

CFI Bootcamp

Flight Instructor Training

Time and Money

Picking a Flight School

How to Spot the “Red Flags”

Things to Ask Yourself BEFORE Shopping for a Flight School

- What is my purpose after training is done?
- What are the running costs after I finish? – Staying Current
- I'm a a slow learner?
- How do I learn something new the best?



Things to Ask Yourself BEFORE Shopping for a Flight School

- What is my budget?
- How much time/days per week can I commit to this?
- What do I need to get/do before starting training?
- Do I have a good reason to choose a Part 141 school?



Key Facts to Know BEFORE going to a school

- Average completion times are around 72 hours
- For every hour of flight instruction, you need 0.5 ground
- You need to buy a headset, iPad, ForeFlight and an online course



Key Facts to Know BEFORE going to a school

- Expect to spend around \$14 - \$18K
- Consider buying a two place airplane
- Written test and examiners fees will be around \$900 total
- There is more to know than there is to learn to fly
- Expect a considerable investment in time to study/understand



Key Facts to Know BEFORE going to a school

- Written test scores – FAA knowledge tests aren't a good reflection of what you know
- What you want and are willing to pay for aren't the same and are probably impossible – Most experienced CFI, low hourly rate
- Find a school with more than one of the same make and model
- The oldest and cheapest airplanes break the most - Delays



The BIG “Red Flags”

- Requiring large prepayments/deposits
- Long completion times – delays in checkrides
- Airplanes down for long periods of time
- Students show low morale



The BIG “Red Flags”

- High training activity away from campus at non-towered airports
- Rates that are substantially lower than other schools – same area
- Unclean airplanes – Grease marks on the cowling etc.
- Understaffing issues – High turnover



Problems

- Foreign students self-paying – Need 141 and M1 Visa
- Foreign students will most likely prepay
- Underfunded students – looking to cut corners
- Students looking for a deal

M1 Visa vs. F1 Visa

Criteria	M1 Visa	F1 Visa
Type of Study	Vocational/Technical Programs	Academic Studies (colleges/universities)
Work Opportunities	Limited (on-campus only, no off-campus)	On-campus, CPT, and OPT options
Program Duration	Fixed and usually shorter	Varies (from 4-2 years)
Post-Completion Work	Limited Optional Practical Training (OPT)	OPT and H1B transition possible VISABEYOND.COM



Solutions

- Pay as you go
- Small 10 hours or less block rate deals on planes are ok
- Pay with a credit card – Not a debit card – Recourse
- Finish a course as quickly as you can



Solutions

- Sit in the lobby on a busy day – Observe the mood/conversations
- Talk with other students but not within earshot of school staff
- Determine completion times
- Talk to DPEs in the area



Questions to Ask

- How many of these have you done?
- How long is a typical lesson – How much is that?
- Can I pay with a credit card?
- What ground training can I do on my own?



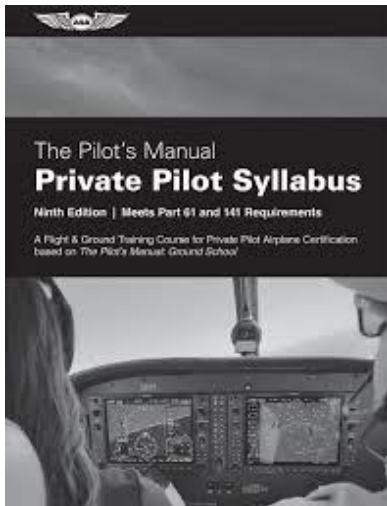
Questions to Ask

- What is the cancellation policy for a lesson?
- How long in advance can I book you and the airplane?
- What happens if we can't fly due to weather/maintenance?
- Do you/the school have a flight training device (Sim)?
- Do you use the sim for private pilot training?



Questions to Ask

- What are your plans regarding working here?
- Is there a chief pilot or owner?
- What syllabus are you using for this?
- How long does a typical preflight and post flight briefing take?
- What is your relationship with the DPE that will do my test?



From Us to You!

Preflight Briefings

Teach Brief - Fly
"A complete system to teach flying using either a Part 141 or 61 Syllabus."
Second Edition

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Everything you need for a Ground or Flight Lesson in One Place.
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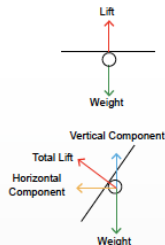
[Teach Brief-Fly!](#)

CFI Bootcamp
Flight Instructor Training

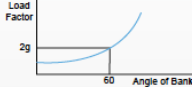
From Us to You!

