

# STEPS to arrange your “Backcountry Training Tour”

1. **If not yet “type”-trained (familiar & proficient) in a High-performance Tailwheel Kitfox, and Tailwheel Endorsed.**

Then please plan (3) days of training before we can safely venture into the Backcountry. A level of comfort in the Kitfox is required before the operations at relatively low-level, with often cost proximity to terrain, with confined traffic patterns, over tall obstacles, to precision (spot) landings on short, narrow, sloped airstrips, with limited go-around options.

2. **We need your preference for day (date) do you want to start?**

Once your Training Window dates has been coordinated with your preference and our availability - we courtesy hold the dates in reserve from other clients - for 7 days - awaiting you deposit, signed “Contract for Services”, and you answers to our questions of preference below.

**Only then, will we start arranging the Wilderness Lodge logistics.**

Please arrange your airlines (or car arrival) to arrive the day before - so we can start @ 07:00.

3. **We need your preference for the number of nights you prefer in the Backcountry - this may be based on desire, your availability, and budget.**

Planning (3) days for the Kitfox familiarization and Tailwheel (endorsement) training...Your Backcountry training would start on our Day 4 with you.

4. **We need your preference for the Wilderness lodges you prefer.**

(Our web site “Backcountry Training Tour’ page lists most of the Wilderness Lodges - with links to their respective web sites).

Our suggestions of lodges - is directly related to the answer in #3 (above). We suggest and arrange lodges in a loop through the Backcountry of several states - the size of the loop is determined by the number of days in the Backcountry AND the number of nights in each lodge.

5. **We need your preference for the number of nights at each of the lodges you’d like to experience.**

If you want (1) night at each Lodge - training on the airstrips between each lodge. (This is the most efficient for the amount of flight time)

OR, 2 or more nights at a lodge (using it as a base camp - for training in different cardinal directions each day). (Less efficient, but more relaxing not having to un-pack & pack each day - with sleep-in opportunities)

The number of lodges and the number of nights determines the answer to #6.

Lodges have a short season (Memorial Day to October 15). Popularity has increase exponentially, requiring more advanced planning each year.

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We will make the Lodge availability inquiries, and then pay their required (NON-refundable, yet moveable within their season) deposits (typically 50-100%). Then, we invoice you for the reimbursement of the Lodge deposits. The lodge balances can be paid on-site with a credit card. Some lodges offer us a quantity discount - we always just pass through onto you.

**6. We need your preference, if you prefer to share a cabin, or have your own space.**

If training with a wing man - a friend, a partner, or a family member?

Some lodges - charge by the person, some charge by the cabin. Typically less cost, by sharing a cabin.

Instructors will have separate lodging, but not always cabins (less expensive lodge rooms or wall tents reserved for staff). Exception for instructors sharing is when a lodge has limited space for our clients, then they share to make space for you.

**7. We need your preference for the last day (date) of training.**

The last day of training is determined by the answer to #3, and the last lodge in number #5. Typically we still train from the last lodge on our way out of the Backcountry. We are usually back at our base by 15:00 (unless we stop for lunch). Plan hour drive to the airline terminal, returning the rental car, checking a bag, and TSA line - and you could catch a 17:00 flight homeward - or go the next AM.

**8. We need your preference on which Flight School Kitfox (Configuration - Engine, Prop, Panel).**

We have (3) configurations to choose from - please refer to Web Site “About” page - “Our Fleet”

Kitfox builders typically prefer the configuration they have built. Most Backcountry Training is requested in the STi, yet all our Kitfox’s out-perform most other aircraft in the Backcountry.

**9. Please review our web site "Tailwheel Endorsement" AND "Trip Planning" pages**

There is an abundance of information there that will help guide and prepare your for the training and the logistics of your visit. We recommend hotels and restaurants because of 11 years of feedback from our clients on what works, and they enjoy.

With your preferences, we are happy to arrange and coordinate all the logistics for your “Backcountry Training Tour” as your experience and lodge availability allows.

We are confident you will enjoy the experience and the Kitfox - the Backcountry environment the Kitfox was specifically designed for