



## School Catalog

(Revised February 17, 2017)



**St. Charles Flying Service, Inc.**  
6016 Portage Rd.  
Portage des Sioux, MO 63373  
(636) 946-6066 (800) 447-6066

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## **FACILITY SYNOPSIS**

### **Airport**

St. Charles County Airport (KSET) is the main operations base for training in this course. The airport has two hard surface runways and meets the requirements of section 141.38 for day and night flight operations. Fuel and maintenance services are available from 0800 – 2000 daily.

### **Airport Facilities**

The facilities at KSET are in Hangar #6 located at 6016 Portage Rd., Portage des Sioux, MO 63373. The building is a metal-sided permanent structure on a concrete slab. The building has a forced-air propane heated furnace and a roof top air conditioner. The structure has: (1) 19'2"X19'6" Briefing Room; (1) 17'1"X16'0" Administration Area; (1) 12'0"X16'0" Dispatch/Reception Area; (2) Lavatories; (1) Furnace/Utility Room; and (1) Mud Room. This facility is attached to a large hangar with Maintenance and Parts Rooms.

The facility is equipped with a pilot briefing area with a phone for calls to St. Louis Flight Service. The facilities are used exclusively by students, air carrier pilots, aircraft salesmen, transient pilots, and regular customers of St. Charles Flying Service. The briefing area is 16'x19', 6"x19' 2" and is equipped with a table for flight planning purposes. The briefing area has a computer for connecting to DUATS, DTN weather services, and a large chart depicting the continental USA.

The ground instruction facility is housed in a separate trailer located adjacent to the main facilities. It consists of a large classroom with (2) 4x8 tables, whiteboard, overhead projector, LCD projector, TV/DVD player, etc. It also contains a small room containing a PCATD and an office. Each room is well ventilated and conforms to local building, sanitation, and health codes. The rooms are so designated and located that students will not be distracted by flight and maintenance operations on the airport. The maximum number of students for the facility is 12.

The training rooms are well lit and the temperature is thermostatically controlled. Each room is well ventilated and conforms to local building, sanitation, and health codes. The rooms are so designated and located that students will not be distracted by flight and maintenance operations on the airport.

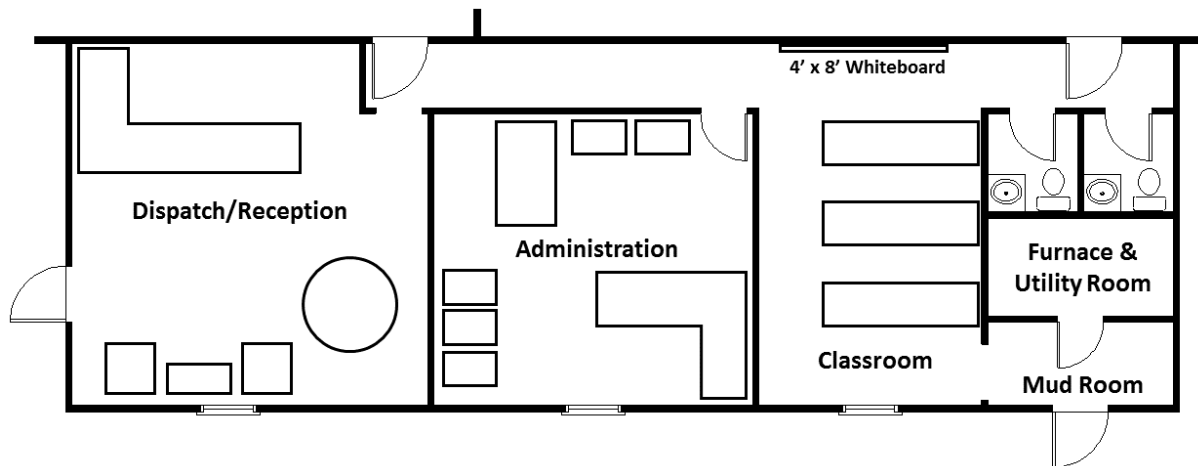


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## CLASSROOM LAYOUT

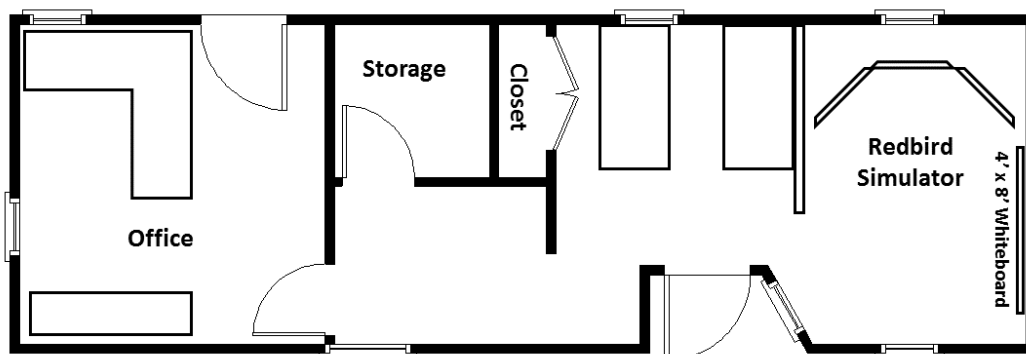
### FBO Facility

St. Charles County Airport (KSET)  
 6016 Portage Rd  
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### Ground Training Facility

St. Charles County Airport (KSET)  
 6016 Portage Rd  
 Portage des Sioux, MO 63373





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## **FLIGHT SCHOOL CALENDAR**

Enrollment in flight training courses will be permitted on days as stated in paragraph 2 in this section, unless St. Charles Flying Service, Inc. elects to close its enrollment for the following reasons:

1. Bad weather
2. Less than 15% non-veteran enrollment.
3. They are overcrowded.

## **FLIGHT SCHOOL TRAINING**

Training will be conducted 7 days a week, 52 weeks per year. The flight school will not be closed except for the following reasons:

1. Bad weather.
2. Unsafe airport conditions.
3. Short 2 weeks' vacation during bad weather.
4. Destruction of equipment by fire and/or act of nature.

## **SCHOOL OFFICERS**

Company President ..... Dennis W. Bampton  
Chief Flight Instructor..... Louis M. Neideberger



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## FLIGHT INSTRUCTORS

Name	Certificate No.	Ratings
Cahill, Donn O.	2722815CFI	CFI, CFII, MEI
Couillard, Mark D.	2707158CFI	CFI, CFII, MEI
Grott, Charlie N.	2801865CFI	CFI, CFII, MEI
Heinz, James	1592249CFI	CFI, CFII, MEI
Ladley, John		CFI, CFII
Loftus, Nick L.	2783837CFI	CFI, MEI
Masson, David	3794442CFI	CFI
Malkowski, Joseph	2210529CFI	CFI
Neiderberger, Louis M.	1874946CFI	CFI, CFII, MEI
Prenger, Robert	3648971CFI	CFI, CFII



