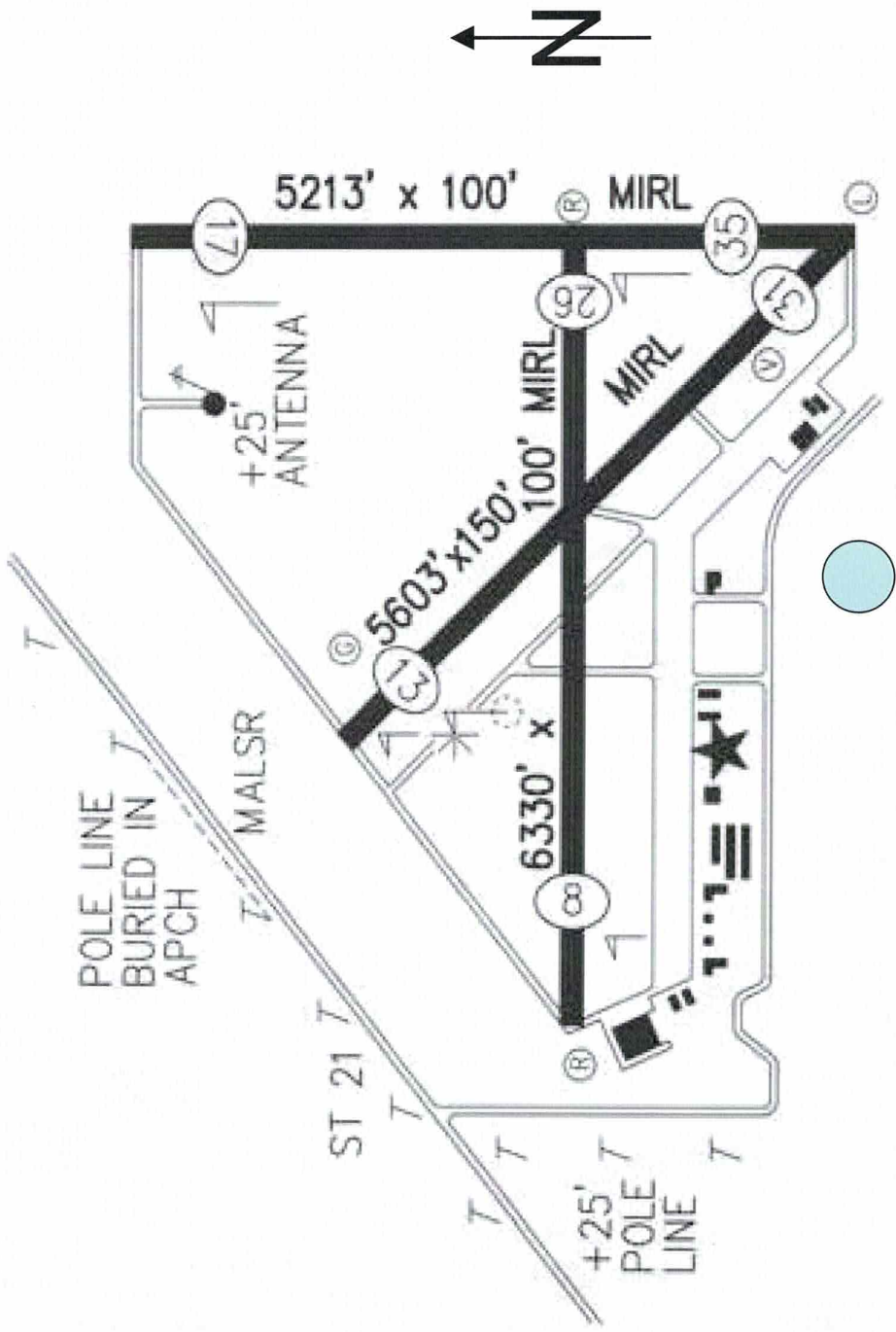
REIL Rwy 8 and 26 0					
MIRL Rwy 8-26, 13-31, and 17-35 0					
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SAN MARCOS, TEXAS
Amdt 6 07186

29°54'N-97°52'W

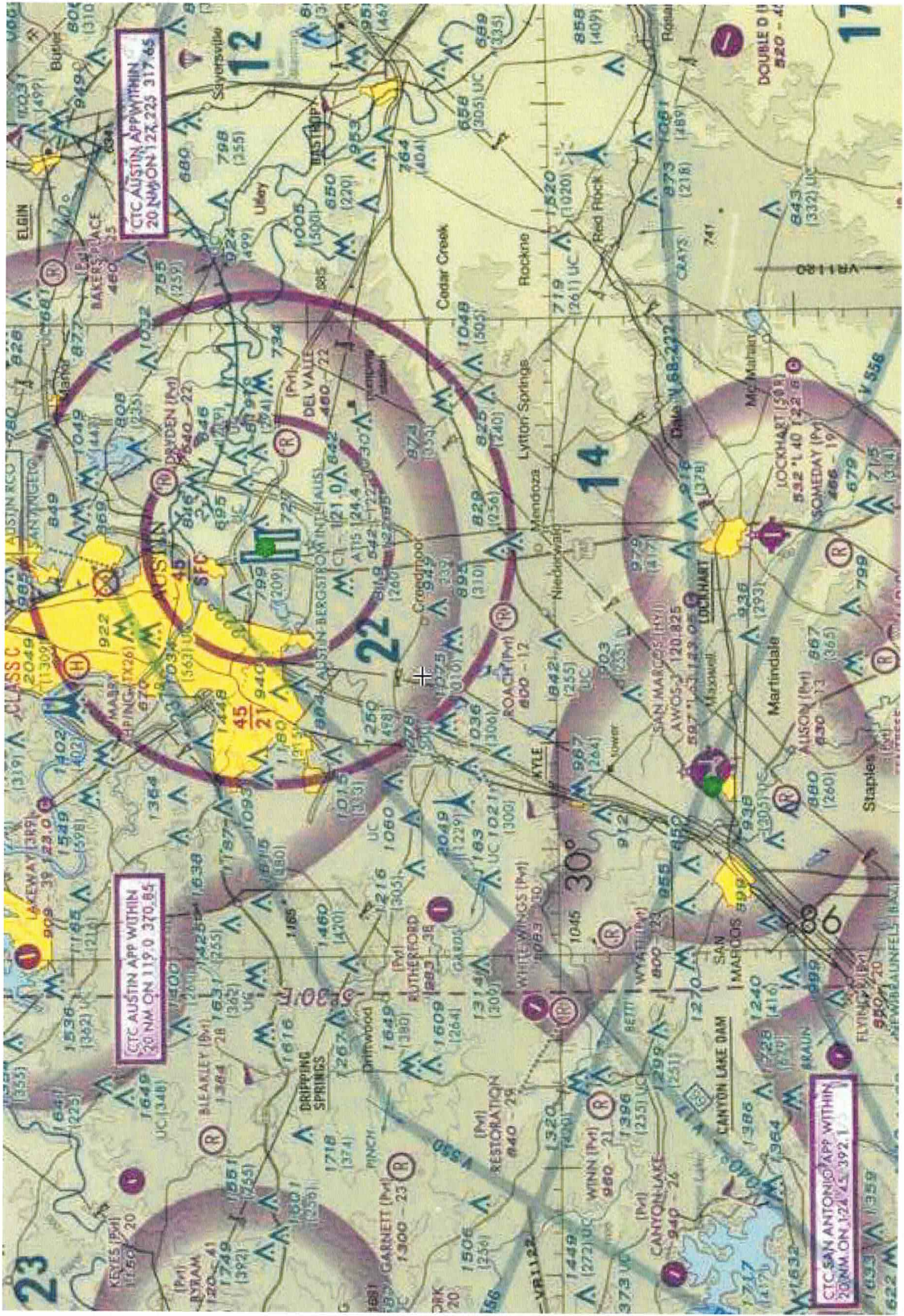
SAN MARCOS MUNI (HYI)
ILS or LOC RWY 13

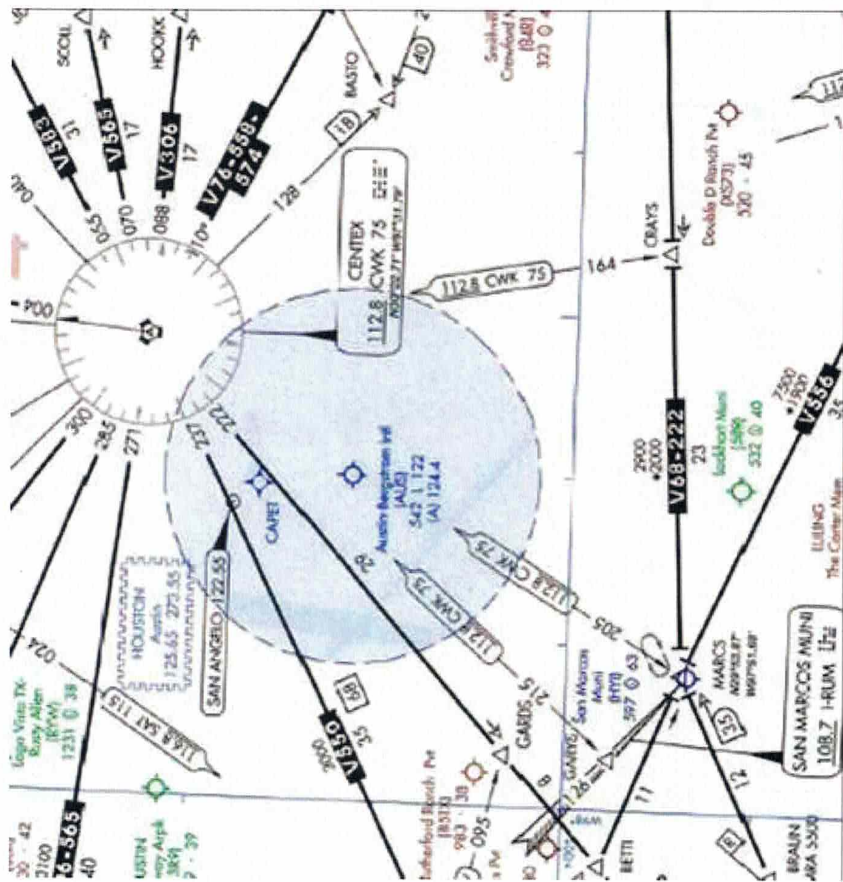




Oil Storage Tank







Training Mission: #0611 The Only Approach Left

Mission Title: #0611 Circling Approach at Wichita Mid-Continent Airport (KICT)

Mission Description: You are nearing the end of a long flight from San Antonio, TX into Wichita International Airport and are looking forward to landing and getting some of that fresh Kansas seafood. You've had to work a little harder at navigation than usual on this flight because your GPS failed shortly after takeoff. The weather in Wichita is rainy and cold with a wind out of the North, but the ATIS is reporting an overcast at 1900 feet which is nearly 600 feet above the DH for the ILS 1R approach, not much of a challenge for an ace like you. You are at 6000 feet in your Redbird SD 1000 heading North on Victor 77 about 10 miles South of the Wichita (ICT) VOR when Wichita Approach calls to tell you that all of the ILS approaches at Wichita are down and now they want to know what approach you would like. Without an operable GPS, the only approach left to you is the VOR 14 and given the winds, you'll need to circle to land on runway 1R. DME and radar services are available.

Once the mission begins, Wichita Approach will clear you directly to the Wichita VOR (ICT) to begin the VOR 14 approach, circle to 1R. This is a challenging approach given the visibility so you'll have to be very careful to maintain the MDA and keep the airport environment in sight.

The current weather at KICT looks like this:
 KICT 072053Z 02020KT 3SM RA OVC006 08/07 A2994 RMK AO2 P0000

Your instructor will provide all the ATC instructions, so make sure that your radio communications are sharp and by-the-book.

Mission Objectives: Practice Instrument Flight, non-precision approach, circle to land, procedure turn, radio communications, flight maneuvers.

Recommended Cockpit Settings																
Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	Off	Both	On	Off	On	Off	Off	Off	On	On	On	Up	Off	75%	Fine	75%

Notes for the Instructor

Mission Title: #0611 Circling approach at Wichita International Airport (KICT)

Mission Details: This challenging mission will give the student the opportunity to fly a non-precision approach to MDA, including a full procedure turn, then circle to land on a runway more closely aligned to the 20KT winds. The student's skills at altitude control, timed turns, and low speed maneuvering in adverse weather will be tested. As the instructor, you will provide ATC communications to get the flight cleared to the approach IAF. As always, this flight may be used to introduce systems failures. Key ATC instructions are provided below:

Alternate Scenarios and Emergencies: Ice accumulation, vacuum failure, zero visibility at MDA, ILS returns to service and student is put into the hold at CHITO

Key ATC Communications

From Wichita Approach:
 Redbird N001RB, Wichita approach, cleared direct Wichita VOR for the VOR 14, circle to land 1R approach at Wichita. Maintain at or above 4000 until established, report inbound over the VOR, cleared for the approach..

