

FAR 61.56(c) requires that the **Flight Review** be conducted in AN aircraft for which the pilot is rated, not EVERY aircraft for which the pilot is rated.

– i.e. you can do it in the most cost effective machine you are rated on.

FAR 61.57(c) In contrast to the flight review, an **IPC** needs to be done for each “category” (i.e. Airplane or Helicopter etc.) of aircraft.

– So in the multi/single airplane situation, only one IPC is required since those are “classes” not categories

Best of both worlds when coming for a Flight Review/IPC combo is to do some multi IF refresher in the SIM (Multi) and then do a Flight Review/IPC flight (2-2.5hours) in a C182. – (The cheaper C172 works out actually more expensive in the end, as it takes longer to climb in to the radar controlled airspace and a longer cruise to route to the instrument equipped airport etc.)