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### DESIGNATED MEDICAL EXAMINERS - ST. LOUIS METRO AREA

Name	Location	Phone
Balster, Vernon H.	5000 Manchester	314-747-5800
Barake, Abraham J.	16455 Village Plaza View Dr.	314-458-9420
Carpenter, James L.	112 Piper Hill Dr. Suite 12 St. Peters, MO	636-939-9202
Cohen, Hillard K.	500 Northwest Plaza Suite 417	314-739-9313
Cohen, Shari D.	456 N. New Ballas, Suite 266	636-432-0902
Comens, Phillip	6651 Chippewa, Suite 305	314-645-8688
Cuellar, James M.	1401 Edgewater Point Lake St. Louis	636-625-3478
Delcau, Carey M.	15402 Manchester Road	636-227-6200
Gabrawy, Laila G.	211 N. Meramec	314-727-1135
Geismann, Radha D.	777 S. New Ballas Rd. Ste 321E	636-872-9310
Gelfand, Vladimir	1751 Clarkson Road, Chesterfield Medical Center, LLC	636-537-0377
Hadzima, Stephen K.	1245 Graham Road Suite 210	314-831-6737
Heins, James N.	3009 North Ballas Rd. Suite 100	636-432-1111
Heutel, Lee B.	Mcdonnell-Douglas Box 516, Bldg. 2, Room 29	314-232-2455
Hollman, Mary Ann	Healthline, Center I, 12639 Old Tesson Rd. Ste.115	314-849-0311
Jacobson, Steven	Chesterfield Health Cntr., 16216 Baxter Rd. Ste 100	314-454-5407
Laird, John M. Jr.	3009 North Ballas Road, Suite 108	636-872-3620
Liebhaber, Harvey	456 N. New Ballas Road, Suite 266	314-432-0902
Lischwe, Daniel H.	12255 Depaul Dr., Suite 600	314-291-1074
Mclaren, Ann Leslie	6125 Clayton Ave.	314-768-3204
Meyer, Melvin E.	6651 Chippewa Ste. 322	314-781-3900
Miriani, Mathew J.	9068 Overland Plaza	314-423-9000
Sil, William F.	St. Peters Medical Clinic, Ste.101, St. Peters, MO	636-447-6050





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## **VETERAN STUDENTS**

The school must require for its records, before enrollment, a copy of a valid medical certificate. Class I for ATP, a minimum of a class II for all other courses for the veteran, issued by a medical examiner approved by the Federal Aviation Administration. The school must keep a copy of a current medical on file for each veteran currently enrolled.

An eligible veteran may be enrolled only if he holds at least a valid Private Pilot Certificate. The school must keep a copy of the certificate on file for each veteran currently enrolled.

After receiving a written test result, the student must bring the original to the school in order that a copy may be made and placed in the student's folder.

Any ground or personal instruction received by the veteran student after successfully passing the FAA written test, must be paid for by the student. It must not be submitted to the Veterans Administration for reimbursement.

All flights must be entered in the student's flight training folder. Dual flights will be entered and graded by the Flight Instructor. Solo flights must be entered by the student. All entries must be initialed by the student. Dual flights also require the Instructor's signature. The Veterans Administration is not obligated to reimburse any student for training not recorded in his folder.

Veterans are required to attend a minimum of 18 hours of flight instruction in each quarter. Veterans who fail to maintain the minimum standards for attendance shall be put on probation for 30 days if flight time is not met the student will be terminated.

### **Veteran Student Maximum Total Course Time**

#### **Commercial Pilot Course**

- 55 hours total time Dual
- 65 hours solo
- 35.5 hours ground school
- 30.0 hours pre and post

#### **Instrument Pilot Course**

- 35 hours total time
- 30 hours ground school
- 8.75 hours pre and post

#### **Multi-Engine Course**

- 15 hours total time
- 15 hours ground school
- 3.75 hours pre and post





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**Flight Instructor (Airplane)**

- 25 hours total time
- 40 hours ground school
- 6.2 hours pre and post

**Flight Instructor (Instrument)**

- 15 hours total time
- 15 hours ground school
- 3.75 hours pre and post

**Flight Instructor (Multi-Engine)**

- 25 hours total time
- 20 hours ground school
- 6.25 hours pre and post

**Airline Transport Pilot**

- 25 hours total time
- 40 hours ground school
- 6.2 hours pre and post

The above listed course times are applicable for veterans only due to the criteria set forth by the Veterans Administration, for non-veteran students these courses are variable based on student capabilities and the minimum Federal Regulations requirements for each course.



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## **GENERAL RULES**

### **Definitions**

For the purpose of computing attendance standard compliance, the following definitions will apply:

Week ..... A standard seven (7) day week  
Month..... A standard calendar month  
Quarters.....Jan., Feb., Mar., etc. or 3 mo. period following the date of enrollment.

### **Minimum Attendance**

A veteran must fly a minimum of 18 hours in each quarter.<sup>1</sup>

### **Maximum Attendance**

A veteran trainee may accelerate his training, but not beyond that limit where he is able to "absorb" and use the training efficiently and competently according to the Chief Flight Instructor's evaluation of the student's flying.

### **Ground School Instruction**

The school will furnish and maintain a record of all present and past ground instruction.

### **Ground School Attendance Standards**

The school must provide and advanced ground school as set forth in Part 141 of the FAR. Ground school instruction must be given concurrently and/or prior to flight instruction. A minimum of nine (9) hours of ground school is required per quarter. Failure to meet this requirement will result in the student being placed on probation.

The school is responsible for establishing and enforcing rules that require veteran students to complete an appropriate ratio of ground school instruction to flight instruction. If the student has passed the written test for the course in which he is enrolled, he is not required to attend ground school.

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<sup>1</sup> Any veteran failing to attend a minimum of 18 hours of flight instruction in a quarterly period shall be placed on probation. Any veteran on probation failing to attend a minimum of 18 hours of flight instruction in any quarterly period shall be terminated. The school shall notify the Department of Veterans Affairs promptly that the veteran was terminated for unsatisfactory attendance. A veteran may be removed from probation by attending at least 18 hours of flight instruction during each of two consecutive quarterly periods.



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### **CREDIT FOR PREVIOUS TRAINING POLICY**

All flight institutions will record the following on the school's enrollment forms:

1. All previous aeronautical flight training experience of the veteran student.
2. Appropriate credit for the above previous experience.
3. All rating issued by the F.A.A. that are currently held by the student.

All flight time experience obtained at government expense, under any one of the veteran readjustment and/or rehabilitation acts receive full credit, hour by hour (per FAR 141) and correspondingly shorten the course of training. All previous military and civil flight time experience obtained from any other source will be given credit in the following manner:

1. A proficiency flight check may be given and the previous experience evaluated. The student will then be entered in that stage of the course, which the flight proficiency indicates he has earned. (Limited to FAR 141).
2. Full credit may be given to any student for all valid pilot certificates and ratings in his possession.

### **AFTER CREDIT FOR PREVIOUS TRAINING POLICY**

#### **Training Record (Transcript) Issuance Policy**

In the event the student transfers to another Part 141 flight school, St. Charles Flying Service Inc. will forward a copy of the student's training record upon written request. The student may also request at any time a copy of the student's training record.



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## **PROGRESS AND GRADING POLICY**

The school will use the following standard grading methods:

1	Excellent
2	Above Average
3	Average
4	Below Average
5	Unsatisfactory

A student faces disciplinary dismissal from flight training for unsatisfactory progress. Any student who seeks re-entrance after dismissal for unsatisfactory progress, will be re-entered only in those cases where the student demonstrates adequate flight proficiency at his present flight level.

## **GRIEVANCE POLICY**

If any student is not in agreement with the instructor's grading, evaluation of training, or any other reason the student may request that the chief flight instructor re-evaluate the student's performance or actions and an agreeable solution will be worked out for all involved.