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	Off	Both	On	Off	On	Off	Off	Off	On	On	On	Up	Off	75%	Fine	75%



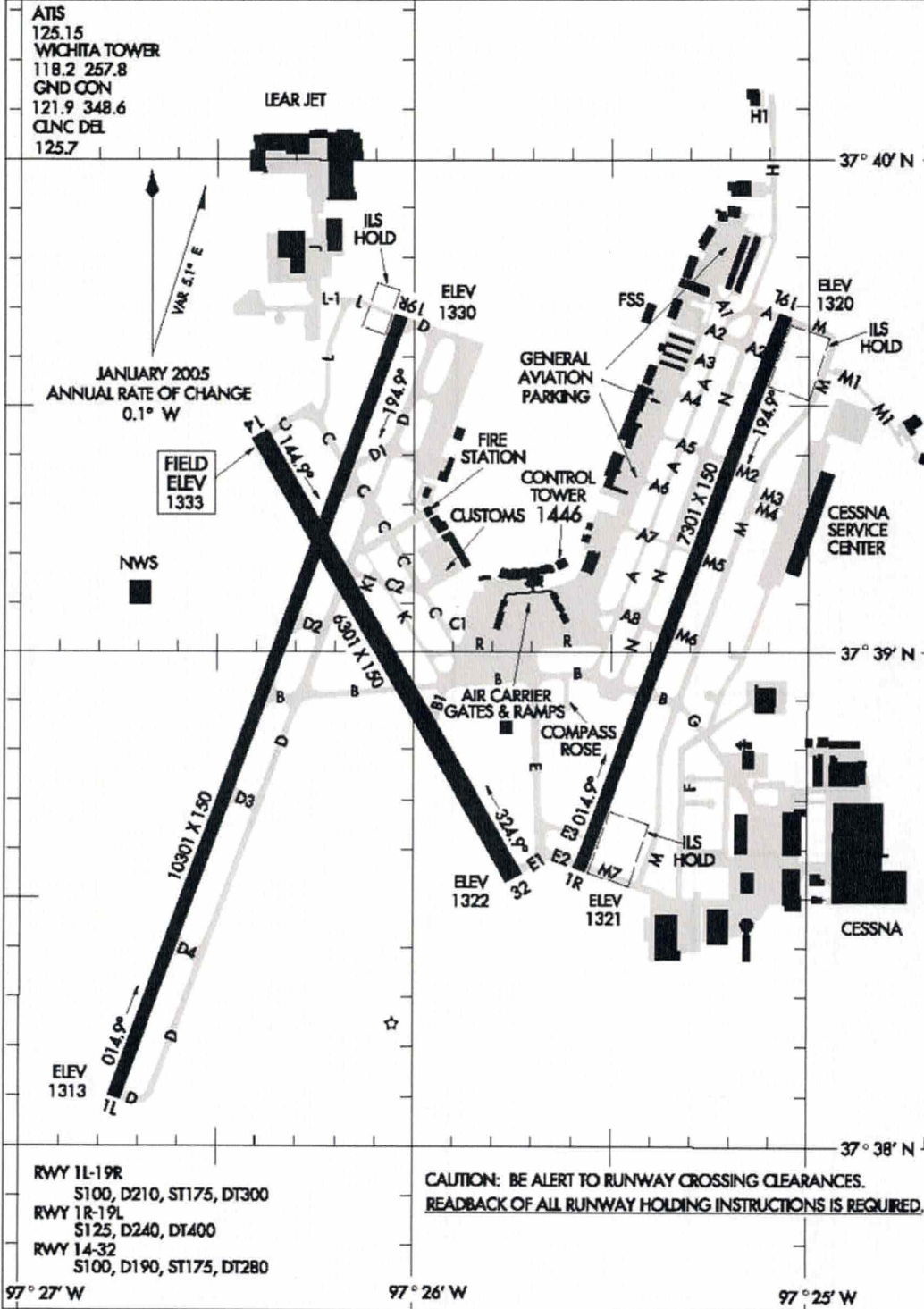
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				TIME STARTED				SPECIALIST INITIALS					
FLIGHT PLAN				(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR									
				<input type="checkbox"/> STOPOVER									
1. TYPE		2. AIRCRAFT IDENTIFICATION		3. AIRCRAFT TYPE / SPECIAL EQUIPMENT		4. TRUE AIRSPEED		5. DEPARTURE POINT		6. DEPARTURE TIME		7. CRUISING ALTITUDE	
VFR		N001RB		/G		140 KTS		KSAT		PROPOSED (Z)		ACTUAL (Z)	
X										2000		9000	
DVR													
8. ROUTE OF FLIGHT													
CWK IRW V77 ICT													
9. DESTINATION (Name of airport and city)				10. EST. TIME ENROUTE				11. REMARKS					
KICT				HOURS		MINUTES							
				03		15							
12. FUEL ON BOARD				13. ALTERNATE AIRPORT(S)				14. PILOTS NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE					
HOURS		MINUTES		KHUT				15. NUMBER ABOARD					
04		30						1					
16. COLOR OF AIRCRAFT				17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)									
W/T													
CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.													



07298
AIRPORT DIAGRAM

AL-987 (FAA)

WICHITA MID-CONTINENT (ICT)
WICHITA, KANSAS



ATIS
125.15
WICHITA TOWER
118.2 257.8
GND CON
121.9 348.6
CLNC DEL
125.7

LEAR JET

37° 40' N

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
1333

NWS

GENERAL
AVIATION
PARKING

FIRE STATION
CONTROL TOWER
CUSTOMS 1446

FSS

ELEV 1320
ILS HOLD

CESSNA
SERVICE
CENTER

37° 39' N

AIR CARRIER
GATES & RAMPS

COMPASS
ROSE

CESSNA
ILS HOLD

ELEV
1313

37° 38' N

RWY 11-19R
S100, D210, ST175, DT300
RWY 1R-19L
S125, D240, DT400
RWY 14-32
S100, D190, ST175, DT280

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

97° 27' W

97° 26' W

97° 25' W

AIRPORT DIAGRAM
07298

WICHITA, KANSAS
WICHITA MID-CONTINENT (ICT)

NC-2, 03 JUL 2008 to 31 JUL 2008

NC-2, 03 JUL 2008 to 31 JUL 2008



WICHITA, KANSAS

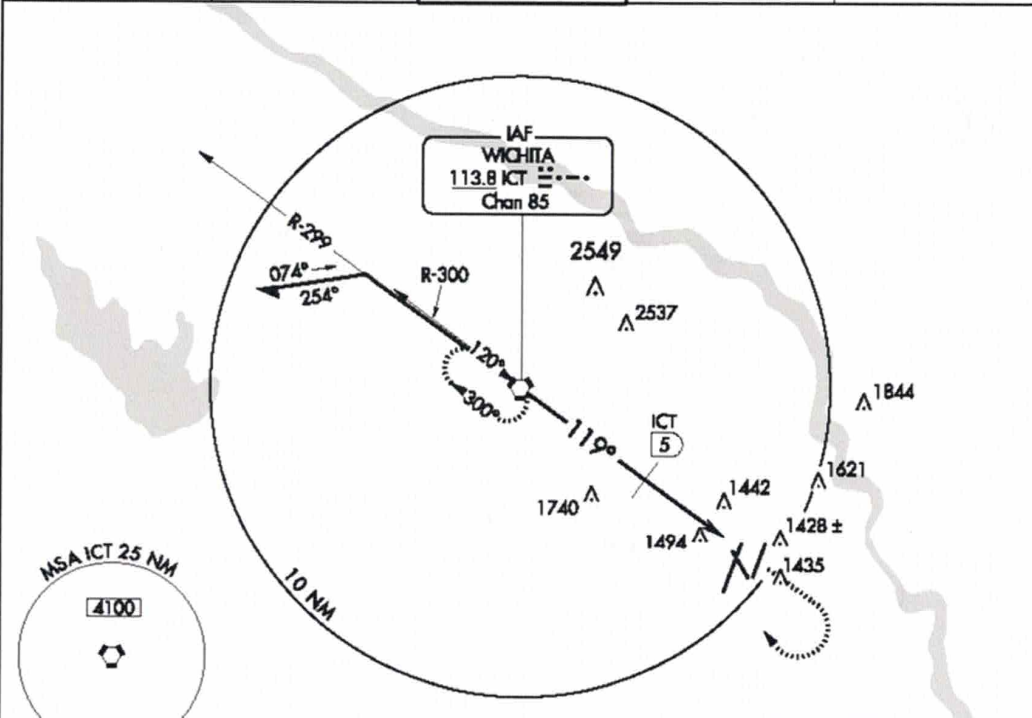
AL-987 (FAA)

VORTAC ICT 113.8 Chan 85	APP CRS 119°	Rwy Idg 6301 TDZE 1333 Apt Elev 1333
---------------------------------------	------------------------	---

VOR RWY 14
WICHITA MID-CONTINENT (ICT)

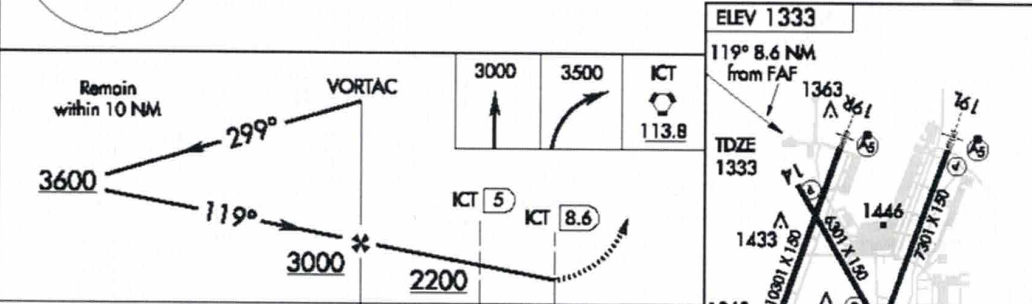
MISSED APPROACH: Climb to 3000 then dimbing right turn to 3500 direct ICT VORTAC and hold.

ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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NC-2, 03 JUL 2008 to 31 JUL 2008

NC-2, 03 JUL 2008 to 31 JUL 2008



CATEGORY	A	B	C	D
S-14	2200-1 867 (900-1)	2200-1¼ 867 (900-1¼)	2200-2½ 867 (900-2½)	2200-2¾ 867 (900-2¾)
CIRCLING	2200-1 867 (900-1)	2200-1¼ 867 (900-1¼)	2200-2½ 867 (900-2½)	2200-2¾ 867 (900-2¾)
DME/RADAR MINIMA				
S-14	1760-1	427 (500-1)	1760-1¼ 427 (500-1¼)	1760-1½ 427 (500-1½)
CIRCLING	1800-1	467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)

WICHITA, KANSAS
Amdr 1C 08101

37° 39' N-97° 26' W

WICHITA MID-CONTINENT (ICT)
VOR RWY 14

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52



WICHITA, KANSAS

AL-987 (FAA)

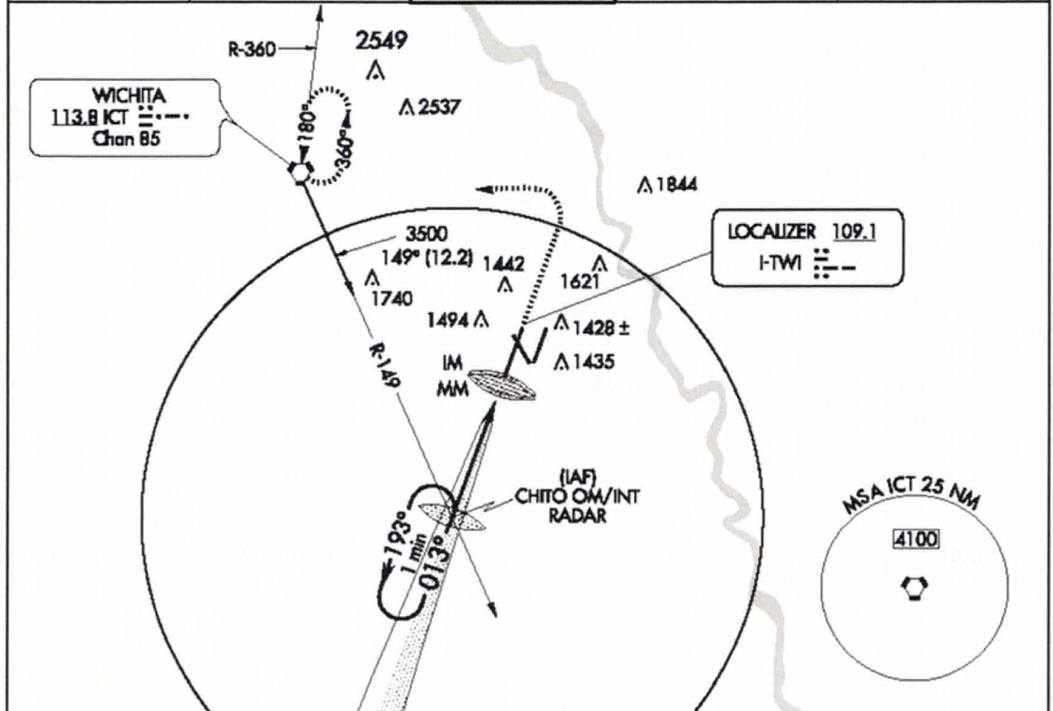
LOC I-TWI 109.1	APP CRS 013°	Rwy Idg 10301	TDZE 1314
		Apt Elev 1333	

ILS or LOC RWY 1L
WICHITA MID-CONTINENT (ICT)

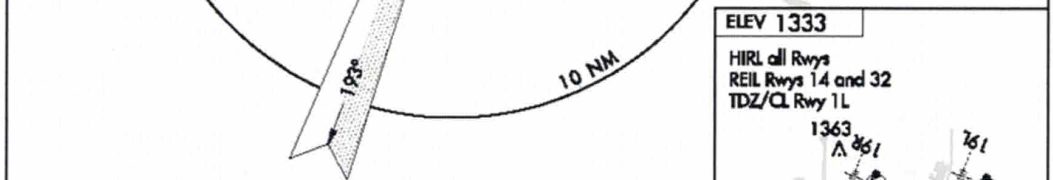
	MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.			
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ATIS 125.15	WICHITA APP CON 128.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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NC-2, 03 JUL 2008 to 31 JUL 2008



NC-2, 03 JUL 2008 to 31 JUL 2008



CATEGORY	A	B	C	D	E
S-ILS 1L	1514/18 200 (200-½)				
S-LOC 1L	1700/24 386 (400-½)		1700/40 386 (400-¾)		
CIRCLING	1800-1 467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)	

