



# RWR Pilot Training



## Malibu - Mirage - Meridian

*Insurance Approved, Type Specific Training Programs  
Designed to Make Your Flying Safe and Enjoyable  
Provided When and Where You Choose*

### I'm Glad You Asked

#### *Why did I get the ILS when the field was VMC?*

By Dick Rochfort, ATP, MCFI, CFII, MEI

**QUESTION** - I wonder why I had to fly the ILS for RWY 4 if it were MVFR; KLEX was reporting 1500 and 10 miles. At 2200 feet MSL, 3 miles to the left of the airport I was IMC and reported so when the tower asked me if I had the field. He then had me fly back up to 3200 and gave me vectors to Bridl, the IAF for the ILS 22.

**ANSWER** - The controller can only offer the visual approach if 1- the visibility is better than 3 miles and the ceiling is above the minimum vectoring altitude and 2- if you have the airport or the aircraft in front of you in sight. You always have the option of requesting the vectors to final or the full approach no matter how good the weather is.

If you say you don't have the airport in sight, the reported weather doesn't matter. He has no choice but to vector you to the final approach course unless you ask for the contact approach. He is not allowed to offer you the contact approach, you must ask, and in order to ask for it you must have 1 mile clear of clouds and reasonably sure to stay that way to the ground. The airport of intended landing must also have at least 1 instrument approach of some type and you may not get VFR and go elsewhere. You must land from the approach. You are on your own for obstacle clearance and missed approach procedure.

It is always wise to have the approach loaded and ready for the runway of intended landing, no matter how "good" the weather is. Then, if conditions permit, ask for the contact approach and fly your own vectors to final and fly the approach to whatever minimums you feel are safe. This scenario plays out frequently in the early morning and evening as the temperature changes more rapidly and conditions change as well.

I hope this information is helpful.

Fly Safely – Train Often

Dick Rochfort, ATP, MCFI, CFII, MEI

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*"I'm Glad You Asked" is a regular column written by Master Flight Instructor Dick Rochfort. Dick answers questions which come up frequently while conducting training in the Malibu, Mirage and Meridian aircraft. If you have a question for Dick, you can send it to him at [mail@rwrpilottraining.com](mailto:mail@rwrpilottraining.com). He'll be ... "glad you asked".*

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## Biography

### Richard W Rochfort



A former corporate pilot and primary flight instructor, Dick is a full-time Master Certified Flight Instructor providing insurance approved initial and recurrent pilot training in the Piper PA46 Malibu, Mirage, and Meridian aircraft. He is currently flying over 450 hours per year and trains 60-80 pilots every year exclusively in these aircraft.

He holds multi-engine ATP and Gold Seal Flight Instructor Certificates with CFII, MEI and CE-525S ratings. He has been actively involved in flight training since 1991 and has trained pilots all over the US, Canada and Europe.

Dick is an Aviation Safety Counselor for the FAA Baltimore FSDO, a National Industry Member of the FAA Safety Team (FAAST) and has conducted hundreds of programs for the pilot community. He is an instructor for the M/MOPA Safety and Training Foundation and The National Association of Flight Instructors has designated him Master CFI. Less than 1% of all flight instructors have earned this designation.

Dick served as a Staff Sergeant E6 in the US Army Special Forces from 1970 until 1976 as an A team radio operator, training indigenous personnel in field communications. He worked from 1976 until 1991 as an industrial engineer training manufacturing personnel for the production of communication and navigation equipment for US military.

His education includes undergraduate degrees in Clinical Psychology and Engineering and a Masters Degree in Business Administration. Dick lives in Baltimore, Maryland with his wife and two daughters. He is a PADI Certified Scuba Diving Instructor, First Aid Instructor and an Eagle Scout.

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