Any grievances with school policies can be brought before the office of the President at any time during the student's tenure at St. Charles Flying Service, Inc. The administrator will formally respond within 72 hours.

## **ST. CHARLES FLYING SERVICE, INC. SCHOOL POLICIES**

As an approved flight school, we offer the most complete flight training available. Being "approved" means that we must meet rigid standards required by the Federal Aviation Administration. We must provide close supervision of all students regardless of the rating for which they are working. We, in turn, are also closely supervised by the FAA and the State Board of Education to assure that we are complying with the regulations, which govern, approved flight schools. You, as a student, are asked to adhere to the following school policies.

The trainee may face dismissal from training for violation of these policies.

1. The trainee will make a thorough line inspection of the aircraft using the recommended procedure in the aircraft owner's manual. If a questionable discrepancy is noted on the preflight, the student should bring it to the attention of his flight instructor or one of the maintenance personnel.



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2. While operating an aircraft solo, all pilots must have in their possession, a pilot certificate with appropriate ratings, and a current valid medical certificate.
3. During periods when the ground is soft, all aircraft should be kept on the hard surfaced taxi strips and runway.
4. All aircraft should be parked on the flight line and properly secured unless they have less than 1/2 tanks and/or the aircraft is known to be scheduled out on a cross-country flight. When this is the case, the aircraft should be parked at the gas pump to be fueled.
5. All students are to adhere to the checklists provided in each of the school airplanes for aircraft starting, run-up, cruise, etc. The checklists are checked out with the aircraft keys and must be returned with the keys.
6. All aircraft will be loaded in accordance with the aircraft owner's manual or flight manual.
7. All school aircraft are expected to use the runway designated as the "active runway" by the prevailing winds.
8. All students are expected to use left-hand traffic and a 1,200 feet indicated altitude.

Failure to observe any of the following rules will result in immediate suspension of training and St. Charles Flying Service, Inc. will aid the proper governmental authorities in prosecuting the trainee to the full extent of the law.

1. Operating the St. Charles Flying Service, Inc. aircraft under the influence of intoxicating liquors or drugs.
2. Subletting aircraft to other pilots while the aircraft is rented in your name.
3. Diving or flying unsafely low over houses, or any person, vehicle, or structure.
4. Dog-fighting, diving, or flying dangerously close to other aircraft.
5. Passenger carrying is prohibited as per FAR 141.
6. Failure to report damages to aircraft and replacing it on the flight line without warning to the next pilot.
7. Operating a St. Charles Flying Service, Inc. aircraft after it has been damaged in an accident or incident.
8. Failure to report a forced landing, and taking off again without notifying the Chief Flight Instructor.



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9. For attempting any aerobatic maneuver without being given aerobatic instruction.
10. For landing on any strip that is not classified as a public airport.
11. For performing any type of maintenance on the aircraft yourself.
12. Solo cross-country flight of "follow the leader" type, wherein two or more aircraft depart at approximately the same time, over the same course, with the intent of following one another to other airports, is not permitted.

### **Dress Code Policy**

There is no applicable dress code. Students can dress as they desire depending on weather conditions. For safety's sake no open sandals should be worn when flying.

### **Attendance Policy**

In that this school is a private proprietary school open to all, there is no formal attendance policy. Only students who are enrolled and utilizing Veterans benefits are required to adhere to a formal attendance policy which is outlined in the Veteran Student Guideline section of this catalogue.

### **Withdrawal Policy**

St. Charles Flying Service, Inc. has no formal withdrawal policy; a student can terminate school activities at their own discretion at any time. Any monies paid during the course and not used will be paid back to the student immediately upon written notice of withdrawal being received by administration.

### **General Policies**

1. If you, as a student, are doubtful as to whether you should report for a flight lesson, either dual or solo, because of the weather, please call and ask to talk to either your instructor or one of the other instructors. By all means call and advise us if you cannot make a scheduled appointment. If you do not show up for a scheduled appointment and don't call routinely, we will bill you for the time lost on the aircraft and/or the instructor's time, unless you have valid reason for not keeping the schedule.
2. Any meaningful time an instructor spends with a student for preparation or conclusion of a flight, will be billed to the student as pre/post time at the regular instruction rate.
3. Students may not make their own decision as to whether they are ready to take the FAA final written examination. This decision rests with the respective instructor.
4. Ground school is mandatory not optional.





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5. Students may not make any flight without their instructor's permission and knowledge.
6. If airsickness should occur during flight and the interior of the aircraft becomes soiled, we would appreciate any help you might render in cleaning the aircraft. Most importantly, please inform line service of the situation and also advise the dispatcher when checking in the keys.

### **STUDENT CROSS COUNTRY POLICY**

1. Students will thoroughly familiarize themselves with Federal Aviation Regulation, Part 61 and 91, and the Airman's Information Manual pertaining to student pilot cross country and pre-flight planning. Students must file a flight plan and leave us a copy.
2. Students will arrive at the airport at least 1 hour prior to scheduled departure time, to allow for instructor checking of cross country pre-flight planning, etc.
3. Schedule enough time on cross-country to allow for down time at other airports.
4. Students must have and use current sectional charts.
5. Fuel reserves - at least 1 hour. When in doubt, buy fuel.
6. Do not leave St. Charles County Airport on a cross country with less than full tanks and oil down 1 quart. Check fuel visually!
7. Plan your cross country to arrive back at St. Charles Flying Service, Inc. 1 hour prior to sunset if not checked out for night flight.
8. If you encounter mechanical difficulties, call St. Charles Flying Service, Inc. at 1-800-447-6066.
9. If you must make an un-programmed landing on or off an airport, contact St. Charles Flying Service, Inc. immediately by phone. If landing was a forced landing off of an airport, aircraft should be locked prior to leaving.
10. Student pilots will not be allowed to start a cross country if weather conditions are and/or forecast to be for his entire route, below 3,000-foot ceiling/5 mile visibility, surface winds in excess of 25 knots. Authorization rests with the instructor.
11. If un-forecast weather conditions are encountered, such as low visibility or low ceilings, do not continue your flight. Land at the nearest airport as soon as possible and call St. Charles Flying, Inc. at 1-800-447-6066 and we will advise you what to do next. After business hours, call Nick Loftus, Chief Flight Instructor, 217 649 0999 or Dennis W. Bampton, President, 314-277-4506.





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12. Student pilots using dead reckoning should fly at least 2,500 ft. above ground level in order to more readily identify their checkpoints.
13. Any student who becomes lost and requires a DF Steer must have additional dual before flying solo again.

### **CROSS COUNTRY AIRCRAFT RENTAL POLICY**

All aircraft on cross country flights are charged a minimum of 3 hours over a 24 hour period. Renters are given a 1 hour grace period before a charge of the minimum for an additional 24 hour period is made. Example: An aircraft is taken at 1:00 pm on a Saturday and is returned at 3:00 p.m. on the following day. The renter will be charged a minimum of 6 hours rental on the aircraft if he had not flown the aircraft at least that much. The only exceptions to this policy are:

1. In the case of a mechanical problem, St. Charles Flying Service Inc. should be notified immediately of the nature of the problem and will advise you what should be done. The 3 hour minimum will not apply for delays due to mechanical problems. However, St. Charles Flying Service, Inc. will not be responsible for any bills incurred by the renter because of a delay. Delays due to poor weather must be anticipated by the renter, and he should be aware that the 3 hour daily minimum applies if he is unable to return.
2. Consideration of reducing the 3 hour minimum will be given to renters who guarantee substantial rental hours (must have Management approval).
3. Renters will be reimbursed for gas and oil receipts (in the form of cash tickets/credit card receipts) upon their return. All cash receipts should be made out to St. Charles Flying Service, Inc. to be deducted from the total due on statement.
4. If a renter decides to return ahead of schedule, St. Charles Flying Service Inc. would appreciate a phone call to inform us so that we might be able to utilize the aircraft.