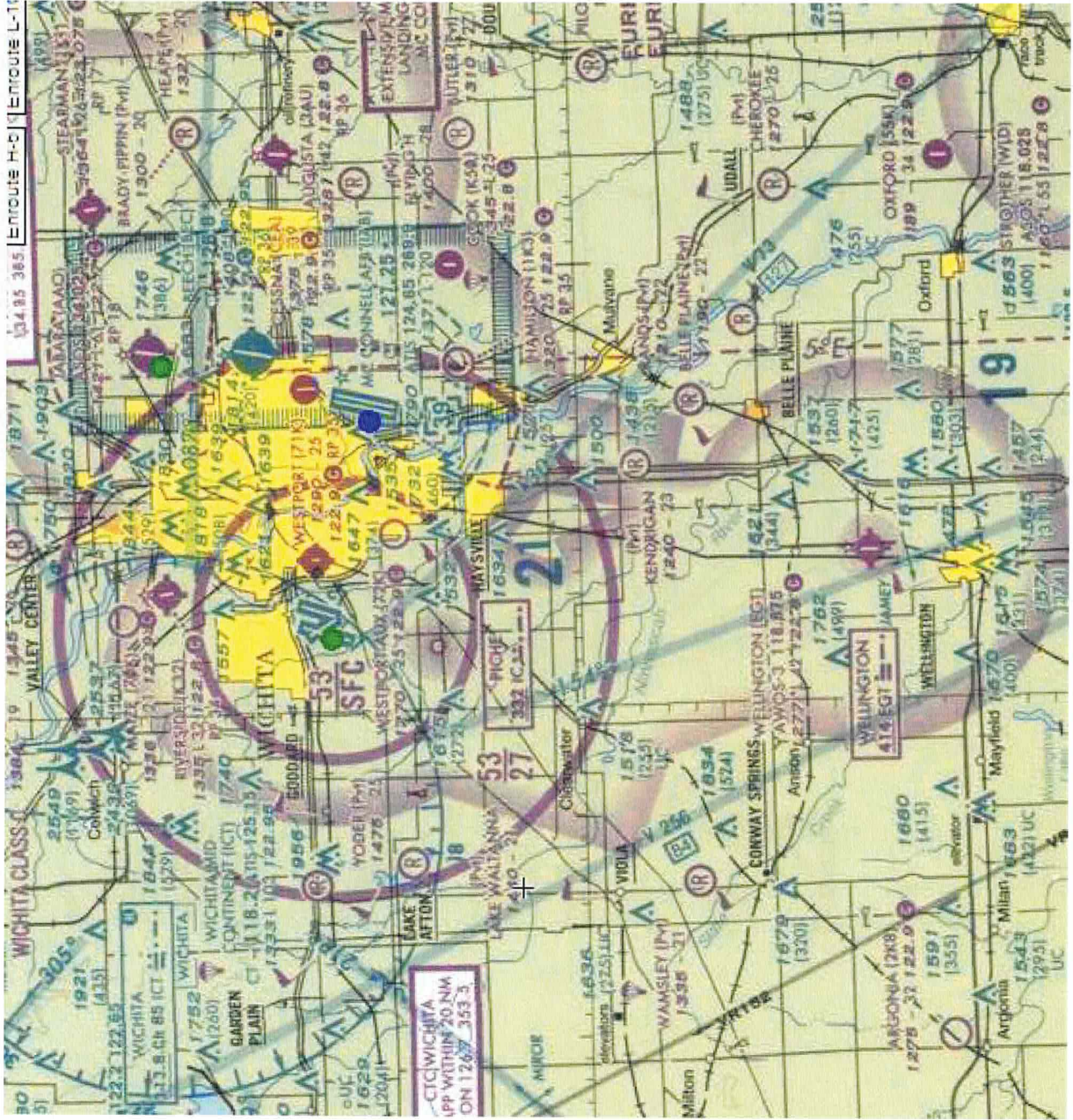
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

WICHITA, KANSAS
Amdt 3A 08101

37° 39' N-97° 26' W

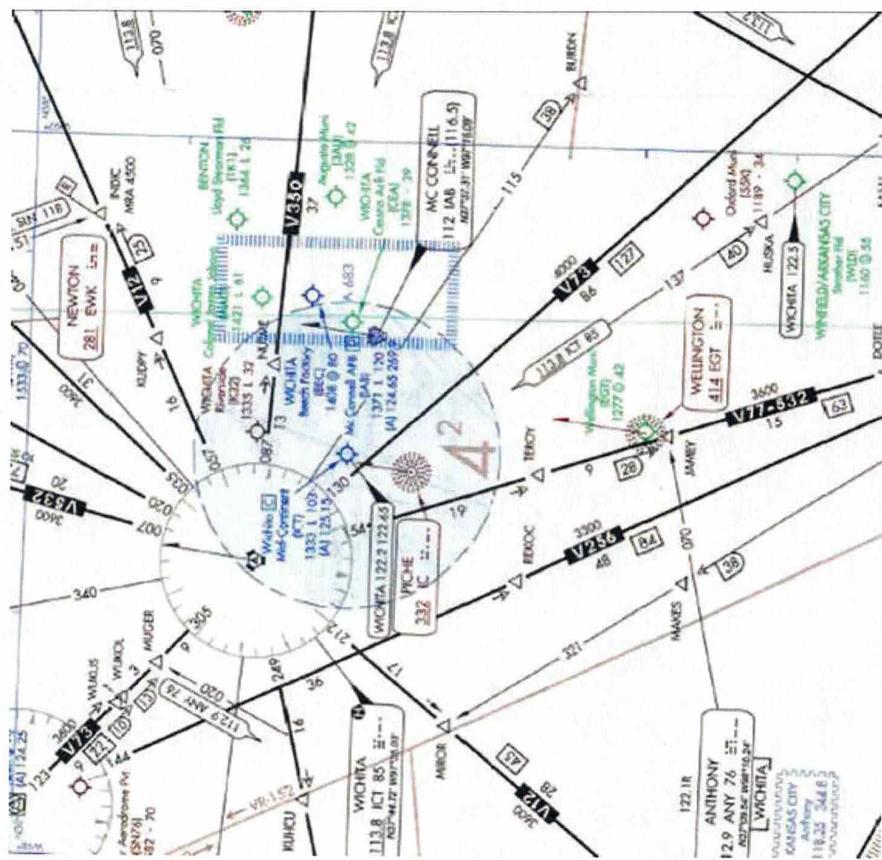
WICHITA MID-CONTINENT (ICT)
ILS or LOC RWY 1L





134.85 385 | Enroute H-C | Enroute L-1





Training Mission: #0611 The Only Approach Left



Training Mission: #0911 Into The Black Hole

Mission Title: #0911 Black Hole approach to Runway 9 at Charleston Executive Airport (KJZI)

Mission Description: Whether you fly a piston single or a heavy jet, a long straight-in approach at night over featureless terrain is a well-proven prescription for controlled flight into terrain. This situation is called a Black Hole approach and one airport that is well known for this is Charleston Executive Airport (KJZI) where the final approach course to runway 9 passes over miles and miles of unlit swamp and river. Your mission is to get yourself, your passengers, and your Reedbird SD 1000 safely on the ground after a 6 mile straight in visual approach and night landing into this infamous runway. Success depends on altitude and speed control. Pay attention to the PAPI lights on the left side of the runway because you are already low on the glide slope. Remember, they, and your altimeter, are your best indicator of how you're doing. You are landing at a non-towered airport, so frequent and accurate position reports and carefully watching for traffic are a must.

