

# CFI Bootcamp

*Flight Instructor Training*

Welcome to the  
**Bootcamp+** Network  
*Pilot Training*

## Today's Bootcamp+ Network Programming

### What's on for Today?



Live Show – 1<sup>st</sup> Hour – Wings Credit

Open Mic – 2<sup>nd</sup> Hour – End

Monitor the Chat – Links/Info

Wings Credit - End of the Live Show

***We are Live at Sun-n-Fun in Lakeland, FL  
from SAFE's Booth in Hangar A***

**CFI Bootcamp**  
Flight Instructor Training

# **CFI Bootcamp**

*Flight Instructor Training*

Multi-Engine

# Checkride Ready - MEI

A Focused Hour on Getting Prepared

## Checkride Ready - MEI

You can do it as your initial CFI

You don't have to have a CFI ASE

You'll be tested on the CFI ACS for Multi-Engine

You will have to do the FOI



## Checkride Ready - MEI

You can do it as an additional rating

Most typical route

Ratings task table in appendix of the CFI ACS for required tasks

Fairly short checkride – Less than 4 hours – No IFR



FAA-S-ACS-25

Flight Instructor for Airplane Category  
Airman Certification Standards

**CFI Bootcamp**  
Flight Instructor Training

# Checkride Ready - MEI

Area of Operation	Flight Instructor Certificate and Rating(s) Held							
	ASE	RH	RG	PL	Glider	IA	IH	IP
I	None	None	None	None	None	None	None	None
II	C,K,P	*	*	*	*	*	*	*
III	None	B	B	B	B	*	*	*
IV	None	None	None	None	None	None	None	None
V	*	*	*	*	*	*	*	*
VI	None	*	None	None	*	*	*	*
VII	*	*	*	*	*	*	*	*
VIII	None	*	*	None	*	*	*	*
IX	A	*	*	A	*	*	*	*
X	*	*	*	*	*	*	*	*
XI	None	*	*	None	*	None	*	None
XII	*	*	*	*	*	*	*	*
XIII	*	*	*	*	*	*	*	*
XIV	None	*	*	*	*	*	*	*

## Checkride Ready - MEI

A task you weren't tested on – Surprise! – AO XIII Task C

Demonstration of Effects of Various Airspeeds and Configurations during Engine Inoperative Performance  
Previously called the Drag Demonstration



FAA-S-ACS-25

Flight Instructor for Airplane Category  
Airman Certification Standards

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## Checkride Ready - MEI

### Purpose of this task

Demo the airplanes Vyse speed results in the max rate of climb when clean and achieving zero sideslip

**Task C. Demonstration of Effects of Various Airspeeds and Configurations during Engine Inoperative Performance (AMEL and AMES)**

*References: FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-9, FAA-H-8083-25; FAA-P-8740-66; POH/AFM*

**Objective:** To determine the applicant understands the effects of various airspeeds and configurations during engine inoperative performance, can apply that knowledge, manage associated risks, demonstrate appropriate skills, and provide effective instruction.

**Note:** See Appendix 2: Safety of Flight and Appendix 3: Aircraft, Equipment, and Operational Requirements & Limitations for information related to this Task.

# Checkride Ready - MEI

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<b>Skills:</b>	The applicant demonstrates and simultaneously explains how to:
<i>AI.XIII.C.S1</i>	Demonstrate, describe, and explain effects of various airspeeds and configurations during engine inoperative performance.
<i>AI.XIII.C.S2</i>	Demonstrate smooth control inputs when transitioning between various airspeeds and configurations, which include:
<i>AI.XIII.C.S2a</i>	a. Landing gear extended
<i>AI.XIII.C.S2b</i>	b. Wing flaps extended
<i>AI.XIII.C.S2c</i>	c. Landing gear and wing flaps extended
<i>AI.XIII.C.S2d</i>	d. Windmilling propeller on the inoperative engine
<i>AI.XIII.C.S3</i>	Maintain appropriate airspeed, attitude, and altitude combinations for the various configurations.
<i>AI.XIII.C.S4</i>	Return to normal cruise flight at the altitude and heading specified by the evaluator.
<i>AI.XIII.C.S5</i>	Analyze and correct common errors related to this Task.