I have carefully read the above policies and I am fully aware of my responsibility as the renter of aircraft to be used for cross-country flight.

Renter Signature \_\_\_\_\_

Date \_\_\_\_/\_\_\_\_/\_\_\_\_



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### **OFF-FIELD FUEL PURCHASE POLICY**

The cost to St. Charles Flying Service, Inc. for fuel is included in the posted rental rate of all aircraft. This is referred to as a “wet” rental rate. To manage the administrative impact that fluctuating fuel costs have across our diverse rental fleet, a fuel surcharge is applied to the posted rate.

When a cross-country flight requires a fuel purchase at another field, we recognize that the customer shouldn't have to pay for fuel twice, and we accommodate off-field fuel purchases by reimbursing our portion of the wet rate in proportion to the number of gallons purchased off-field. It's important to understand that the rate charged by another operator has no relevance to our operating costs, but the gallons consumed does. This is implemented as follows:

Example: A renter purchases 20 gallons of fuel while on a cross-country flight at \$4.39 per gallon. Their reimbursement is calculated as the difference St. Charles Flying Service paid for fuel (\$3.31 per gallon in this example) and the \$4.39 (amount paid off field).

$$\$4.39 \times 20.00 = \$87.80$$

$$\$3.31 \times 20.00 = \underline{\$66.20}$$

\$21.60 will be reimbursed to the renter

If you have any questions, direct them to Dennis Bampton.

I have read the above and fully understand the policy:

Renter Signature \_\_\_\_\_

Date \_\_\_\_/\_\_\_\_/\_\_\_\_



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### **LOCAL FLIGHT POLICY**

1. Students should thoroughly familiarize themselves with the school's approved practice areas (see chart) and the St. Louis Terminal Control area.
2. Aircraft should have at least 1-hour fuel reserve and the oil no more than 1 1/2 quarts low.
3. Visibility must be at least 3 miles and ceiling at least 1,000 feet for flights in the practice areas.
4. Ground reference maneuvers are to be practiced at no lower than 600-800 feet AGL.
5. Practice forced landings should not be carried lower to the ground than 250' AGL. Caution should be exercised with respect to engine cool down during prolonged glides and engine response with rapid throttle application. Simulated engine failures are to be done with throttle retardation only!
6. Stalls, minimum controllable airspeed, and aerobatics should be practiced at a minimum of 2,500 feet AGL.
7. All landings that cannot be accomplished in the first third of the runway, should be aborted and a go-around executed.
8. All students will make left and right hand clearing turns (90 degree) in practice area, and will be requested to operate with landing lights on when entering or departing the local traffic area.
9. Student pilots desiring to make a cross-country flight with an overnight layover, must have the Chief Flight Instructor's approval, since it would require re-dispatching away from home base.
10. When not in an airport traffic pattern, simulated engine failures will be terminated at no lower than 500' AGL.
11. All performance maneuvers will be performed no lower than 1500' AGL or per aircraft POH.
12. Minimum Altitudes Student Pilot Solo:
  - a. No simulated engine failures are to be performed.
  - b. Performance maneuvers no lower than 2,000' AGL.
  - c. Stall practice no lower than 3,000' AGL.



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### APPROVED AIRPORTS

The following are approved airports for cross-country flights:

Missouri	Illinois	Iowa	Indiana	Kentucky
Lee C. Fine	Springfield	Cedar Rapids	Muncie	Louisville
Grand Glaize	Decatur	Des Moines	Indianapolis	Paducah
Wolf Harbor	Peoria	Mason City	Evansville	
Columbia Reg.	Jacksonville	Omaha	Lafayette	
Woods Memorial	Vandalia	Ottumwa		
Jefferson City	Centralia			
Moberley	Greenville			
Mexico	Alton			
Sikeston	Mattoon			
Springfield	Litchfield			
Hannibal	Champaign			
Chillicothe	Lawrenceville-Vincennes			
K.C. Muni	Mt. Vernon			
Kirksville	Moline			
Cape Girardeau	Taylorville			
Joplin	Joliet			
Poplar Bluff	Rockford			
Farmington	Quincy			
Rolla	Beardstown			
Washington				
St. Clair				
Ranch Royal				
Macon-Flower				

Any airport not listed must be approved by the Chief Flight Instructor.