The current weather at KJZI looks like this:

```
KJZI 070454Z AUTO 0000KT 10SM CLR 18/07 A2994 RMK AO1
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Your instructor will provide all the ATC instructions, so make sure that your radio communications are sharp and by-the-book.

Mission Objectives: Practice night visual landing using PAPI, demonstration of Black Hole effect, radio communications, flight maneuvers.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	Off	Both	On	Off	On	On	Off	On	On	On	On	Up	Off	75%	Fine	Rich



Notes for the Instructor

Mission Title: #0911 Black Hole approach to Runway 9 at Charleston Executive Airport (KJZI)

Mission Details: This short mission is designed to demonstrate the hazards and proper techniques associated with Black Hole approaches. As the instructor, you will provide ATC communications to clear the flight for a visual approach and approve a frequency change to the Unicom frequency at the appropriate time.

Alternate Scenarios and Emergencies: Aborted approach with a go-around. Aborted approach, land at Charleston International (KCHS)

Recommended Cockpit Settings																
Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	Off	Both	On	Off	On	On	Off	On	On	On	On	Up	Off	75%	Fine	Rich



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		FLIGHT PLAN				(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR		TIME STARTED		SPECIALIST INITIALS	
		<input type="checkbox"/> STOPOVER									
1. TYPE		2. AIRCRAFT IDENTIFICATION		3. AIRCRAFT TYPE / SPECIAL EQUIPMENT		4. TRUE AIRSPEED		5. DEPARTURE POINT		7. CRUISING ALTITUDE	
VFR		N001RB		/G		140 KTS		KMOB		9000	
X								PROPOSED (Z)		ACTUAL (Z)	
DVR								0200			
8. ROUTE OF FLIGHT											
DBN											
9. DESTINATION (Name of airport and city)				10. EST. TIME ENROUTE		11. REMARKS					
KJZI				HOURS		MINUTES					
				02		15					
12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)				14. PILOTS NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE					
HOURS		MINUTES		KCCHS				15. NUMBER ABOARD			
04		30						3			
16. COLOR OF AIRCRAFT				17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)							
W/T											
CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.											



CHARLESTON, SOUTH CAROLINA

AL-5354 (FAA)

ILS or LOC RWY 9
CHARLESTON EXECUTIVE (JZI)

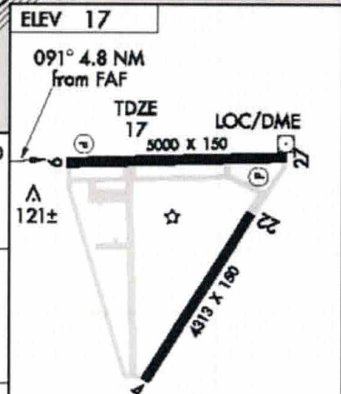
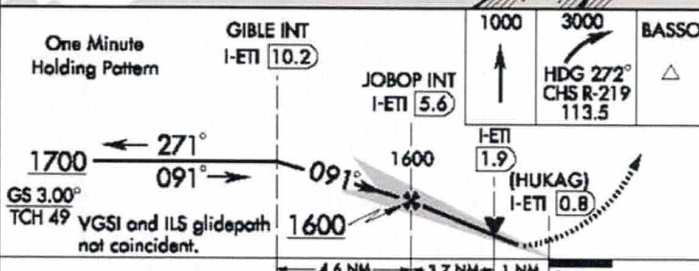
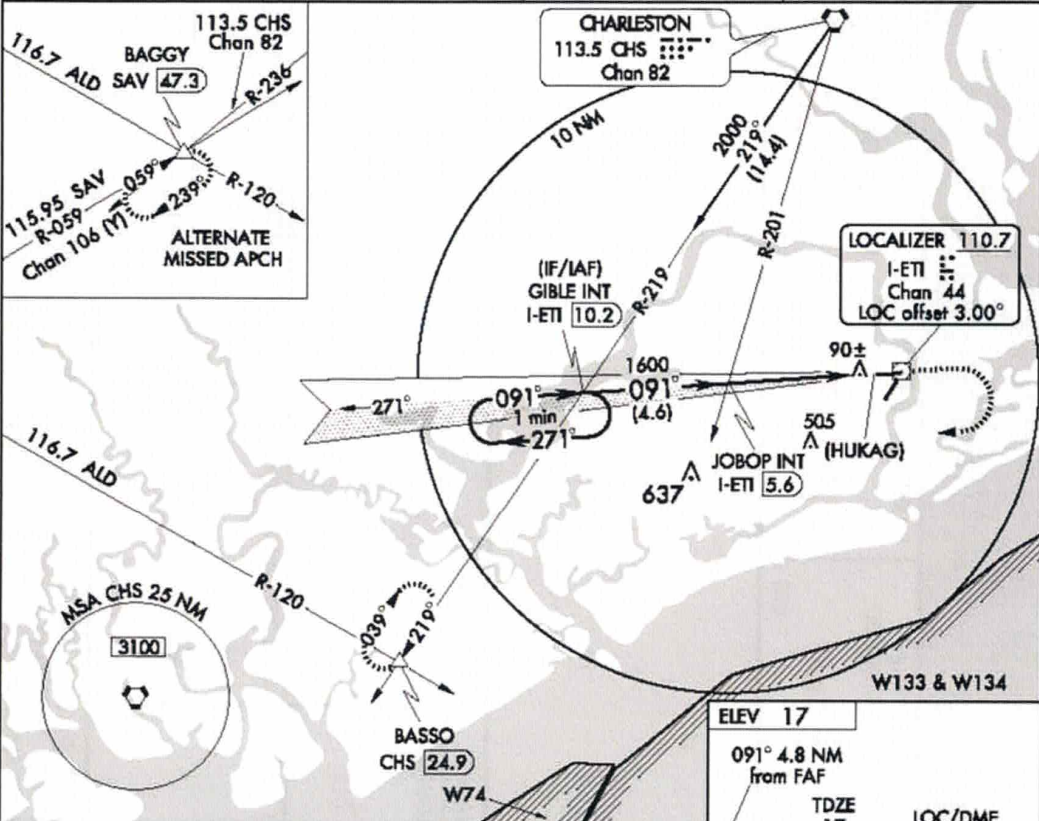
LOC/DME I-ETI 110.7 Chan 44	APP CRS 091°	Rwy ldg TDZE Apt Elev	5000 17 17
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▽ If local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DAs 32 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. VDP NA when using Charleston AFB/Intl altimeter setting

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 272° and CHS R-219 to BASSO Int/CHS 24.9 DME and hold.

AWOS-3 123.775	CHARLESTON APP CON 120.7 306.925	CLNC DEL 127.15	UNICOM 122.8 (CTAF) 0
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SE-2, 03 JUL 2008 to 31 JUL 2008



CATEGORY	A	B	C	D
S-ILS 9	267-¾ 250 (300-¾)			
S-LOC 9	380-1	363 (400-1)	380-1¼ 363 (400-1¼)	
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CHARLESTON, SOUTH CAROLINA
Amdt 1 08101

32°42'N-80°00'W

CHARLESTON EXECUTIVE (JZI)
ILS or LOC RWY 9

SE-2, 03 JUL 2008 to 31 JUL 2008



CHARLESTON, SOUTH CAROLINA

AI-76 (FAA)

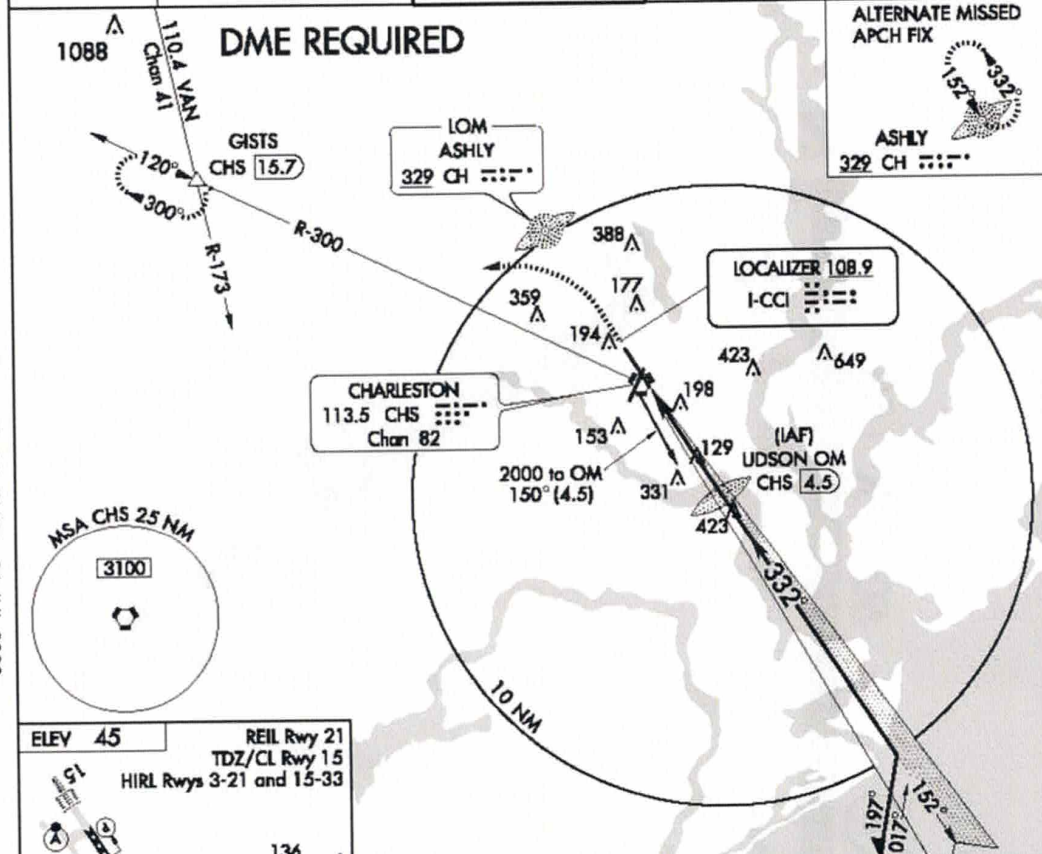
ILS or LOC RWY 33
CHARLESTON AFB/INTL (CHS)

LOC I-CCI 108.9	APP CRS 332°	Rwy ldg 9001	TDZE 45
		Apt Elev 45	

MALS For inoperative MALS, increase S-ILS 33 Cat. E visibility to RVR 4000, increase S-LOC 33 Cat. D visibility to RVR 5000 and Cat. E visibility to RVR 6000.

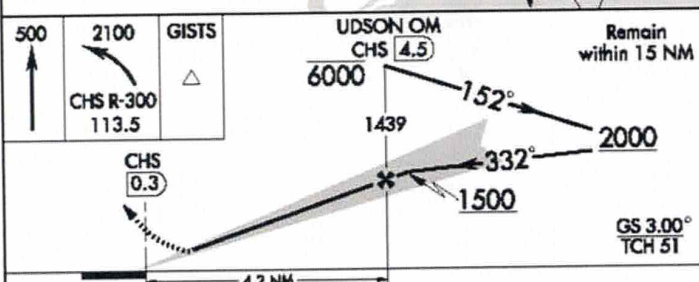
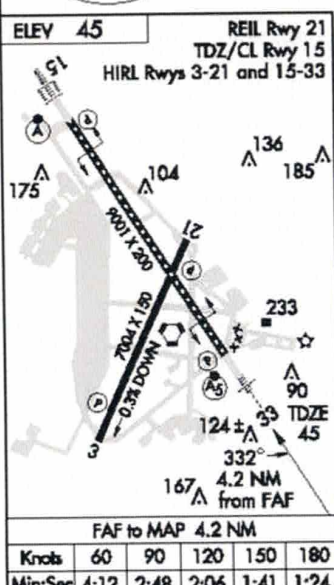
MALS MISSED APPROACH: Climb to 500 then climbing left turn to 2100 via CHS VORTAC R-300 to GISTS INT/CHS 15.7 DME and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CINC DEL 127.325 381.6
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SE-2, 03 JUL 2008 to 31 JUL 2008

SE-2, 03 JUL 2008 to 31 JUL 2008



CATEGORY	A	B	C	D	E
S-ILS 33	245/24 200 (200-½)				
S-LOC 33	380/24	335 (400-½)	380/40	335 (400-¾)	
CIRCLING	540-1	495 (500-1)	540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

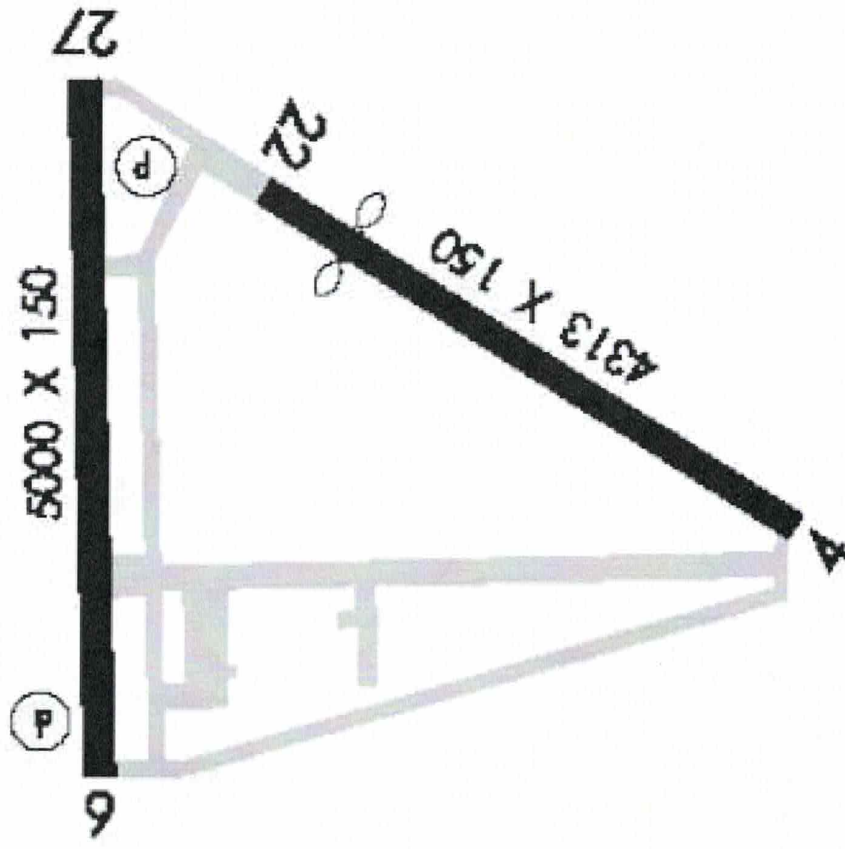
CHARLESTON, SOUTH CAROLINA
Amdt 6 08101

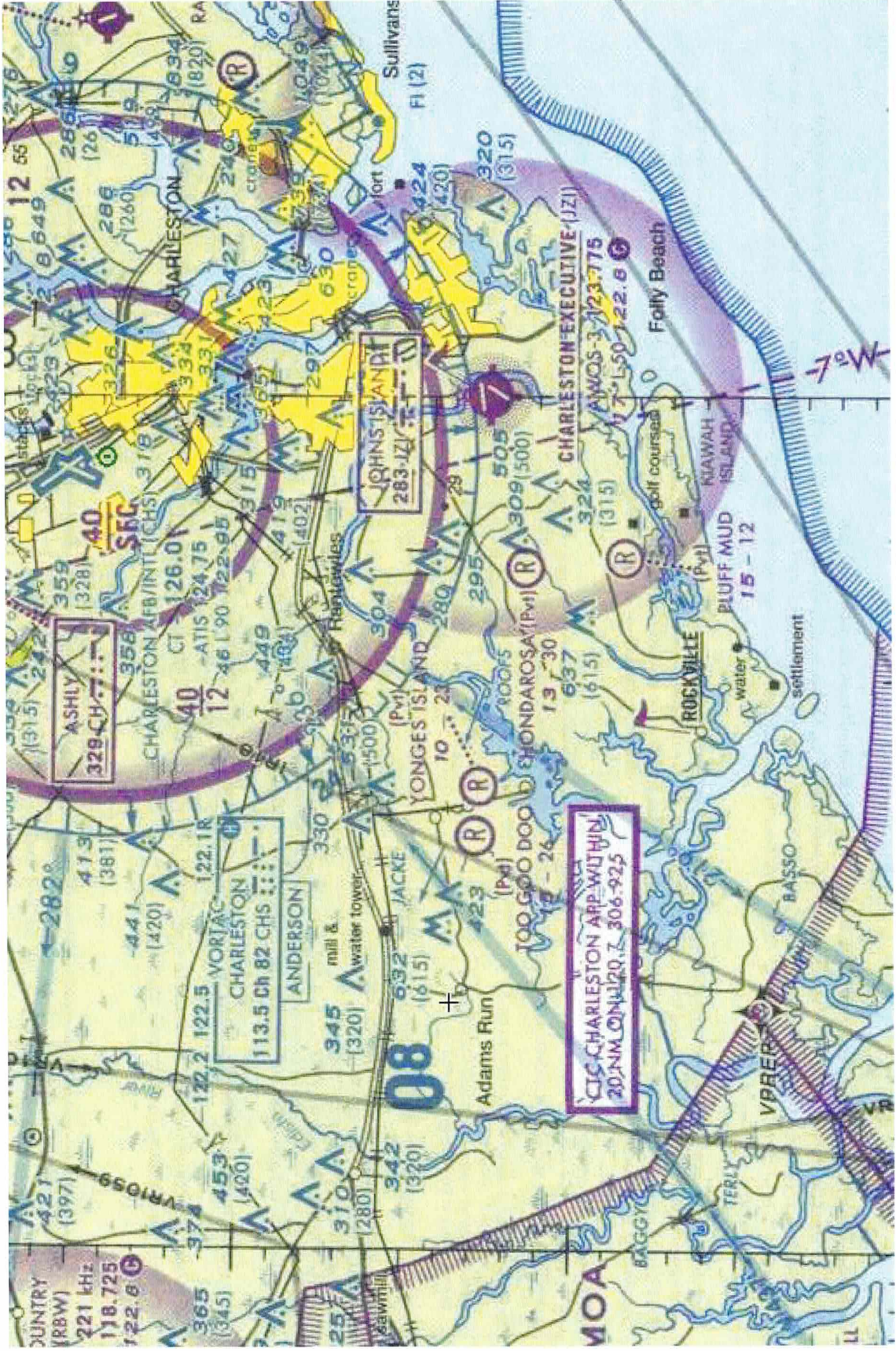
32° 54'N-80° 02'W

CHARLESTON AFB/INTL (CHS)
ILS or LOC RWY 33



Charleston Executive Airport (KJZI)





Training Mission: #1845 Hanging Out With Tiger Woods

Mission Title: #1845 IFR Cross Country from Wichita Mid-Continent Airport to Hutchinson Municipal

Mission Description: You and Tiger Woods are hanging around Wichita, Kansas, waiting for the rain to clear so that you can tee off, when your receive an invitation to play the Dunes Country Club near Hutchinson Kansas, one of the highest rated courses in the U.S. The weather in Central, Kansas is rainy and calm with an overcast layer of clouds varying from 500 to 700 feet agl. Your Redbird SD 1000 aircraft, tail number N001RB, is sitting on taxiway Alfa facing runway 19L (see airport diagram).

