

There is a double standard that many within the ranks of Flight Instructors feel needs revised. Compare the priviledges of a Certificated Instrument Instructor who solicits unqualified and uninformed persons from the community to fly in inclement weather for "training purposes" that may have less than 260 hours of flight experience with a Commercial pilot that has an Instrument rating and may have up to 1199 hours of experience yet is legally unable to carry passengers that have been solicited from the community in the clouds. Where is the rational for this reasoning that allows a less experienced pilot to take persons into foul weather while a more capable pilot with nearly four times as much experience is unable to do so unless qualifed under Part 135 at the 1200 hour mark?