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Re: Pilot Recertification

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Ladies and Gentlemen:

This is a GENERAL guide for the path of Pilot License recertification. As with all things in life and aviation, every situation is different and we've got to be flexible to accommodate weather, equipment, and other people's schedules.

Knowledge Tests

You can begin the path to recertification by completing your written tests. You do NOT have to wait until your revocation period is over or you have your medical to do this. FAA Knowledge Tests are valid for two years after you take them, so you may begin soon. What seems to work good for many folks is to buy the Gleim Study Guides from a local pilot shop, Sporty's, or any number of other outlets. You will need to take the Private Pilot Airplane, Instrument Airplane, Commercial Pilot Airplane, and Airline Transport Pilot Airplane. Please note that there are two ATP tests- part 121 and part 135. They are basically the same test, with the only difference being the weight and balance portion. The part 135 will perhaps be the easier of the two, but you'll have to make your own decision. EITHER TEST will be valid for your ATP Checkride. If you can't find a CFI to sign you off for your writtens, let me know and I can do it.

I suggest that you prepare to take your Private and Commercial knowledge tests at the about the same time. That is because the aerodynamics, airspace, and other sections are basically the same. The only difference is the FARs governing Private vs. Commercial Pilots. After completing those, you can then take your Instrument Airplane and ATP tests at about the same time. They also are similar, though not as close as the others.

Logbooks

The flying time you have previously flown still counts for your ratings. You will not have to fly 40 hrs. to get your Private Pilot License. You will have to prove you have the flying time required for each license or rating. To do that, you'll need to bring your logbooks- **ALL OF THEM**. If you can't find all of them, call me and we'll discuss alternate means. I know many haven't been keeping their logbooks up to date, but they need to be as current as possible so we have an accurate record to date.

Your flight training here and each checkride will be recorded in your current logbook, not a brand new one you bought just for this occasion.

Flight Training

FARs require you to fly a minimum of three hours in preparation for each checkride, more if needed to become proficient for the checkride. I don't recall anyone going over five hours in prep for any one checkride. To do Private, Instrument, and Commercial Single Engine Land will require nine hours of flight training. Each checkride takes about 1.5 hrs flight time, so the minimum aircraft rent will be 13.5 hours. With a fairly current student, no aircraft issues, and perfect weather, the CFI can prepare you in about four days for those three checkrides. I always recommend you allow at least one more day for contingencies such as weather, airplane problems, or if you're not as current as you think. In the winter time, weather will become an issue.

If your carrier requires you to also have your Multi Engine Land Rating, that will be another three hours of training, and checkride. Check with your HIMS Chair/ Union/ Company to verify if you'll be required to have it, and if they require an ATP or just Commercial.

We have used two different FBOs for our training, or rather one FBO and one Flying Club. Both have done a good job accommodating us and provide excellent training. I have a good working relationship with both, and have no preference which one you chose. It is a matter of your personal choice.

Single Engine:

Green Castle Aero Club, Iowa City, Iowa

www.greencastle-aeroclub.com

CFI: Terry Koehn (keen)

319-530-7049

Aircraft used: Cessna 150, Cessna 172, Piper Cherokee 180, and Piper Arrow.

20 minute drive from Cedar Rapids, Iowa airport (closest airline airport); college town: many hotels, restaurants, and meetings to choose from.

Please note: In order to use Green Castle, you'll have to join the club (\$150), but the rental rates are less so you'll have to decide for yourself which makes sense for you.

Single and Multi Engine Training:

Classic Aviation, Pella, Iowa

www.flyclassicaviation.com

641-628-9393

CFI: Kendal Arkema

Owner: Shane Vande Voort

Aircraft used: Cessna 172, Beechcraft Bonanza, Beechcraft Duchess

1 1/4 hour drive from Iowa City. Pella is also a 45 minute drive to

Des Moines Airport. Pella is a very nice clean town, has a couple nice motels, and restaurants.

If your CFI was expired at the time of your revocation, it likely was not revoked. Should that be the case, it would only require a checkride (no written tests) in a single engine fixed gear airplane to reinstate all your CFI ratings. Should you be interested, this might be a good time since you'll be proficient in SELs again and it might not take much more to regain instructing proficiency.

Checkrides:

The FAA says I can do no more than two checkrides a day, so we typically do Private and Instrument the first day, Commercial and Multi Engine the next day. If you choose to do the single engine training at Green Castle, please note you'll have to coordinate with two different CFIs in two different towns.

This process is intense and draining. Take care of and pace yourself.

Must Do:

*Find logbooks, **get them up to date**, and **bring all with you**.

Important Find date and number of your last Pilot Certificate. Make a copy before you send them to the FAA. **If you don't know the number and date, call FAA Airman Records 405-954-3205. Don't come without it.**

*Study airspace. Military pilots or "well experienced" airline pilots haven't thought about it for a while.

*Bring current Sectional, Low Altitude, and Approach Charts for Iowa when you come.

*Ask questions! If you have any questions or concerns before or during training, call/ email. We'll try to make this as smooth and painless as possible, but you've got to communicate what you need, and how we can help you.

When you're getting close to the time you plan on coming (I suggest 3 wks prior), call the CFIs and me, and let us know so we can start coordinating schedules. It generally works best to find out my days off, and then work backwards. The CFI will be blocking out most of an entire week JUST FOR YOU, so you've got to give them some notice so they can plan their life and for their regular students. I am a line pilot that usually has three days off in a row and also do union work, so I need to have an idea what is going on. We will plan on beginning your checkrides my first day home, finishing on the second day, so as to have one more day for contingencies.

If you have any other questions, call. We look forward to having a small part in your return to work.



Richard Wilkening