Because of the overcast skies you'll be filing an IFR flight plan for the short trip to Hutchinson Municipal Airport (KHUT). Your flight plan takes you direct to the Hutchinson VOR (HUT) at 4000 feet and then direct to the airport. You've decided to show Tiger that you are as much of a pilot as he is a golfer, so you'll request the NDB Rwy 13 approach starting from the feeder leg at the VOR. Plan on flying the enroute to the IAF by coupling the AUTOPILOT to the GPS. The cloud bases are marginal for this approach so you'd better brief the missed approach procedure carefully and have another approach ready to go.

The current and forecast weather at each location looks like this:

KICT 082053Z 00000KT 3SM RA FEW010 OVC006 14/11 A2994 RMK AO2 RAB14 SLP123 P0000 60011 T02390206 58013
KICT 081727Z 081818 18007KT P6SM VCSH OVC020 FM2200 VRB05KT P6SM VCSH BKN035 FM0600 VRB05KT 2SM +SHRA VCTS OVC025CB FM1500 VRB05KT P6SM VCSH OVC035CB
KHUT 082052Z 00000KT 3SM RA OVC006 14/10 A2994 RMK AO2 RAB1956 SLP116 TCU DSNT NE P0000 60002 T02670211 58010
KHUT 081727Z 081818 18007KT P6SM VCSH OVC006 FM2200 VRB05KT P6SM VCSH BKN035 FM0500 VRB05KT 2SM +SHRA VCTS OVC025CB FM1400 VRB05KT P6SM VCSH OVC040CB

Your instructor will provide all the ATC instructions, so make sure that your radio communications are sharp and by-the-book.

Once you've landed at Hutchinson, you'll park on the ramp in front of the control tower and shut down. FORE!

Mission Objectives: Practice IFR Flight planning, cockpit procedures, Autopilot functions, flight by instruments, NDB approaches, LOC BC approaches, missed approaches, intercepting courses, and holding patterns, and LAHSO.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Down	Off	Idle	Fine	Lean



Notes for the Instructor

Mission Title: #1845 IFR Cross Country from Wichita Intercontinental to Hutchinson Municipal

Mission Details: This mission will give the student the opportunity to plan and fly an IFR cross country in marginal weather conditions and using some challenging approaches. As the instructor, you will provide ATC communications to get the flight launched from Wichita, vectored to the Hutchinson VOR and then cleared for the first approach, the NDB RWY 13 approach from HUT. If flown properly, this approach will end in a missed to a hold at HUT at which time you will provide radar vectors to the LOC BC RWY 31ILS 34 approach to a landing. Key ATC instructions are provided below:

Alternate Scenarios and Emergencies: En-route vacuum failure

Key ATC Communications

From Wichita Clearance:
Redbird N001RB is cleared to the Hutchinson Airport via radar vectors to join the Hutchinson VOR, then direct, squawk 1122.

From Wichita Ground:
Redbird N001RB, taxi to the hold line of 19L and hold

While at the Hold-Short line From Wichita Tower:

Redbird N001RB, Austin Tower, on departure turn right on course to Hutchinson, runway 19L clear for takeoff.

After takeoff From Wichita Tower:

Redbird N001RB, Austin Tower, contact Wichita departure on 125.5, good day.

From Hutchinson ATIS:

Hutchinson Airport airport information CHARLIE time 2053 Zulu. Winds calm. Visibility 10, rain, ceiling 22 hundred overcast, temperature 14, dew point 11, altimeter 2994, landing and departing runway 13, advise on initial contact you have CHARLIE.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Down	Off	Idle	Fine	Lean



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		FLIGHT PLAN				(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR		TIME STARTED		SPECIALIST INITIALS					
1. TYPE		2. AIRCRAFT IDENTIFICATION		3. AIRCRAFT TYPE / SPECIAL EQUIPMENT		4. TRUE AIRSPEED		5. DEPARTURE POINT		6. DEPARTURE TIME		7. CRUISING ALTITUDE			
<input checked="" type="checkbox"/> VFR		<input type="checkbox"/> IFR		<input type="checkbox"/> DVFR		/G		140 KTS		KICT		2100		4000	
8. ROUTE OF FLIGHT															
HUT															
9. DESTINATION (Name of airport and city)				10. EST. TIME ENROUTE		11. REMARKS									
KHUT				HOURS		MINUTES									
						20									
12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)				14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ABOARD							
HOURS		MINUTES		KICT						2					
04		00													
16. COLOR OF AIRCRAFT				17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)											
W/T															
CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.															

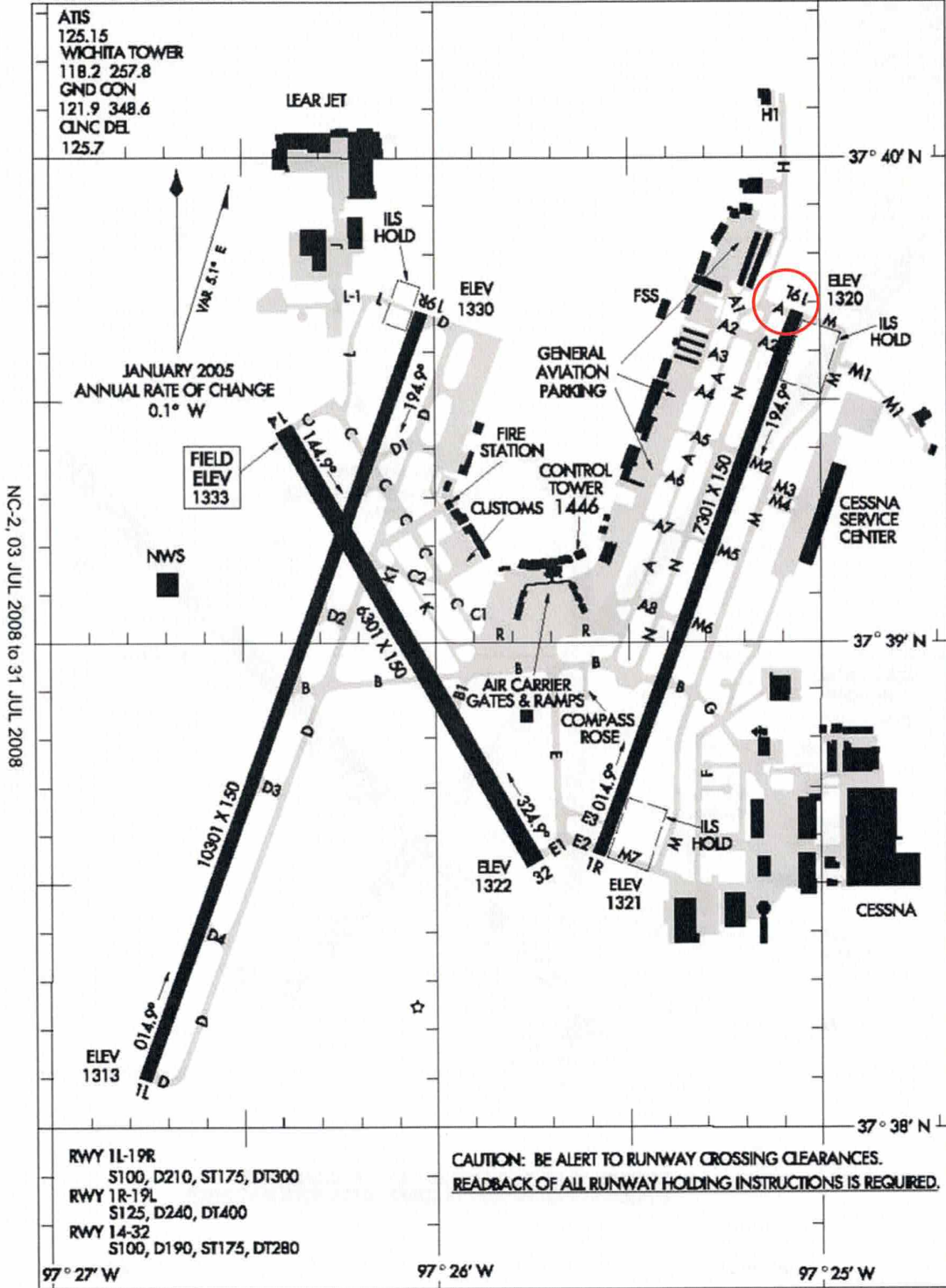


07298

AIRPORT DIAGRAM

AL-987 (FAA)

WICHITA MID-CONTINENT (ICT)
WICHITA, KANSAS



NC-2, 03 JUL 2008 to 31 JUL 2008

NC-2, 03 JUL 2008 to 31 JUL 2008

AIRPORT DIAGRAM
07298

WICHITA, KANSAS
WICHITA MID-CONTINENT (ICT)



08045

AIRPORT DIAGRAM

AL-200 (FAA)

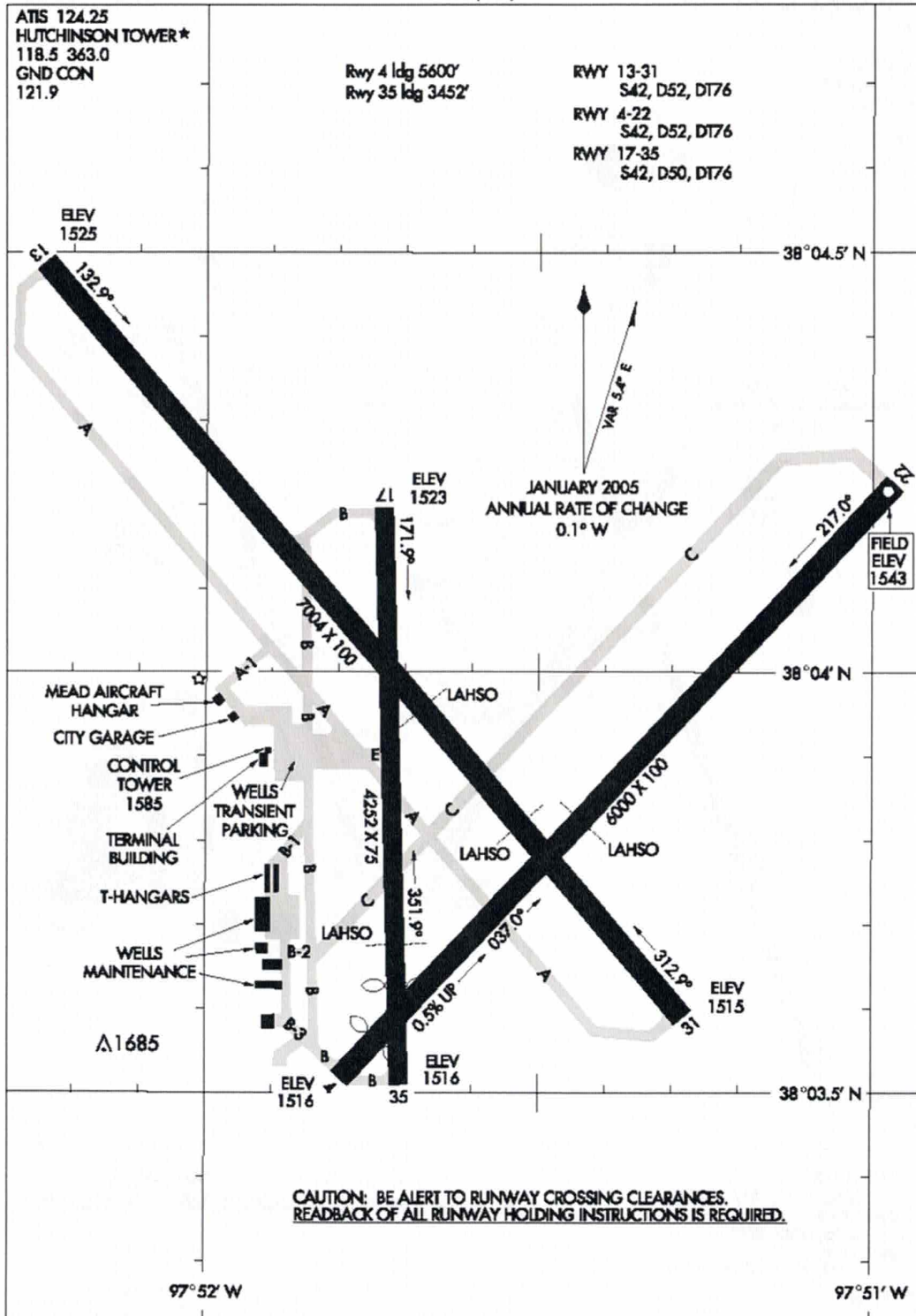
HUTCHINSON MUNI (HUT)
HUTCHINSON, KANSAS

ATIS 124.25
HUTCHINSON TOWER*
118.5 363.0
GND CON
121.9

Rwy 4 ldg 5600'
Rwy 35 ldg 3452'

RWY 13-31
S42, D52, DT76
RWY 4-22
S42, D52, DT76
RWY 17-35
S42, D50, DT76

NC-2, 03 JUL 2008 to 31 JUL 2008



NC-2, 03 JUL 2008 to 31 JUL 2008

AIRPORT DIAGRAM

08045

HUTCHINSON, KANSAS
HUTCHINSON MUNI (HUT)



HUTCHINSON, KANSAS

AL-200 (FAA)

NDB RWY 13
HUTCHINSON MUNI (HUT)

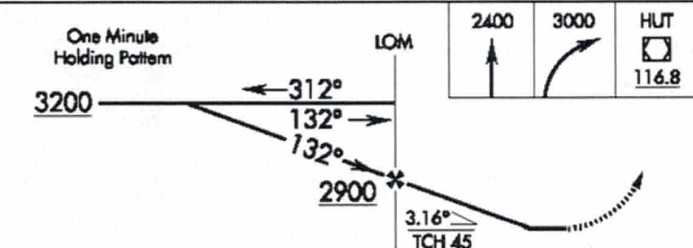
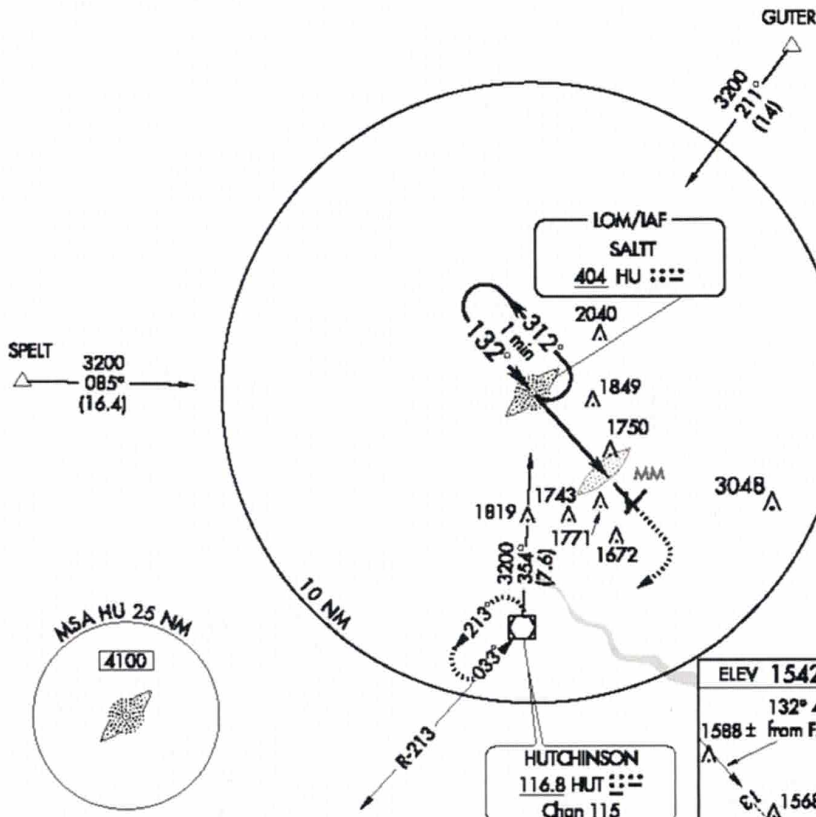
LOM HU 404	APP CRS 132°	Rwy ldg 7004 TDZE 1524 Apt Elev 1542
----------------------	------------------------	---

 		MISSED APPROACH: Climb to 2400, then climbing right turn to 3000 direct HUT VOR/DME and hold.
