



interstate aviation inc.

interstate aviation, inc.

Full Service FBO * F.A.A. Approved Flight Training * Aircraft Fueling, Maintenance/Parts
Aircraft Rental/Leasing/Management * Aircraft Tie-down & Hangar Storage * Scenic Flights

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Why Fly with Interstate Aviation?

FLIGHT REVIEWS



CURRENCY / PROFICIENCY

Whether you're a first time student or a seasoned Pilot looking to further your Aviation Education, **Choosing the Right Flight School** can be a very difficult decision and there are many factors involved in choosing the right school for you.

QUALITY is the key factor. The *quality* of flight instructors and staff, the *quality* of aircraft maintenance and general upkeep, the *quality* of the training facilities and the airport and, most importantly, the *quality* of your total experience as a Private Pilot Student.

Our flight instructors are all professionals and consider their students' needs above all. They have what it takes to be the best teachers they can be; Patience and Flexibility. All students are set up with an instructor who has a compatible schedule in order to avoid any complications in scheduling.

For our students' convenience, Interstate offers a Cessna 172P & 172M model aircraft, a low wing Piper Warrior (PA-28-161) and a low wing Piper Archer (PA-28-181).

Interstate has its own Aircraft Maintenance Facilities with FAA licensed mechanics who keep the aircraft in excellent flying condition. All our aircraft are kept clean and in proper working order.

Interstate has a family atmosphere that makes you feel welcome any time you stop by. Our friendly instructors and office staff are always at hand to answer your questions or show you around the facilities and flight school. Our well maintained aircraft are also available for your inspection.

When you're looking for the kind of excellent quality that you would expect from a flight school that will help you fulfill your dreams—look no further than

*Interstate Aviation, Inc.
We look forward to meeting you!*



FLIGHT REVIEW (BFR)



The Flight Review (commonly referred to as a Biennial Flight Review, or BFR) exists to ensure that a pilot is brought up to date with any changes in flight rules, regulations, and procedures, as well as ensuring pilot skill competency. Flight Reviews are required for all General Aviation pilots. No General Aviation pilot may act as pilot in command of an aircraft unless within the preceding 24 calendar months that pilot has accomplished a Flight Review in accordance with FAA guidelines. An FAA Flight Exam can be used to substitute a Flight Review.

Requirements:

Due every two years, includes a minimum* of:

1.0 hour ground

1.0 hour flight including but not limited to:

Power on and power off stalls

Slow flight

Steep turns

Simulated engine emergencies

Short/soft field landings

Emergency landings

Course tracking

*Note: All maneuvers must be passed to the standards on

your certificate, ie: Private, Commercial, etc...

Successful completion of the BFR will be at the discretion
of the instructor.

CURRENCY

Currency/Proficiency:

Currency and proficiency aren't the same thing. The FAA sets minimum standards for *currency*—which has a lot to do with staying legal, but not much to do with being a competent pilot. Bottom line? Flying is **not** "just like riding a bicycle."



Individual needs vary, but for the vast majority of us, meeting FAA requirements (and nothing more) is simply not enough. The obvious solution to the proficiency problem is to do more flying. But when it comes to proficiency—being prepared to handle any situation with which you might reasonably be presented—quality beats quantity.

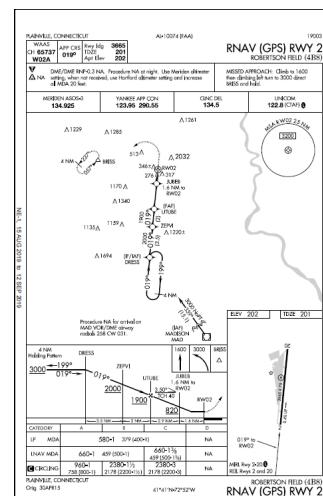
Push yourself. 100 hours of pattern work in the past year (all of it on windless days) might make for smooth calm-wind landings, but it won't count for much the first time you're faced with a 15-knot cross-wind. In our aircraft or your own, schedule one of our CFI's to get yourself proficient, current and comfortable behind the yoke again!

INSTRUMENT PROFICIENCY (IPC)

The Instrument Proficiency Check (IPC) exists to ensure that the instrument rated pilot is brought up to date with any changes in IFR flight rules, regulations, and procedures, as well as ensuring pilot skill competency. No General Aviation pilot may act as pilot in command of an aircraft under IFR unless that pilot has, within the previous 12 calendar months, fulfilled the self-currency requirements set forth by the FAA. Should this self-currency lapse, an Instrument Proficiency Check is required. An Instrument Proficiency Check consists of both a knowledge review and a flight skill review with an instructor.

IPC includes of:

- 2.0 hours** ground
- 1.5 hours** flight to include*:
 - Power off stalls
 - Unusual attitudes
 - Steep turns
 - Two precision and two (one partial panel)
 - Course tracking
 - Holding procedures



*Note: All maneuvers/approaches must be done under simulated instrument conditions.

****** Keep in mind that there is no minimum ground or flight hour requirement set forth by the FAA to complete the IPC. Successful completion of the IPC will be at the discretion of the instructor.

OUR AIRCRAFT



**PLEASE CALL OR EMAIL US FOR MORE INFORMATION
& CURRENT PRICING!**

**1-800-573-5519
Info@InterstateAviation.com**

We are open 7 days a week, all year round for Instruction!