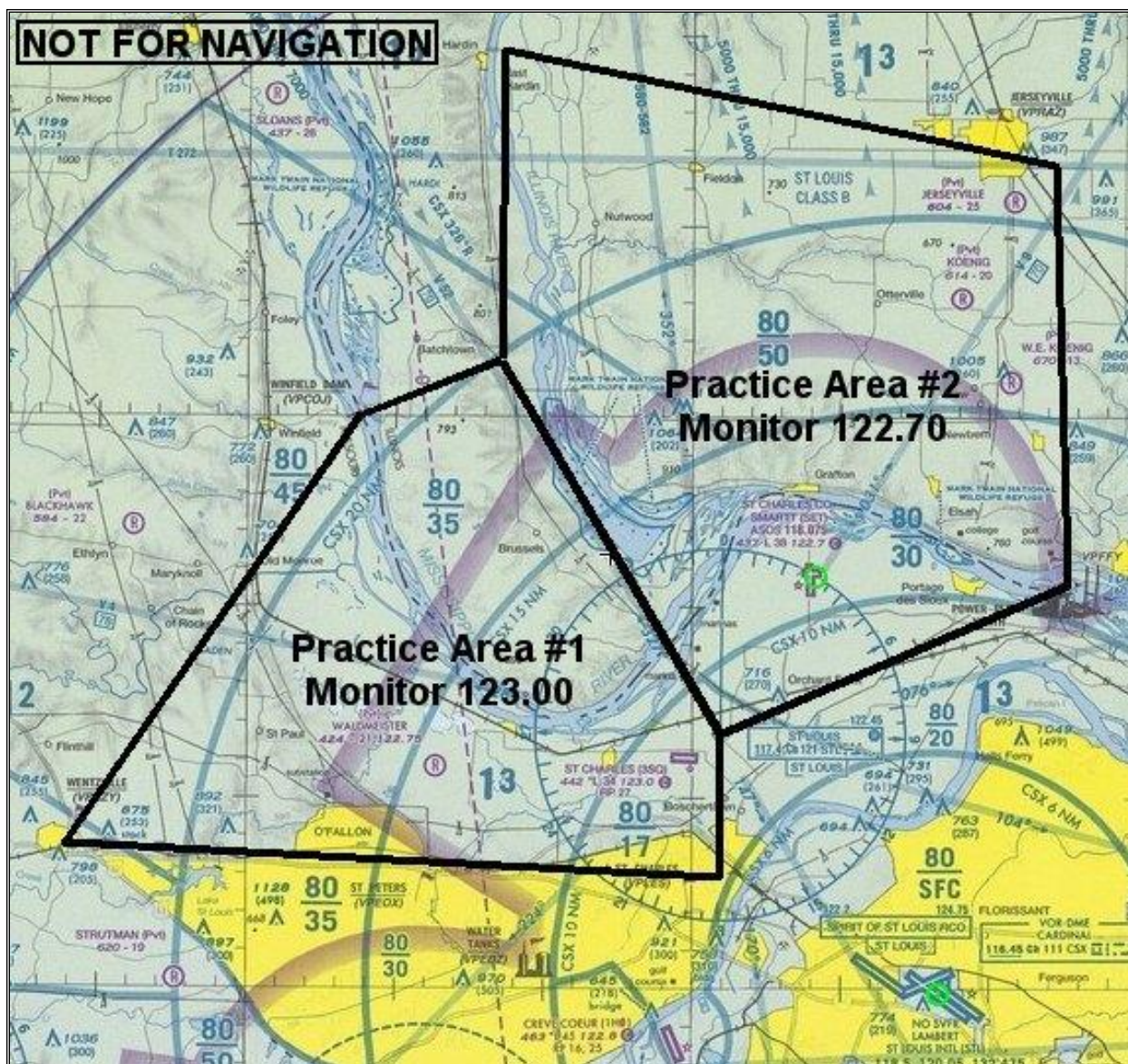




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## DESIGNATED PRACTICE AREAS

Refer to the following diagram for practice area boundaries and monitoring frequencies. Exercise caution and utilize proper scanning techniques at all times as these areas may contain multiple aircraft at any given time. Follow all minimum safe altitude rules and procedures and remain clear of Class B airspace unless specifically authorized by ATC clearance. NOTE: The chart used in this diagram may not be current and therefore should NOT be used for navigation, flight planning or terrain avoidance purposes. Refer to current Sectional and/or Terminal Areas Charts.





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 Portage des Sioux, MO 63373  
 (636) 946-6066 (800) 447-6066

### AIRCRAFT UTILIZATION BY PHASE AS REQUIRED UNDER FAR 141.55

The following aircraft included in our fleet of Part 141 approved airplanes are approved for use in training as noted:

CESSNA 152			
Reg. #	Special Equip.	Course	Stage
N714ZG	None	Private Pilot Certification	All
N757SW	None	Commercial Pilot Certification	1,2,3,4,6
CESSNA 172 Skyhawk			
737HD	GPS	Private Pilot Certificate	All
N4882G	GPS	Commercial Pilot Certification	1,2,3,4,6
N55256	GPS	Instrument Flight Instructor	All
N73855	GPS	Airline Transport Pilot (SEL)	All
N737WQ	GPS		
N6343D	GPS		
N65191	GPS		
CESSNA 182RG Skylane			
N2623C	GPS	Private Pilot Certification	All
		Instrument Airplane	All
		Commercial Pilot Certification	All
		Certified Flight Instructor	All
		Instrument Flight Instructor	All
		Airline Transport Pilot (SEL)	All
BEECHCRAFT BE 76 Duchess			
N6630D	HIS/GPS	MEL Airplane	All
		Instrument Airplane	All
		Commercial Pilot Certification	1,2,3,4,6
		Instrument Flight Instructor	All
		Airline Transport Pilot (SEL)	All
BEECHCRAFT BE-76 Duchess			
N3733D	None	MEL Airplane Certification	All
		Airline Transport Pilot (MEL)	All
		Flight Instructor Certification (MEL)	All



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## **SAFETY PROCEDURES**

### **Weather Minimums**

In General: Any flights to be conducted must be in accordance with the weather minimums and other operational charts provided in this section. Exceptions can be granted on a case by case basis, but such exceptions must be approved by the Chief Flight Instructor. Please refer any questions regarding these and other conditions to your instructor or the Chief Flight Instructor.

Private Pilot Course					
Stage	Type	Visibility	Ceilings	X-Wind	Total Wind
Stage I	Dual Local	3 SM	2,000'	Instructor discretion	
	Solo Local	5 SM	3,000'	8 KTS	15 KTS
Stage II & III	Dual Local	3 SM	2,000'	Instructor discretion	
	Dual Cross Country	5 SM	3,000'	Instructor discretion	
	Solo Local	5 SM	3,000'	8 KTS	15 KTS
	Solo Cross Country	5 SM	5,000'	8 KTS	15 KTS
Commercial/CFI Course					
All Stages	Dual Local	VFR Minimums		Instructor discretion	
	Dual Cross Country	VFR Minimums		Instructor discretion	
	Solo Local	VFR Minimums		25 KTS	Max Dem. for A/C
	Solo Cross Country	3 SM	3,000'	25 KTS	Max Dem. for A/C
Instrument/CFII/ATP Course					
All Stages	Dual	1 SM	Mins + 200'	Instructor discretion	
Multi-Engine Courses					
All Stages	Follow Private, Commercial, Instrument Minimums except for the following:				
	Maneuver	Visibility	Min. Alt.	X-Wind/Total Wind	
	Steep turns	5 SM	3,000' AGL	Instructor discretion	
	Slow Flight/Stalls	5 SM	3,000' AGL		
	Vmc Demo	5 SM	5,000 AGL		





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### **Minimum Altitudes**

<b>Dual Instruction, Single Engine</b>	
Simulated Engine Failures	When not in an airport traffic pattern, simulated engine failures will be terminated at no lower than 500' AGL
Performance maneuvers	No lower than 1500' AGL or per aircraft POH
Stalls	No lower than 3000' AGL
Ground reference maneuvers	No lower than 600' AGL and must be done in an area that, in the event of an engine failure, an emergency landing will not create an undue hazard to persons or property on the ground.
<b>Student Pilot Solo, Single Engine</b>	
Simulated Engine Failures	PROHIBITED
Performance maneuvers	No lower than 2000' AGL
Stalls	No lower than 3000' AGL
Ground reference maneuvers	No lower than 600' AGL and must be done in an area that, in the event of an engine failure, an emergency landing will not create an undue hazard to persons or property on the ground.

### **Collision Avoidance**

All operations shall be conducted in order to minimize the risk of collision both on the ground and in the air. While on the ground, scan for other aircraft and monitor CTAF or Ground to aid in situation awareness of other aircraft. The judicious use of aircraft lights and visual detection techniques shall be implemented. Clearing turns shall be done before the performance of any flight maneuvers other than normal turns, climbs, and descents. Pilots are strongly encouraged to follow the recommended procedures outlined in the AIM regarding both collision avoidance and communication at non-towered airports.

Pilots shall take efforts to maintain a sterile cockpit during high-risk phases of flight. These times include but are not limited to, Taxi, Take-off, Climb, Descent, Traffic Pattern Operations, and Final Approach and Landing phases of flight.

### **Fuel Reserves**

Minimum fuel reserves for any flights in our aircraft is 1 Hour.



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### **Ramp Procedures**

Aircraft will be inspected according to checklist provided by St. Charles Flying Service attached to aircraft clipboard. Visually check fuel, oil must be within 1-1/2 quarts from full mark for local flights and within 1 quart from full mark for cross country flights.

Make sure area is clear around the aircraft before starting (announce CLEAR). Beacon should be on prior to starting engine to alert those in the area. Request radio check prior to taxi. Announce Taxing from ramp to active runway.

### **Fire Precautions**

Make yourself familiar with aircraft manual and checklist for fires while on the ground or in flight.