------	--	---

ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER* 118.5 (CTAF) 0 383.0	GND CON 121.9	UNICOM 122.95
-----------------------	---------------------------------------	--	-------------------------	-------------------------

NC-2, 03 JUL 2008 to 31 JUL 2008

NC-2, 03 JUL 2008 to 31 JUL 2008



ELEV 1542	Rwy 4 ldg 5600'
132° 4NM	Rwy 35 ldg 3452'
1588 ± from FAF	
1577 ±	1647 ±
1585 ±	1524
1562 ±	1587 ±
1685 ±	1575 ±
1575 ±	1584 ±
REIL Rwy 4, 22 and 31	
HIRL Rwy 13-31	
MIRL Rwy 4-22 and 17-35	
FAF to MAP 4 NM	
Knots	60 90 120 150 180
Min:Sec	4:00 2:40 2:00 1:36 1:20

CATEGORY	A	B	C	D
S-13	2200/40	676 (700-34)	2200-1½ 676 (700-1½)	NA
CIRCLING	2200-1	658 (700-1)	2200-2 658 (700-2)	NA

HUTCHINSON, KANSAS
Amdt 15 08045

38° 04' N-97° 52' W

HUTCHINSON MUNI (HUT)
NDB RWY 13



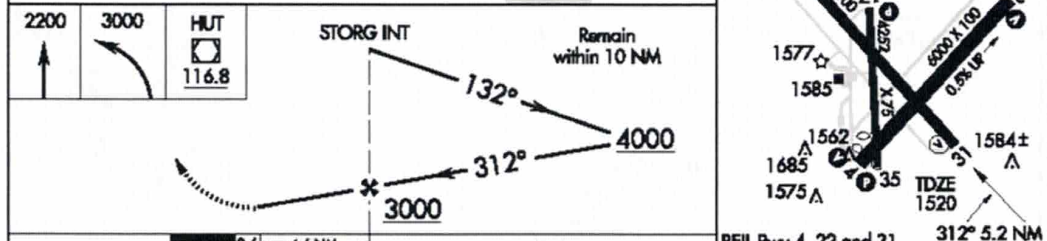
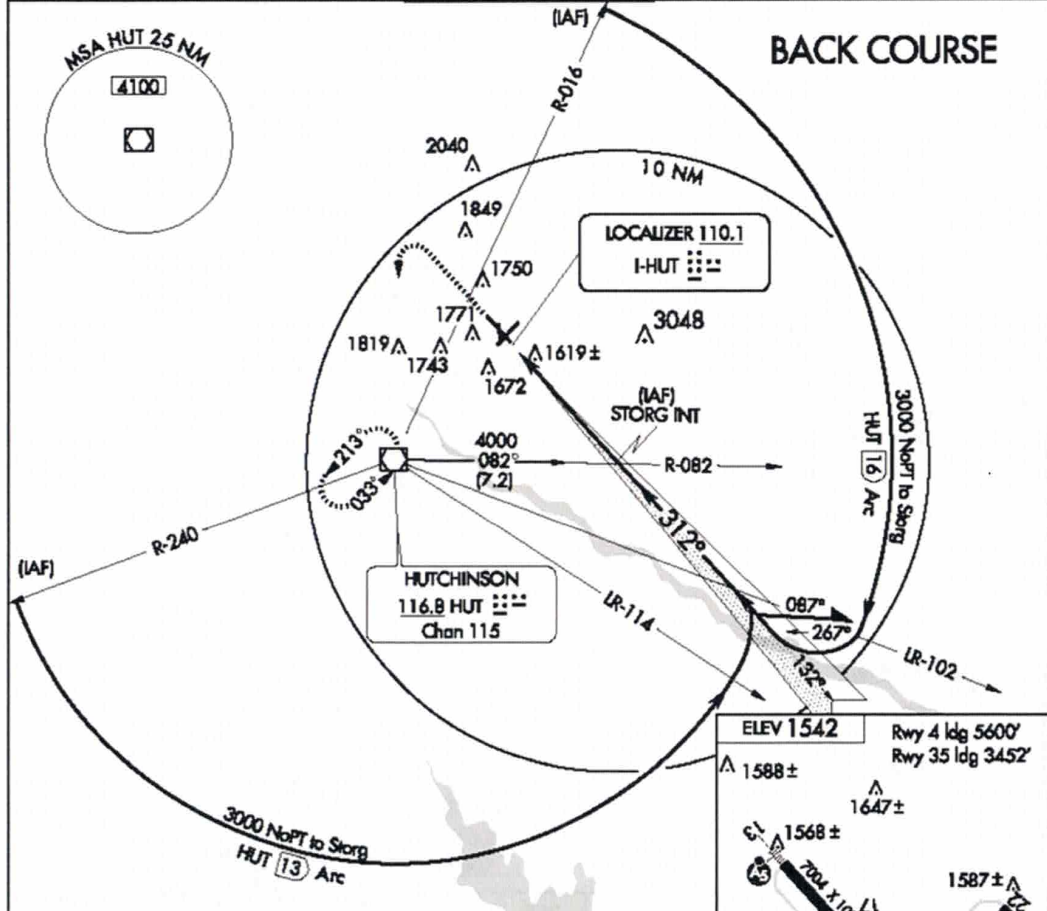
HUTCHINSON, KANSAS

AL-200 (FAA)

LOC I-HUT 110.1	APP CRS 312°	Rwy ldg 7004
		TDZE 1520
		Apt Elev 1542

LOC BC RWY 31
HUTCHINSON MUNI (HUT)

<p>▽ MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct HUT VOR/DME and hold.</p>				
ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER* 118.5 (CTAF) 0 383.0	GND CON 121.9	UNICOM 122.95

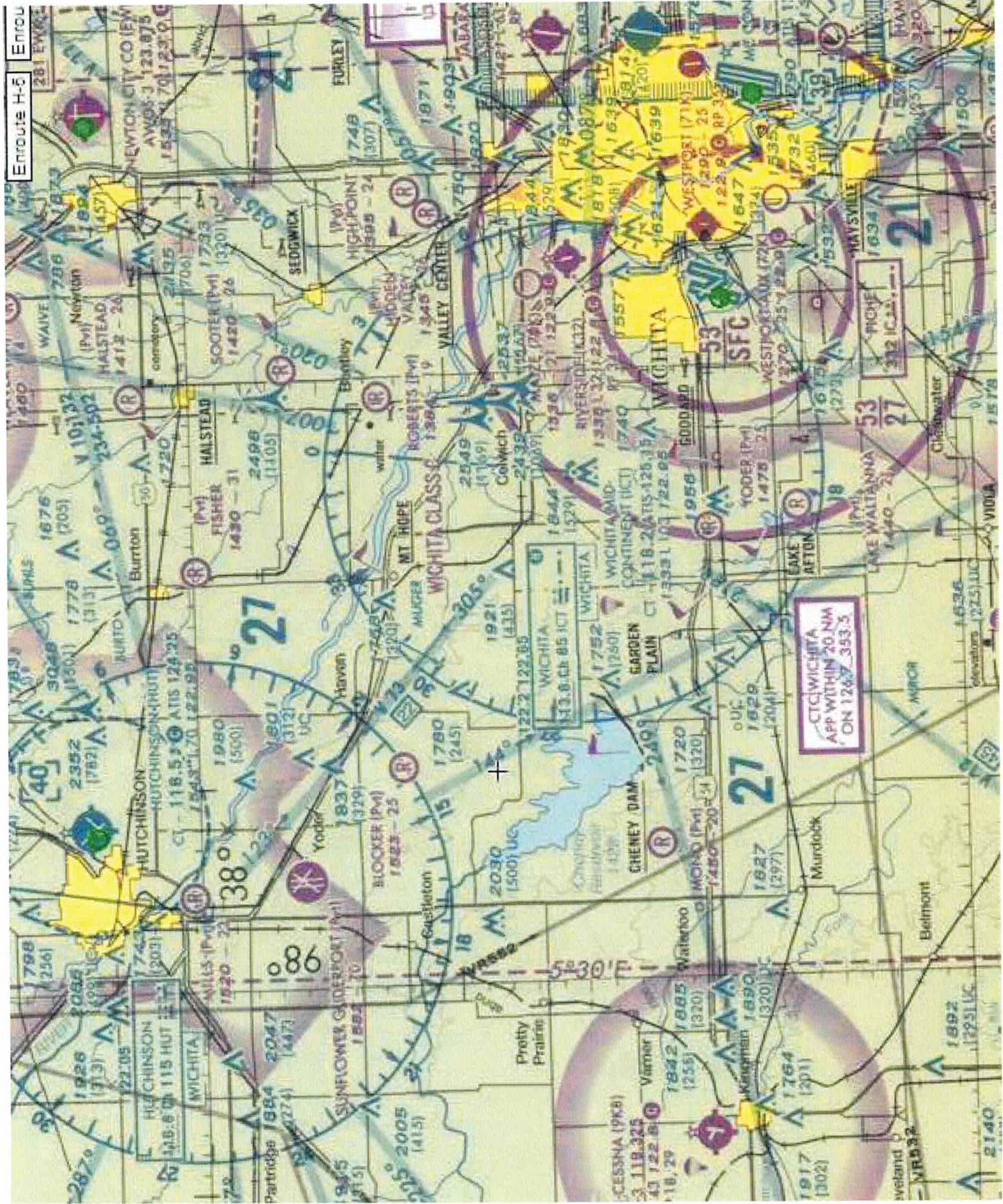


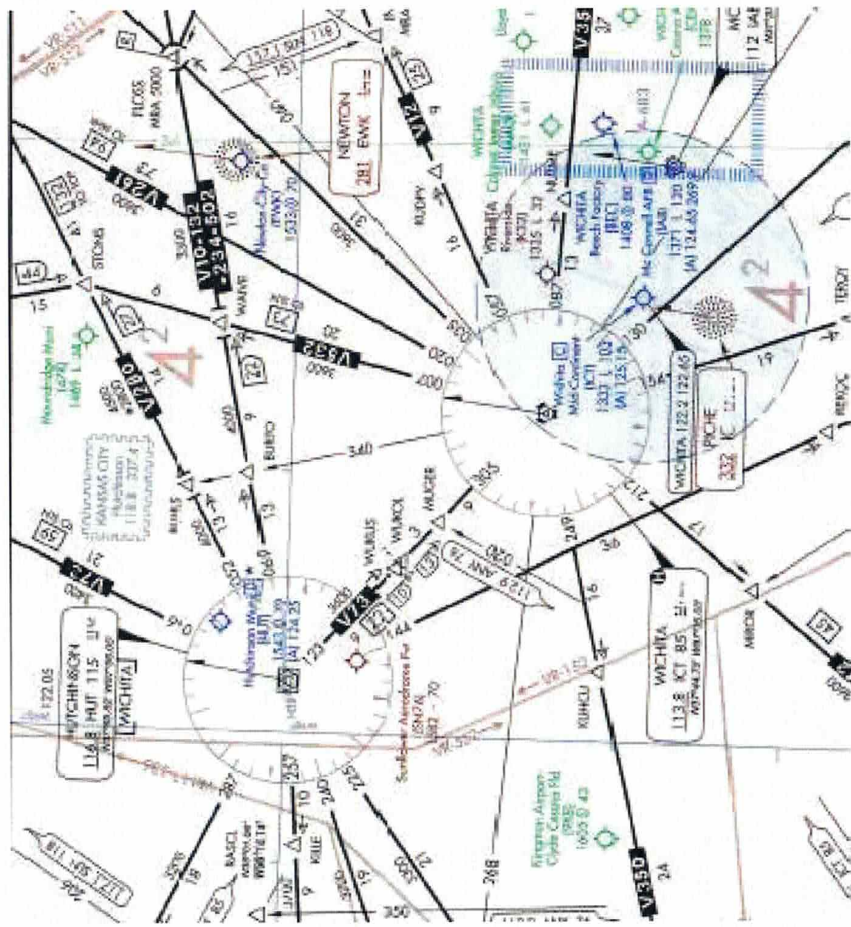
REIL Rwy 4, 22 and 31	312° 5.2 NM from FAF
HIRL Rwy 13-31	
MIRL Rwy 4-22 and 17-35	
FAF to MAP 4.6 NM	
Knots	60 90 120 150 180
Min:Sec	4:36 3:04 2:18 1:50 1:32

HUTCHINSON, KANSAS
Amdt 14B 08045
38° 04' N-97° 52' W
HUTCHINSON MUNI (HUT)
LOC BC RWY 31

NC-2, 03 JUL 2008 to 31 JUL 2008

NC-2, 03 JUL 2008 to 31 JUL 2008





Training Mission: #G001 Sit Back and Smell the AVGAS

Mission Title: #G001 Cruising in VMC along the Carolina Coast

Mission Description: You are out for a leisurely cruise along the South Carolina coast just South of Charleston. You are flying straight and level at 5000 feet on a heading of 040. The weather is clear and calm. It's a great day to do some practicing or just sit back and enjoy the view."

KZI071454Z AUTO 00000KT 10SM CLR 18/07 A2994 RMIK AO1

Mission Objectives: Practice VFR maneuvers, emergencies, radio communications.

Recommended Cockpit Settings																
Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	Off	Both	On	Off	On	Off	Off	Off	On	On	On	Up	Off	75%	Fine	Rich

Notes for the Instructor

Mission Title: #G001 Cruising in VMC along the Carolina Coast

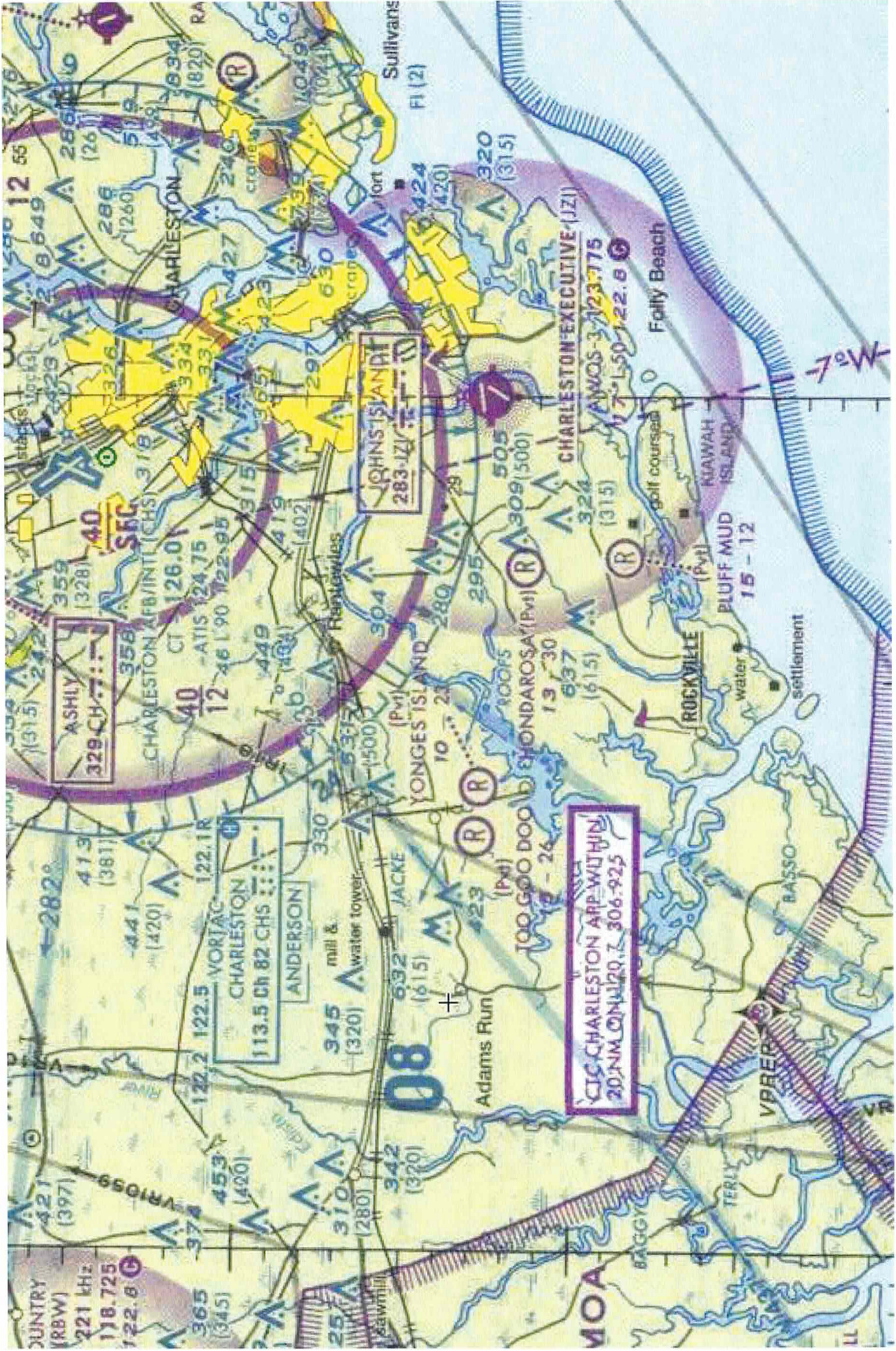
Mission Details: This is a much less structured mission that will give you and the student a chance to practice in VFR conditions. You are flying along the South Carolina coast just South of Charleston straight and level at 5000 feet on a heading of 040. The weather is clear and calm.

Alternate Scenarios and Emergencies: VFR maneuvers, emergencies, pattern work.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	Off	Both	On	Off	On	Off	Off	Off	On	On	On	Up	Off	75%	Fine	Rich





Training Mission: #G002 Flying in a Milk Bottle

Mission Title: #G002 Cruising in IMC along the Carolina Coast

Mission Description: You are flying North along the South Carolina coast just South of Charleston straight and level at 5000 feet on a heading of 040. The weather is pretty calm, but you are in a dense cloud formation with a base of 2500 and tops of 7500. clear and calm. It's a great day to practice your instrument scan and partial panel skills.

KJZI 071454Z AUTO 00000KT 10SM OVC024 18/07 A2994 RMK AO1

Mission Objectives: Flying by instruments, emergencies, radio communications.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	Off	Both	On	Off	On	Off	Off	Off	On	On	On	Up	Off	75%	Fine	Rich



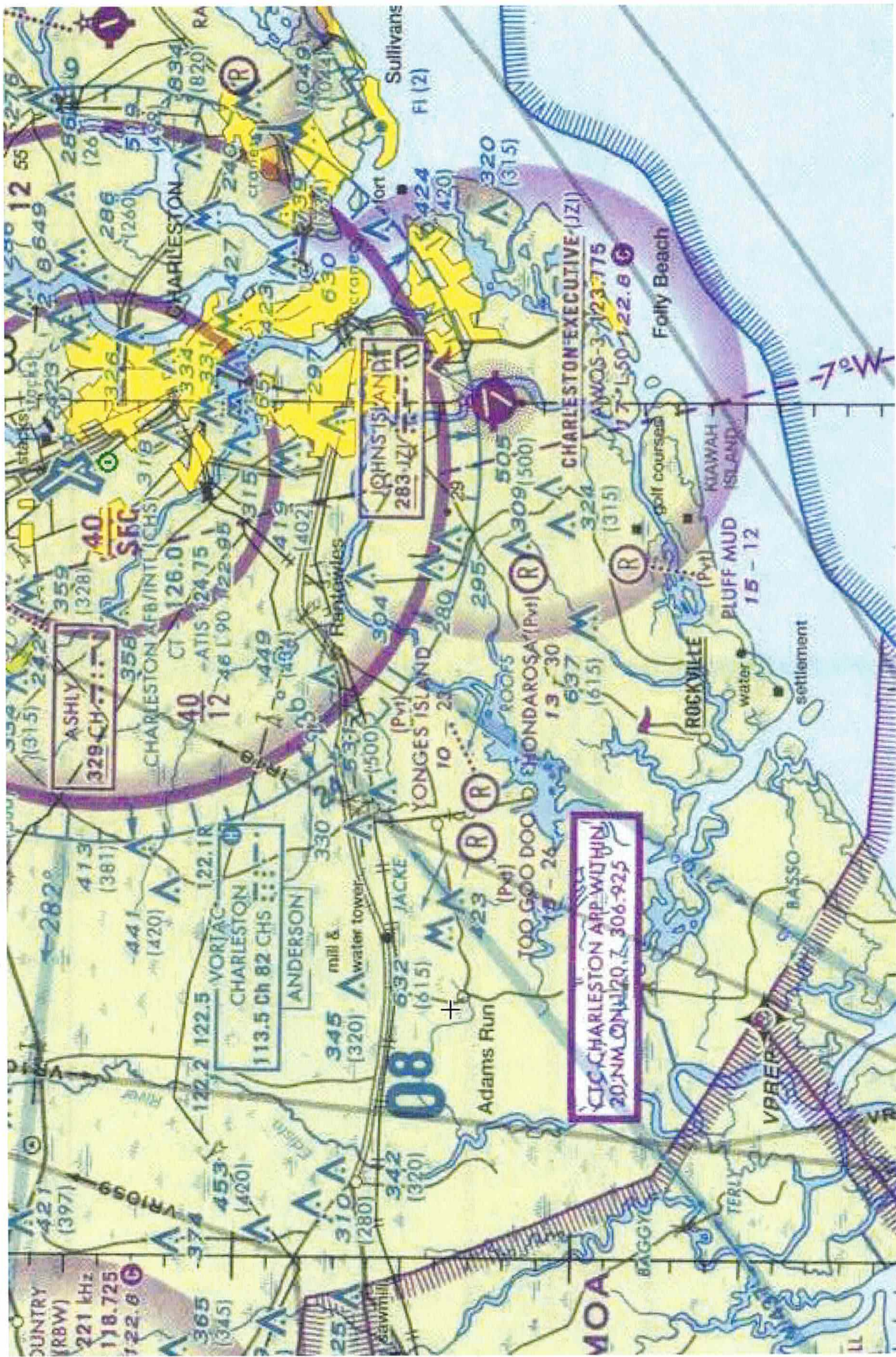
Notes for the Instructor

Mission Title: #G002 Cruising in IMC along the Carolina Coast

Mission Description: This is a much less structured mission that will give you and the student a chance to practice in IFR conditions. You are flying along the South Carolina coast just South of Charleston straight and level at 5000 feet on a heading of 040. The weather is pretty calm, but you are in a dense cloud formation with a base of 2500 and tops of 7500. clear and calm. It's a great day to practice instrument scan, partial panel, and other emergencies.

Alternate Scenarios and Emergencies: Instrument failures, icing, emergency landings.

Recommended Cockpit Settings																
Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	Off	Both	On	Off	On	Off	Off	Off	On	On	On	Up	Off	75%	Fine	Rich



Training Mission: #G003 So You Think you're Pretty Good

Mission Title: #G003 Just for Fun! The Approach to Aspen, Colorado

Mission Description: So, you think you're the next Chuck Yeager, eh? Well, let's find out. Fly one of the most challenging and beautiful instrument approaches in the continental United States, the LOC/DME-E approach into Aspen, Colorado. Precision is a must to avoid the rocks and once you've broken through the overcast, you'll really have to hustle down to make the runway. You're at 14000 feet on a heading of 120 and being vectored to the localizer.

Once the mission begins, Aspen Approach will clear you to join the localizer and clear you for the approach.

The current weather at KASE looks like this:

