

I have read Mirelle's blog. Wow, she does have a bee in her bonnet. I find her comments regarding IFR training to be quite challenging. For some reason, known best to herself, she chose to blame Camil) for problems. If this was a training exercise for George (C-FOET PIC) to gain his IF Rating then he needed to approach it seriously and prepare thoroughly before the flight. That is best done the night before so that he can "sleep on" the preparation.

If he was preparing for a Commercial Certificate as well he would have a good appreciation of weather. The duty of an instructor at that level is to prepare the student for the real world of making money in aviation. That means being able to fly at short notice and make adjustments to the route and meet weather conditions as they come along. It means being prepared not wasting time at the point of departure.

I personally waited at Winnipeg for my charts. I really had no flight planning information before the flight. I was told by the operator that the Arrow was a 140 kt airplane. I used a rule of thumb of 120kts in all conditions which worked out pretty well. I was extremely tired at Russell so have a minimum of time to flight plan but used some of the waiting time in the morning. That's what a commercial pilot does. This is what Mireille needed to be teaching George.

Mirelle is making excuses for her own shortcomings. This is my opinion from a brief observation of the 2 female instructors (Nicole, another IFR Flight instructor who was requested by her IFR student to return home...)

When I organise a Safari I do all the flight planning which is a guide as most pilots want to do all their own planning but I give them a route with tracks and distances. It does give them a guide.

Regarding departure times, you (Camil) correctly had them grouped by speed however the slower planes were also the slowest people to move on the ground. It is necessary to give an individual briefing to those pilots who were too slow to depart. In other words; tell them to "get their finger out" and be prepared by a definite time in the morning.

Ha ha. We were delayed most mornings by weather so how could a well prepared instructor and a well briefed student be LATE for a delayed take-off?

Jenny Helen and I had a ball. The AirBoss gave us the freedom to plan to CYQH up "The Trench". That left Helen breathless; she is in total awe of the beauty we saw.

Regarding delays, I was delayed with a faulty hydraulic pump at Chicoutimi and with a 50h engine check at Digby. What is Mirelle talking about?

Regards,
Mike, Jenny & Helen XXX