### **Re-Dispatch Procedures**

In the event of unscheduled landings on or off airport, CALL 1-800-447-6066 (24 Hours)

### **Aircraft Discrepancies**

Aircraft discrepancies are to be recorded on the aircraft discrepancies portion of the tach sheet and given to the dispatcher on duty. If the discrepancy affects the airworthiness of the aircraft the aircraft will be removed from service until corrected. The repair should be properly documented prior to the aircraft being approved for return to service.

### **Securing of Aircraft**

Upon returning to home base, park the aircraft at the fuel pump and install the gust lock. If the fuel pumps are closed, please put the airplane on an open tie down and secure it prior to departing the airport.

If FBO is closed, put tach sheet and clipboard with key in mail box located outside of main office door.



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### **Student Solo Flight Locating**

#### **Solo Flight Locating Form**

Students conducting solo flight in the local practice areas or a cross country flight must fill out a Solo Flight Locating form and give it to Customer Service prior to departure. All pertinent information must be included on this form.

#### **Flight Plans**

All dual and solo cross country flights are required to be on an FAA Flight Plan. Students and/or Instructors must leave a copy of the flight planning form with Customer Service or in the Flight Operations mailbox prior to departure.



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## APPENDIX I - PART 141 SCHOOL CERTIFICATE

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

# Air Agency Certificate

*Number* DFJS167D

*This certificate is issued to*

ST. CHARLES FLYING SERVICE

*whose business address is*

6016 PORTAGE ROAD  
PORTAGE DES SIOUX, MO 63373

*upon finding that its organization complies in all respects  
with the requirements of the Federal Aviation Regulations  
relating to the establishment of an Air Agency, and is  
empowered to operate an approved* PILOT SCHOOL

*with the following ratings:*

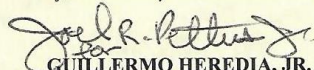
PRIVATE PILOT; COMMERCIAL PILOT  
INSTRUMENT RATING; MULTI-ENGINE RATING  
AIRLINE TRANSPORT PILOT  
FLIGHT INSTRUCTOR  
FLIGHT INSTRUCTOR INSTRUMENT  
FLIGHT INSTRUCTOR MULTI-ENGINE

*This certificate, unless canceled, suspended, or revoked,  
shall continue in effect* JANUARY 31, 2018.

*Date issued:*

JANUARY 25, 2016

*By direction of the Administrator*

  
GUILLERMO HEREDIA, JR.  
MANAGER, STL FSDO

This Certificate is not Transferable, and ANY MAJOR CHANGE IN THE BASIC FACILITIES, OR IN THE LOCATION THEREOF,  
SHALL BE IMMEDIATELY REPORTED TO THE APPROPRIATE REGIONAL OFFICE OF THE FEDERAL AVIATION ADMINISTRATION

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both



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## **APPENDIX II - RECEIPT OF SCHOOL CATALOG**

I, \_\_\_\_\_, have received on this date the St. Charles Flying Service Inc. School Catalog.

Student Signature \_\_\_\_\_

Date \_\_\_\_/\_\_\_\_/\_\_\_\_



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### **APPENDIX III - ENROLLMENT CONTRACT**

This contract is entered into between St. Charles Flying Service Inc., known hereafter as school, and the applicant, known hereafter as the student.

#### **Student Information**

Name	_____	Telephone	_____
Address	_____	Tuition	_____
City, State, Zip Code	_____	Deposit	_____
Course	_____	Course Total Hours	_____
Books and supplies	_____	Enrollment Date	_____
Course Length	_____		

#### **Payment Plans**

☐ Payment in full after each lesson.

☐ Monthly payment due at end of month 30 day net (State Agency only).

☐ Full payment in advance.

*A 10% discount is allowed for any course, which is totally paid in advance. Payment due prior to first class.*

#### **Books and Supplies**

Books and supplies are required to be paid prior to the student starting school.

The amount is \$ \_\_\_\_\_

#### **Graduation and Placement**

Upon satisfactory completion of the course, the school will furnish the student with a diploma indicating the course of study, which has been successfully completed. Although employment is no guaranteed, every effort will be made to help individuals to secure satisfying positions in the area of their training.





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### **Cancellation and Refund Policy**

Refund requests should be submitted in writing by mailing the request to:

St. Charles Flying Service, Inc.  
ATTN: Sandy Madere  
6016 Portage Rd.  
Portage des Sioux, MO 63373

Payment for books and supplies which have been issued to the student is non-refundable.  
Payment for books and supplies which have not been issued to the student is refundable.

#### **Cancellation Prior to Beginning of Classes**

Tuition paid by applicant will be fully refunded if cancellation of this enrollment contract is initiated by the student with three (3) working days (excluding Saturday, Sunday and holidays) of the enrollment date listed on this contract regardless of scheduled starting date.

#### **Withdrawal After Beginning of Classes**

Completion of any portion of a week will be considered a full week for tuition purposes.

If the student withdraws from training, a 10% penalty will be charged to the students that paid in advance and received a 10% discount. The remaining money will be refunded subsequent to the last lesson.

### **Refund Policy for Veterans or Eligible Persons**

A refund of the unused portion of tuition, fees, and other charges will be made to veterans or eligible persons who fail to enter or fail to complete the course as required by Department of Veterans Affairs Regulation, CFR 21.4255.

The refund will be within 10% of an exact pro rate refund.





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The student understands that the school has the right to terminate training for the student at such time the student fails to make a payment on or before the specified payment date, for failure to make satisfactory progress, for failure to attend classes regularly, or for failure to abide by school regulations.

This contract is not binding until accepted by the school.

I the undersigned have read and received a copy of this contract. I further agree to pay my tuition, books, and supply costs as detailed in this contract.

\_\_\_\_/\_\_\_\_/\_\_\_\_  
Date

\_\_\_\_\_  
Student's Signature

\_\_\_\_/\_\_\_\_/\_\_\_\_  
Date

\_\_\_\_\_  
Parent/Guardian's Signature ID if  
student is under 18 years of age

\_\_\_\_/\_\_\_\_/\_\_\_\_  
Date

\_\_\_\_\_  
School Representative



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#### APPENDIX IV - VETERAN STUDENT COURSE INFORMATION

\_\_\_\_/\_\_\_\_/\_\_\_\_  
 Date

\_\_\_\_\_  
 Name of Veteran

\_\_\_\_\_  
 File Number

This veteran has enrolled in the following course: \_\_\_\_\_

We estimate the following hours for completion: \_\_\_\_\_

Hours credited for previous flight time: \_\_\_\_\_

Dual				Solo			
Day	Night	X-C	Inst	Day	Night	X-C	Inst

Hours to be flown: \_\_\_\_\_

Aircraft to be used: \_\_\_\_\_

A/C Type	Hours					Cost
	Dual	Solo	Day	Night	Inst	

Fees: _____	Hours Dual Aircraft _____	\$ _____	\$ _____
_____	Hours Solo Aircraft _____	\$ _____	\$ _____
_____	Hours Ground School _____	\$ _____	\$ _____

Course Total: \$ \_\_\_\_\_

Signed \_\_\_\_\_  
 St. Charles Flying Service Inc.



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### **APPENDIX V - VETERAN STUDENT AGREEMENT**

I, \_\_\_\_\_, am enrolled as a student under the G.I. Bill at St. Charles Flying Service Inc. and do verify that I have read the above rules and will abide by them. I hereby agree to pay for all charges incurred during this course, not to exceed:

\_\_\_\_\_.