```
KASE 132053Z 36012G17KT 10SM OVC022 26/M03 A3029 RMK AO2 SLP133 T02611028 58015
```

Your instructor will provide all the ATC instructions, so make sure that your radio communications are sharp and by-the-book.

Mission Objectives: Test your skill on a testy approach

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	Off	Both	On	Off	On	Off	Off	Off	On	On	On	Up	Off	75%	Fine	50%



Notes for the Instructor

Mission Title: #G003 Just for Fun! The Approach to Aspen, Colorado

Mission Details: Here's an opportunity for the student to fly one of the most challenging and beautiful instrument approaches in the continental United States, the LOC/DME-E approach into Aspen, Colorado. Precision is a must to avoid the rocks and once under the overcast, the student will really have to hustle down to make the runway. The aircraft is at 14000 feet on a heading of 120 and being vectored to the localizer.

Once the mission begins, you will clear the flight to join the localizer and clear for the approach.

Alternate Scenarios and Emergencies: none

Key ATC Communications

From Aspen Approach:
Redbird N001RB, Aspen approach, turn to a heading of 120, maintain 14000 until established on the localizer, cleared for the Localizer, DME-E approach at Aspen. Contact Aspen Tower on 118.85.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	Off	Both	On	Off	On	Off	Off	Off	On	On	On	Up	Off	75%	Fine	50%



06271

AIRPORT DIAGRAM

AL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO

ATIS 120.4
ASPEN TOWER*
118.85 288.3
GND CON
121.9
CLNC DEL 123.75

39° 14'N

ELEV 7680

149.0'

209.0'

'SHADE'
HANGARS

CONTROL
TOWER
7795

HANGARS

FBO

ARFF/SRE
BLDG

7006-X-100

TERMINAL

39° 13'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REARBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 15-33
S80, D100, DT1 60

FIELD
ELEV
7820

106° 52.5'W

106° 52'W

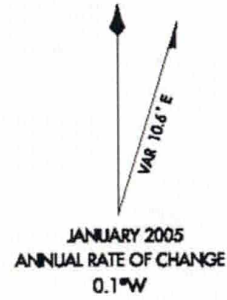
AIRPORT DIAGRAM

06271

ASPEN, COLORADO
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

SW-1, 03 JUL 2008 to 31 JUL 2008

SW-1, 03 JUL 2008 to 31 JUL 2008



ASPEN, COLORADO

AL-5889 (FAA)

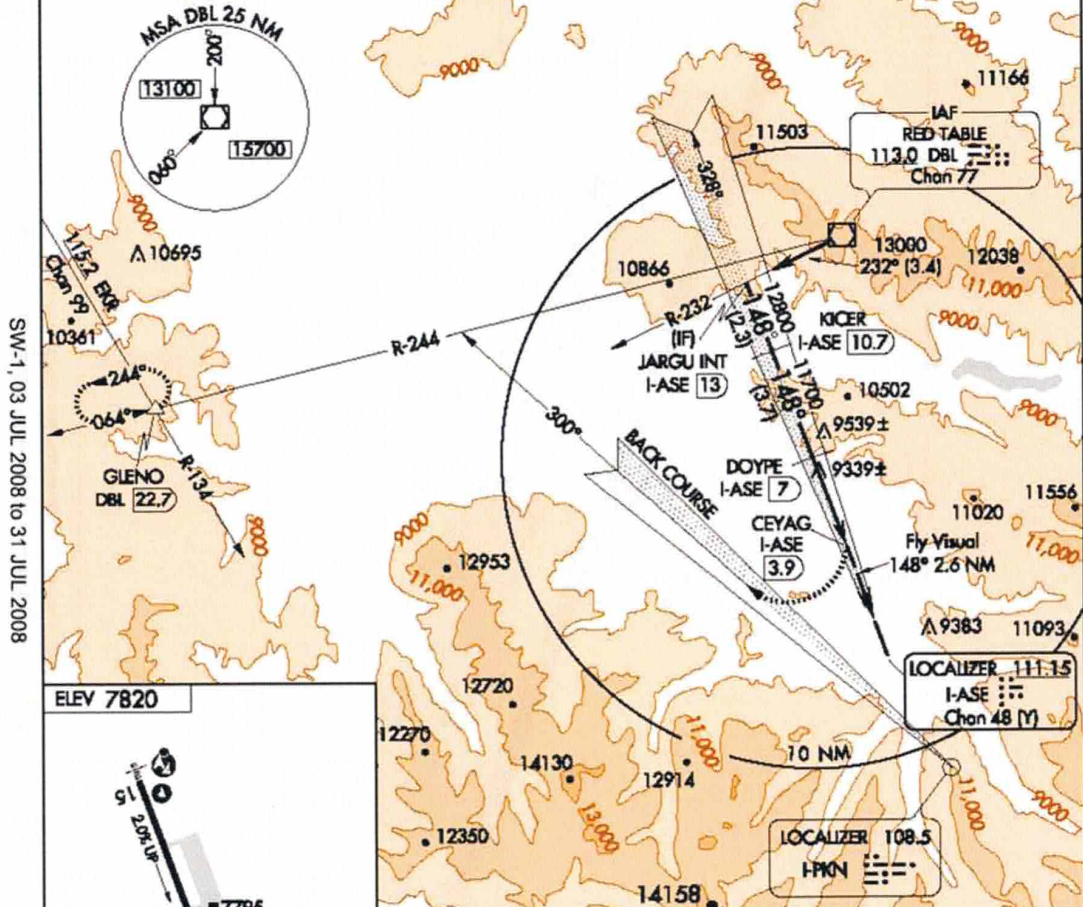
LOC/DME I-ASE 111.15 Chan 48 (Y)	APP CRS 148°	Rwy Idg TDZE Apt Elev N/A N/A 7820
---	------------------------	--

LOC/DME-E
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

NA Procedure not authorized at night. MISSED APPROACH: Climbing right turn to 14000 via heading 300° to intercept and proceed via I-PKN northwest course (300°) and DBL VOR/DME R-244 to GLENO INT/DBL 22.7 DME and hold.

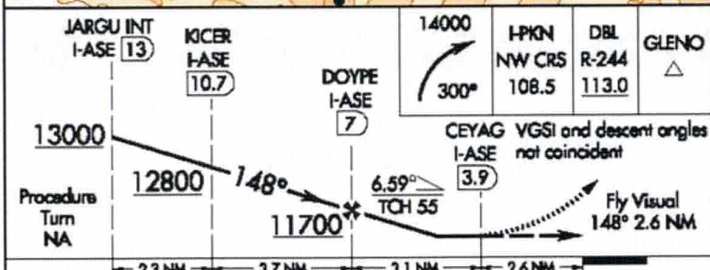
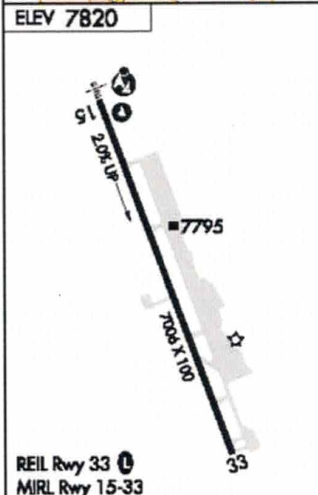
ATIS 120.4	ASPEN APP CON* 123.8 288.3	ASPEN TOWER* 118.85 (CTAF) 288.3	GND CON 121.9	CLNC DEL 123.75	UNICOM 122.95
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Procedure NA for arrival on DBL VOR/DME airway radials 093° CW 297°.



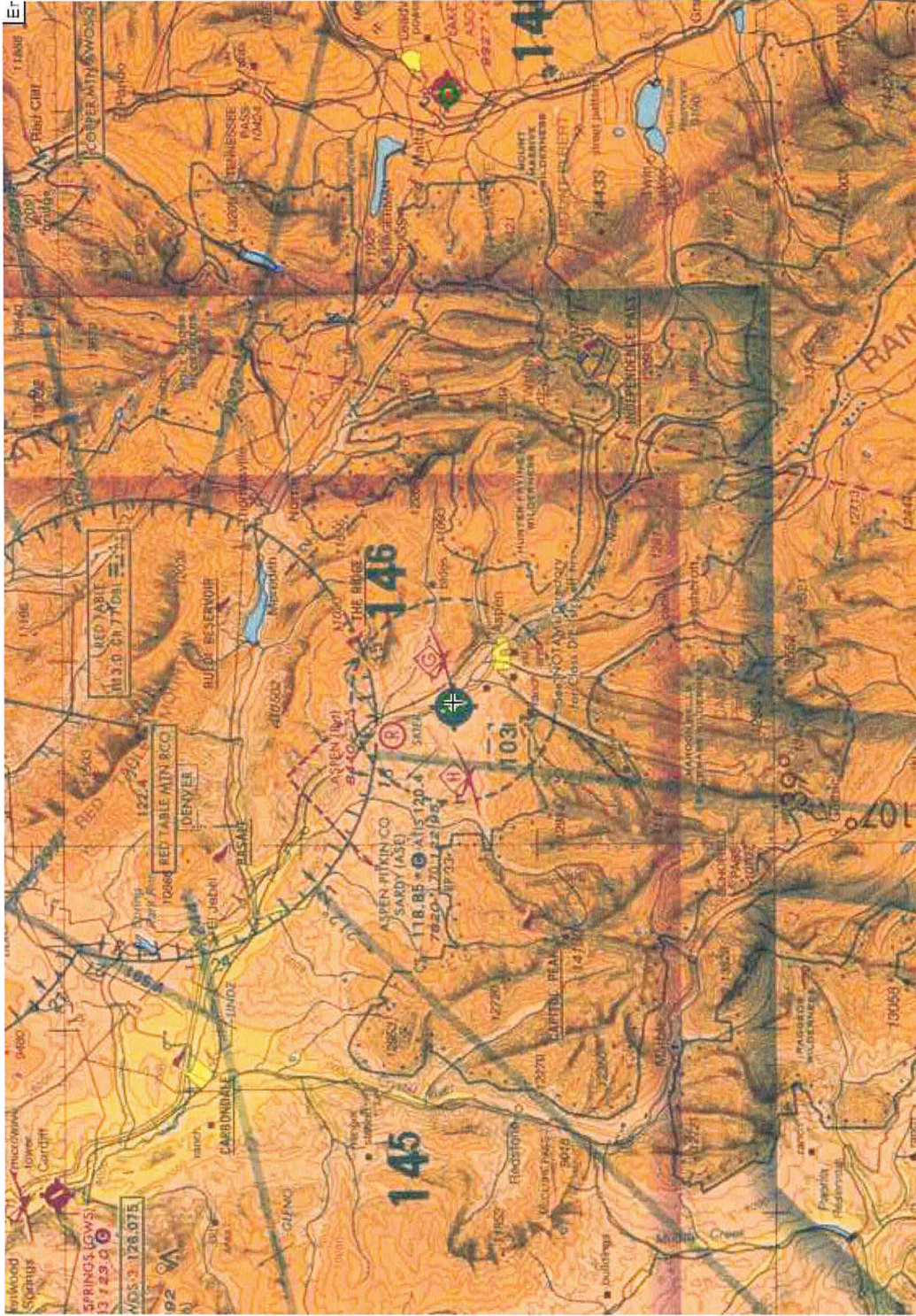
SW-1, 03 JUL 2008 to 31 JUL 2008

SW-1, 03 JUL 2008 to 31 JUL 2008



	JARGU INT I-ASE 13	KICER I-ASE 10.7	DOYPE I-ASE 7	14000	I-PKN NW CRS 108.5	DBL R-244 113.0	GLENO
Procedure Turn	NA	NA	NA	300°	NA	NA	NA
CEYAG VGSi and descent angles I-ASE	not coincident	not coincident	not coincident	not coincident	not coincident	not coincident	not coincident
CEYAG I-ASE	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Fly Visual	148° 2.6 NM	148° 2.6 NM	148° 2.6 NM	148° 2.6 NM	148° 2.6 NM	148° 2.6 NM	148° 2.6 NM
Horizontal Distances	2.3 NM	3.7 NM	3.1 NM	2.6 NM	2.6 NM	2.6 NM	2.6 NM

ASPEN, COLORADO Orig 06103	ASPEN-PITKIN COUNTY/SARDY FIELD (ASE) 39°13'N-106°52'W	LOC/DME-E
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Training Mission: #SHRT Perfecting the Fast Getaway

Mission Title: #SHRT Short Field Takeoff from Runway 17 at Lynchburg, Virginia

Mission Description: Runway 17 at Lynchburg Regional Airport is pretty short at 3386 feet and not suitable for some larger faster aircraft. Your challenge is to safely takeoff from Runway 17 using less than half of the available runway. Using your best "short-field" takeoff technique, you must lift off before reaching the intersection of Runway 22/4. Once airborne you will be expected to stay in a left hand pattern and land on runway 17, coming to a complete stop before the runway 22/4 intersection. Your Redbird SD 1000 aircraft, tail number N001RB, is sitting on the departure end of runway 17L at KLYH (see airport diagram).

It's a warm and clear summer day, perfect for a VFR mission like this. The current and forecast weather at each location looks like this:

