

STEPS to arrange your “*Backcountry Training Tour*”

1. If not yet Tailwheel endorsed and tailwheel current?

We have partnered with a Tailwheel-only flight school in the San Francisco Bay Area (PAO) - "Next Level Tailwheel" - for “primary” (student-pilot) tailwheel training, tailwheel endorsement training, and Kitfox-specific “Type” training.

NextLevelTailwheel.com

Their great instructors will prepare you with backcountry skills BEFORE arriving Stick & Rudder Aviation for our multi-day, Wilderness Lodge overnight, “*Backcountry Training Tours*”.

May through October - Idaho backcountry training can be scheduled to immediately follow your California “Type” training.

(Only 1.5 hours away non-stop United airline from SFO to BOI).

Please realize...A level of comfort in the Kitfox is required before the operations at relatively low-level, with often in close 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) 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 “training pilots” - for 7 business days - awaiting your deposit, signed “Contract for Services” (see web site), and your answers to our questions of preferences below.

Once we receive your mailing, we start inquiring with the Wilderness Lodges for their availability.

Please arrange your airlines (or car arrival) to arrive the day before - so we can start in the AM to minimize the heat of the day and turbulence.

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- 3. We need your preference for the length of training you prefer - this may be based on desire, your availability, and budget.**

Once Tailwheel endorsed & tailwheel current in any type of tailwheel airplane - we can offer your Kitfox “Type” training. Plan a full day of training, at a minimum, that will include our preparatory Kitfox flight characteristic and Backcountry procedural ground schooling + the flight training + your questions on your piloting techniques and build options.

If already “Type” trained through Next Level Tailwheel flight school - we still ask for a few hours, the day BEFORE we venture into the Backcountry, to become familiar with our flight school Kitfox and instructor style & philosophy.

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

(Our web site “Backcountry Training Tour” page lists the Wilderness Lodges we recommend - with links to their respective web sites).

We suggest and arrange lodges in a loop through the Backcountry of Idaho & Oregon - 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.**

Please realize, most Wilderness lodges prefer or require a 2 night minimum, but there are exceptions for our flight school.

If you want (1) night at each Lodge - training on the airstrips between each lodge each day

OR,

2 or more nights at a lodge (as a base camp - training in different cardinal directions each day). Often more relaxing not having to un-pack & pack each day - with sleep-in opportunities.

Lodges have a short season (Memorial Day to about the end of the 1st week in October). Popularity has increase exponentially, requiring more advanced planning each year (often fully booked by Christmas the previous year).

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We will make the Lodge availability inquiries, and then pay their required reservation (typically 100%). Based on their short season, small carrying capacity, and the flying-in of provisions - reservations are NON-refundable, yet moveable if available, within their season. Then, we invoice you for the reimbursement of the Lodge payments (which includes meals).

- 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 a cabin (less expensive lodge rooms or wall tents if available). An exception for instructors sharing is when a lodge has limited space for us.

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

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 an a 1.5 hour time frame to drive to the airline terminal, returning the rental car, checking a bag, and TSA line - Therefore you could catch a 17:00 flight homeward - or go the next AM.

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

We have (2) Kitfox versions (configurations) to choose from - please refer to Web Site “About” page - “Our Fleet”
Kitfox builders typically prefer the configuration they have built. Your insurance carrier may be very specific on training in the exact.
Most Backcountry Training is requested in the STi, yet all our Kitfox’s out-perform most other aircraft in the Backcountry.

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9. Please review our web site "Trip Planning" pages

There is an abundance of information there that will help guide and prepare you for the training and the logistics of your visit. We recommend hotels and restaurants because of 15 years of feedback from our training pilots on what works, and they enjoy.

Please offer your method of arrival - your arrival & departure date & time - and your hotel.

Based on the unforeseen weather, sickness, and maintenance - we always suggest refundable travel and hotel reservations.

With your preferences and availabilities we are happy to choreograph all the logistics for your “*Backcountry Training Tour*”.

We are confident you will enjoy the education, experience, and fun - in the environment the Kitfox was specifically designed for - the Backcountry.