Student Signature \_\_\_\_\_

Date \_\_\_\_/\_\_\_\_/\_\_\_\_



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## **APPENDIX VI - TRAINING COURSE OUTLINES**

Private Pilot Certification  
Instrument Airplane  
Commercial Pilot  
Multi-Engine Land Airplane  
Airline Transport Pilot  
Flight Instructor Certification  
Flight Instructor Instrument Certification  
Flight Instructor Multi-Engine Certification



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### **Private Pilot Certification**

This training course outline meets the curriculum requirements for the Private Pilot Certification Course contained in Appendix B of Part 141.

The training syllabus herein contains a separate ground training course and a flight training course which may be enrolled separately or concurrently.

#### **Course Objectives**

The student will obtain the knowledge, skill, and aeronautical experience necessary to meet the Airplane Category and Class requirements.

#### **Course Completion Standards**

The student must demonstrate through written test, flight tests, and appropriate records, that they meet the knowledge, skill, and experience requirements necessary to acquire a Private Pilot Certificate with an airplane category and class rating.

#### **Aircraft**

C152, C172, C172RG, C182RG, Evektor Sport Star, and BE-76 Duchess aircraft may be used for flight training in this course. These aircraft meet the requirements of section 141.39. Radio equipment consists of at least one 720-channel transceiver and at least one VOR navigational receiver. In addition, each airplane is equipped for day and night VFR as specified in section 91.205.

#### **Chief Flight Instructor**

The Chief Flight Instructor for this course meets the requirements for Chief Flight Instructor listed in 141.35a. The Chief Flight Instructor for this course is Nick L. Loftus, 6016 Portage Rd., Portage des Sioux, MO 63373.

#### **Flight Instructors**

Each flight instructor assigned to this course must be a holder of at least a commercial pilot certificate with an airplane category rating and appropriate class rating. In addition, they must be the holder of a flight instructor certificate with an airplane category and appropriate class rating.

#### **Prerequisites for Enrollment**

To be eligible for enrollment in the Private Pilot Certification Course, a person must hold either recreational pilot certificate, a sport pilot certificate or a student pilot certificate before enrolling in the solo flight phase of the private pilot certification course. By the completion of the course that person must be 17 years of age.

Veterans must furnish Certificate of Eligibility Listing St. Charles Flying Service as school being attended. Also provide a Current First or Second Class medical prior to receipt of any flight instruction being covered by the VA.



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## **Instrument Airplane**

This training course outline meets the curriculum requirements for the Instrument Airplane Certification Course contained in Appendix C of Part 141.

The training syllabus herein contains a separate ground training course and a flight training course which may be enrolled separately or concurrently.

### **Course Objectives**

The student will obtain the knowledge, skill, and aeronautical experience necessary to meet the Instrument Airplane Rating requirements.

### **Course Completion Standards**

The student must demonstrate through written test, flight tests, and appropriate records, that they meet the knowledge, skill, and experience requirements necessary to acquire an Instrument Airplane Rating.

### **Aircraft**

C152, C172, C172RG, C182RG, and BE-76 Duchess aircraft may be used for flight training in this course. These aircraft meet the requirements of section 141.39. Radio equipment consists of at least one 720-channel transceiver and at least one VOR navigational receiver. In addition, each airplane is equipped for day and night VFR as specified in section 91.205.

### **Chief Flight Instructor**

The Chief Instructor for this course meets the requirements for Chief Instructor listed in 141.35a. The Chief Instructor for this course is Louis M. Neiderberger, 6016 Portage Rd., Portage des Sioux, MO 63373.

### **Flight Instructors**

Each instructor assigned to this course must be a holder of at least a Commercial Pilot Certificate with an Airplane Category and Class Rating with an Instrument Rating. In addition, they must be the holder of a Flight Instructor Certificate with an airplane category and appropriate class rating.

### **Prerequisites for Enrollment**

To be eligible for enrollment in the Instrument Airplane Certification Course, a person must possess at least a third class medical and hold a Private Pilot Certificate or higher.



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## **Commercial Pilot**

This training course outline meets the curriculum requirements for the Commercial Pilot Certification Course contained in Appendix D of Part 141.

The training syllabus herein contains a separate ground training course and a flight training course which may be enrolled separately or concurrently.

### **Course Objectives**

The student will obtain the knowledge, skill, and aeronautical experience necessary to meet the Commercial Pilot Certification requirements.

### **Course Completion Standards**

The student must demonstrate through written test, flight tests, and appropriate records, that they meet the knowledge, skill, and experience requirements necessary to acquire an Commercial Pilot Certificate with an Airplane Category and Class Rating.

### **Aircraft**

C152, C172, C172RG, C182RG, Evektor Sport Star, and BE-76 aircraft may be used for flight training in this course. These aircraft meet the requirements of section 141.39. Radio equipment consists of at least one 720-channel transceiver and at least one VOR navigational receiver. In addition, each airplane is equipped for day and night VFR as specified in section 91.205.

### **Chief Flight Instructor**

The Chief Flight Instructor for this course meets the requirements for Chief Flight Instructor listed in 141.35a. The Chief Flight Instructor for this course is Louis M. Neiderberger, 6016 Portage Rd., Portage des Sioux, MO 63373.

### **Flight Instructors**

Each flight instructor assigned to this course must be a holder of at least a commercial pilot certificate with an airplane category rating and appropriate class rating. In addition, they must be the holder of a flight instructor certificate with an airplane category and appropriate class rating.

### **Prerequisites for Enrollment**

To be eligible for enrollment in the Commercial Pilot Certification Course, a person must possess at least a third class medical and hold a Private pilot certificate or higher. By completion of the course that person must be 18 years of age.





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### **Multi-Engine Land Airplane**

This training course outline meets the curriculum requirements for the Additional Class Rating Course contained in Appendix I of Part 141.

The training syllabus herein contains a separate ground training course and a flight training course which may be enrolled separately or concurrently

#### **Course Objectives**

The student will obtain the knowledge, skill, and aeronautical experience necessary to meet the Instrument Airplane Certification requirements.

#### **Course Completion Standards**

The student must demonstrate through written test, flight tests, and appropriate records, that they meet the knowledge, skill, and experience requirements necessary to acquire an Additional Multi-Engine Land Airplane Class Rating.

#### **Aircraft**

BE-76 aircraft may be used for flight training in this course. These aircraft meet the requirements of section 141.39. Radio equipment consists of at least one 720-channel transceiver and at least one VOR navigational receiver. In addition, each airplane is equipped for day and night VFR as specified in section 91.205.

#### **Chief Flight Instructor**

The Chief Flight Instructor for this course meets the requirements for Chief Flight Instructor listed in 141.35a. The Chief Flight Instructor for this course is Louis M. Neiderberger, 6016 Portage Rd., Portage des Sioux, MO 63373.

#### **Flight Instructors**

Each flight instructor assigned to this course must be a holder of at least a commercial pilot certificate with an airplane category rating and appropriate class rating. In addition, they must be the holder of a flight instructor certificate with an airplane category and appropriate class rating.

#### **Prerequisites for Enrollment**

To be eligible for enrollment in the Instrument Airplane Certification Course, a person must possess at least a third class medical and hold a Private pilot certificate or higher. By completion of the course that person must be 17 years of age.



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### **Airline Transport Pilot**

This training course outline meets the curriculum requirements for the Airline Transport Pilot Certification Course contained in Appendix E of Part 141.