Steep Turns

1. Clear the airspace and identify emergency landing areas.
2. Adjust the throttle to 2100 RPM - 90 KIAS.
3. Altitude no lower than 1500 feet AGL.
4. Identify a reference point in front of the aircraft and note the heading.
5. Roll into a 45 - 50 degree bank turn - Stop adverse yaw with rudder.
6. Maintain bank, altitude, and airspeed.
7. Elevator maintains altitude, throttle maintains airspeed, aileron - angle of bank.
8. Remain coordinated.
9. Begin the roll out 25 degrees before the 360 degree point - Stop adverse yaw.
10. Level the wings on the entry heading.
11. Reduce elevator to maintain altitude and decrease throttle for air-speed.
12. Roll into a 45 - 50 - degree bank turn in the opposite direction.
13. Repeat maneuver in the opposite direction.



The diagram illustrates the forces in a steep turn. A vertical axis shows Lift (up) and Weight (down). A horizontal axis shows the Total Lift vector, which is composed of a Vertical Component (opposing weight) and a Horizontal Component (providing centripetal force). The angle of bank is shown between the vertical and the Total Lift vector.

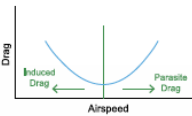


The graph shows Load Factor on the y-axis and Angle of Bank on the x-axis. A curve starts at 1g for 0 degrees and rises to 2g at 60 degrees.

[Teach Brief-Fly!](#)

Slow Flight

1. Clear the area.
2. Reduce the throttle to 1500 RPM.
3. Maintain altitude with elevator back-pressure as the airspeed slows.
4. Lower the flaps to full in stages. 10 degrees below 110, the rest below V_{FE} .
5. Anticipate elevator pressure changes.
6. Slow to 50 KIAS, and apply throttle as necessary to maintain altitude.
7. Use elevator to maintain airspeed.
8. Apply rudder to keep the to maintain heading. Keep the wings level with ailerons.
9. Perform a level 90 degree turn to the left. Additional throttle will be required to maintain altitude.
10. Perform a level 90 degree turn to the right.
11. Return to straight and level flight at cruise speed by applying full power first.
12. As the airspeed increases, retract the flaps in stages while maintaining altitude.
13. When the airspeed is 90 KIAS reduce throttle to 2100 RPM and trim.



The graph shows Drag on the y-axis and Airspeed on the x-axis. Induced Drag is a curve that decreases as airspeed increases. Parasite Drag is a straight line that increases with airspeed.

LR Equation

$$L/R = \frac{\rho V^4 S C_L}{2}$$

Variables we can control

$$L/R = V^4 AOA$$

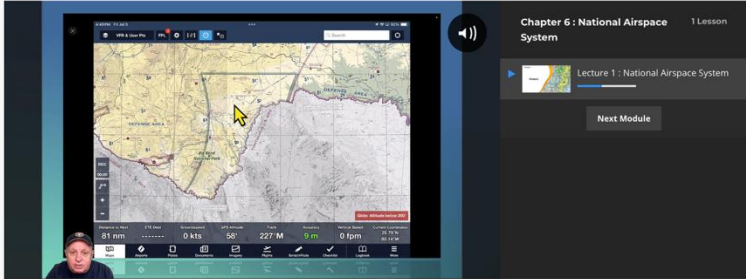
Left Turning Tendencies

1. Torque
2. P-Factor
3. Slipstream
4. Gyroscopic Precession (depends)

From us to you...

Free Preview of Our Online Course for Initial CFI-A

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The screenshot shows a video player with a map of the United States, a small video feed of the instructor, and a sidebar with course navigation. The sidebar includes a 'Next Module' button and a 'Downloads' section with links to 'National Airspace System' and 'Chapter 12: Workbook Questions'.

[Mark As Complete](#)

Lecture 1 : National Airspace System

[Chapter 6 : National Airspace System](#)

This updated lecture provides an in-depth exploration of the various types of airspace within the National Airspace System. We'll cover controlled and uncontrolled airspace, special use airspace, and airspace classes, focusing on the rules and regulations that pilots must follow to ensure safe operations in each type.

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In Conclusion...

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Power Hour Lesson Outlines

Created Around Hour Long Weekly Live Topic Specific Instructional Training.

Powered by Bootcamp +



How to Make Being a Flight Instructor
a Career

March 8, 2025 at 12:00:00 PM



A look into the products CFI
Bootcamp has to offer

February 22, 2025 at 12:00:00 PM

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