```
KLYH 072053Z 15005KT 10SM SCT100 32/20 A2997 RMK AO2 P0000
```

Your instructor will provide all the ATC instructions, so make sure that your radio communications are sharp and by-the-book.

Mission Objectives: Practice VFR maneuvers, cockpit procedures, short field takeoffs and landings, radio communications.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Down	Off	Idle	Fine	Lean

Notes for the Instructor

Mission Title: #SHRT Short Field Takeoff from Runway 17 at Lynchburg, Virginia

Mission Details: This simple mission will give the student the opportunity to practice short field takeoff and landing procedures, landing pattern procedure, and assorted flight maneuvers. As the instructor, you will provide ATC communication to get the flight launched. Key ATC instructions are provided below.

Alternate Scenarios and Emergencies: Aborted takeoff, engine failure while maneuvering over KLYH.

Key ATC Communications

From Lynchburg Tower:
Redbird N001RB, Lynchburg Tower, runway 17 clear for takeoff, on departure, turn left and remain in the pattern.

Recommended Cockpit Settings

Fuel Selector	Parking Brake	Mags	Master ALT/BAT	Fuel Pumps	Beacon Light	Landing Light	Taxi Light	Nav Light	Strobe Light	Pitot Heat	Avionics	Landing Gear	Alt Static Air	Throttle	Prop	Mixture
Both	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Down	Off	Idle	Fine	Lean



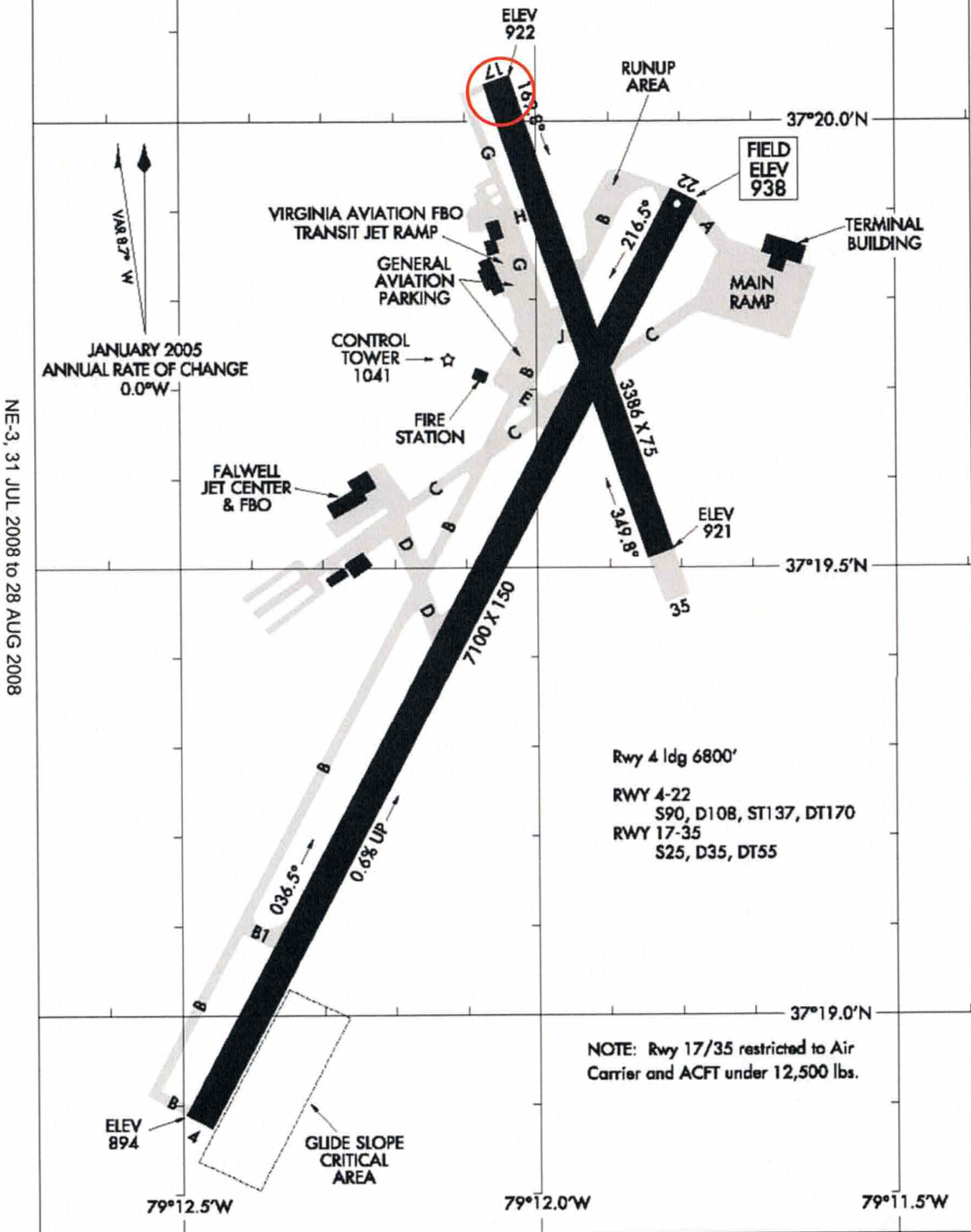
08213

AIRPORT DIAGRAM

LYNCHBURG RGNI/PRESTON GLENN FIELD (LYH)
AL-499 (FAA) LYNCHBURG, VIRGINIA

ATIS 119.8
LYNCHBURG TOWER *
127.65 257.8
GND CON
121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



NE-3, 31 JUL 2008 to 28 AUG 2008

NE-3, 31 JUL 2008 to 28 AUG 2008

AIRPORT DIAGRAM

08213

LYNCHBURG, VIRGINIA
LYNCHBURG RGNI/PRESTON GLENN FIELD (LYH)