The training syllabus herein contains a separate ground training course and a flight training course which may be enrolled separately or concurrently.

#### **Course Objectives**

The student will obtain the knowledge, skill, and aeronautical experience necessary to meet the Airline Transport Pilot Certification requirements.

#### **Course Completion Standards**

The student must demonstrate through written test, flight tests, and appropriate records, that they meet the knowledge, skill, and experience requirements necessary to acquire an Airline Transport Pilot Certificate with an Airplane Category and Class Rating.

#### **Aircraft**

BE-76 aircraft may be used for flight training in this course. These aircraft meet the requirements of section 141.39. Radio equipment consists of at least one 720-channel transceiver and at least one VOR navigational receiver. In addition, each airplane is equipped for day and night VFR as specified in section 91.205.

#### **Chief Flight Instructor**

The Chief Flight Instructor for this course meets the requirements for Chief Flight Instructor listed in 141.35a. The Chief Flight Instructor for this course is Louis M. Neiderberger, 6016 Portage Rd., Portage des Sioux, MO 63373.

#### **Flight Instructors**

Each flight instructor assigned to this course must be a holder of at least a commercial pilot certificate with an airplane category rating and appropriate class rating. In addition, they must be the holder of a flight instructor certificate with an airplane category and appropriate class rating.

#### **Prerequisites for Enrollment**

Students must be 23 years of age, read, write, speak & understand the English language and be of good moral character. In addition, they must hold at least a first class medical and a commercial pilot certificate with the appropriate Category and Class Ratings and an Instrument Rating.



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### **Flight Instructor Certification**

This training course outline meets the curriculum requirements for the Flight Instructor Certification Course contained in Appendix F of Part 141.

The training syllabus herein contains a separate ground training course and a flight training course which may be enrolled separately or concurrently.

#### **Course Objectives**

The student will obtain the knowledge, skill, and aeronautical experience necessary to meet the Flight Instructor Certification requirements.

#### **Course Completion Standards**

The student must demonstrate through written test, flight tests, and appropriate records, that they meet the knowledge, skill, and experience requirements necessary to acquire a Flight Instructor Certification.

#### **Aircraft**

C152, C172, C172RG, C182RG, and Evektor Sport Star aircraft may be used for flight training in this course. These aircraft meet the requirements of section 141.39. Radio equipment consists of at least one 720-channel transceiver and at least one VOR navigational receiver. In addition, each airplane is equipped for day and night VFR as specified in section 91.205.

#### **Chief Flight Instructor**

The Chief Flight Instructor for this course meets the requirements for Chief Flight Instructor listed in 141.35a. The Chief Flight Instructor for this course is Louis M. Neiderberger, 6016 Portage Rd., Portage des Sioux, MO 63373.

#### **Flight Instructors**

Each flight instructor or ground instructor assigned to this course must be a holder of at least a Commercial Pilot Certificate with an Airplane Category and Class Rating with an Instrument Rating. In addition, they must be the holder of a Flight Instructor Certificate with an Airplane Category and appropriate class rating, and must have held a Flight Instructor Certificate for at least 24 months and have given at least 200 hours of instruction.

#### **Prerequisites for Enrollment**

To be eligible for enrollment in the Flight Instructor Certification Course, a person must possess at least a third class medical and hold a Commercial Pilot Certificate with an Instrument Rating or an ATP Certificate with the appropriate and Flight Instructor Certificate.



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### **Flight Instructor Instrument Certification**

This training course outline meets the curriculum requirements for the Flight Instructor Instrument Certification Course contained in Appendix G of Part 141.

The training syllabus herein contains a separate ground training course and a flight training course which may be enrolled separately or concurrently.

#### **Course Objectives**

The student will obtain the knowledge, skill, and aeronautical experience necessary to meet the Flight Instructor Instrument Certification requirements.

#### **Course Completion Standards**

The student must demonstrate through written test, flight tests, and appropriate records, that they meet the knowledge, skill, and experience requirements necessary to acquire a Flight Instructor Instrument Certification.

#### **Aircraft**

C152, C172, C172RG, C182RG, and BE-76 aircraft may be used for flight training in this course. These aircraft meet the requirements of section 141.39. Radio equipment consists of at least one 720-channel transceiver and at least one VOR navigational receiver. In addition, each airplane is equipped for day and night VFR & IFR as specified in section 91.205.

#### **Chief Flight Instructor**

The Chief Flight Instructor for this course meets the requirements for Chief Flight Instructor listed in 141.35a. The Chief Flight Instructor for this course is Louis M. Neiderberger, 6016 Portage Rd., Portage des Sioux, MO 63373.

#### **Flight Instructors**

Each flight instructor or ground instructor assigned to this course must be a holder of at least a Commercial Pilot Certificate with an Airplane Category and Class Rating with an Instrument Rating. In addition, they must be the holder of a Flight Instructor Certificate with an Airplane Category and appropriate Class rating and an Instrument Airplane Rating.

#### **Prerequisites for Enrollment**

To be eligible for enrollment in the Flight Instructor Certification Course, a person must possess at least a third class medical and hold a Commercial Pilot Certificate with an Instrument Rating or an ATP Certificate and also hold a Flight Instructor Certificate with an Airplane Category and Single and/or Multi-Engine Class Ratings.



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### **Flight Instructor Multi-Engine Certification**

This training course outline meets the curriculum requirements for the Flight Instructor Multi-Engine Certification Course contained in Appendix F of Part 141.

The training syllabus herein contains a separate ground training course and a flight training course which may be enrolled separately or concurrently.

#### **Course Objectives**

The student will obtain the knowledge, skill, and aeronautical experience necessary to meet the Flight Instructor Multi-Engine Certification requirements.

#### **Course Completion Standards**

The student must demonstrate through written test, flight tests, and appropriate records, that they meet the knowledge, skill, and experience requirements necessary to acquire a Flight Instructor Multi-Engine Certification.

#### **Aircraft**

BE-76 aircraft may be used for flight training in this course. These aircraft meet the requirements of section 141.39. Radio equipment consists of at least one 720-channel transceiver and at least one VOR navigational receiver. In addition, each airplane is equipped for day and night VFR & IFR as specified in section 91.205.

#### **Chief Flight Instructor**

The Chief Flight Instructor for this course meets the requirements for Chief Flight Instructor listed in 141.35a. The Chief Flight Instructor for this course is Louis M. Neiderberger, 6016 Portage Rd., Portage des Sioux, MO 63373.

#### **Flight Instructors**

Each flight instructor or ground instructor assigned to this course must be a holder of at least a Commercial Pilot Certificate with an appropriate Airplane Category and Class Rating with an Instrument Rating. In addition, they must be the holder of a Flight Instructor Certificate with an Airplane Category and appropriate Class rating and an Instrument Airplane Rating. If student is using Multi-Engine Instructor as their initial Instructor Rating, the Instructor must have held a Flight Instructor Certificate for at least 24 months and have given at least 200 hrs. of instruction.

#### **Prerequisites for Enrollment**

To be eligible for enrollment in the Flight Instructor Multi-Engine Certification Course, a person must possess at least a third class medical and hold at least a Commercial Pilot Certificate with an Instrument Rating and also hold a Flight Instructor Certificate with an Airplane Category and Single-Engine Class Ratings. The applicant must have at least 15 hrs. of PIC in multi-engine land airplanes at the completion of the course.