## Checkride Ready - MEI

### MEI Specific Training

Feathering and Securing

Restarting after feathering

Failing engines

## Checkride Ready - MEI

### MEI Specific Training

Failing an engine prior to  $\frac{1}{2}$  Vmc on takeoff

Vmc demonstration

Light twin performance considerations

## Checkride Ready - MEI

### Feathering and securing

Not below 3000 AGL with a Suitable Airport Nearby  
Limit the time of shutdown – Be good to the engine



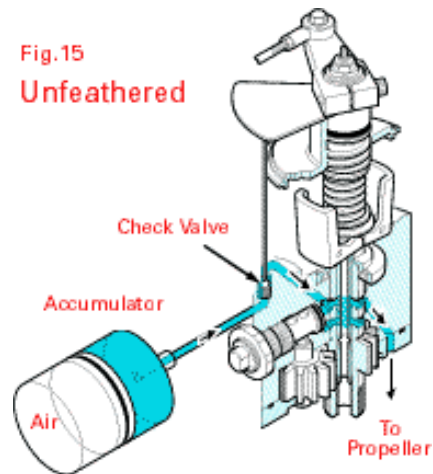
## Checkride Ready - MEI

### Restarting after feathering

Unfeathering accumulators? – one time use – don't be slow

Limit the time of shutdown – Be good to the engine

Restarting by the starter – Hot start



## Checkride Ready - MEI

Restarting after feathering

As the engine catches adjust prop levels to avoid overspeed  
If unable to restart - emergency



## Checkride Ready - MEI

### Failing Engines

Mixtures above 3000 AGL – Below by throttle

Fuel selectors above 3000 AGL

Slowly with throttle initially – gauge students reaction

## Checkride Ready - MEI

### Failing Engines

Guard the power quadrant to prevent unwanted feathering  
Determine zero thrust MAP – Approx 12-15”



## Checkride Ready - MEI

Failing and Engine Prior to  $\frac{1}{2}$  Vmc on Takeoff Roll

Don't let the speed get very high

Make sure the nosewheel is straight – airplane rolling straight

Fail engine with mixture – Throttle may cause backfire

## Checkride Ready - MEI

Failing and Engine Prior to  $\frac{1}{2}$  Vmc on Takeoff Roll

Have good engine mixture coming back just behind the other  
Use a long and wide runway when possible

## Checkride Ready - MEI

### Vmc Demonstration

First demos keep the wings level – Real Vmc not reached

Block the rudder travel – real Vmc not reached

Make sure the student isn't trying to react too quickly

## Checkride Ready - MEI

### Vmc Demonstration

If stall indication or yaw begins – immediately close both throttles and lower the pitch attitude below the Vmc speed

## Checkride Ready - MEI

### Light Twin Considerations

Approx 80% of climb performance is lost if an engine fails

Most light twins will not climb on a single engine

After accelerate go distance is calculated – Calculate single engine rate of climb

## Checkride Ready - MEI

### Light Twin Considerations

Example:

200 ft/min – 90 Kts GS = 133 ft altitude gain in a mile

## Checkride Ready - MEI

### Light Twin Considerations

The lighter the airplane is loaded – Better performance  
In older twin's fuel management can be tricky – BE-55

## Checkride Ready - MEI

### Light Twin Considerations

Few twins were spin tested

Emergency checklist is a recommendation

## Checkride Ready - MEI

### MEI Aeronautical Knowledge

Know how  $V_{mc}$  is determined for certification

Know how  $V_{mc}$  changes and what factors control that

Explain relationship to  $V_{mc}$  and stall – Non turbo engines

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### MEI Aeronautical Knowledge

Explain systems and relate to emergency/normal checklists

Read/understand limitations and supplements section - POH

Some airplanes have altitude restrictions for Vmc altitude demos

## Checkride Ready - MEI

What can I do with the certificate?

Initial certification, training, and endorsements for:

Private Pilot AMEL

Commercial Pilot AMEL

ATP – No endorsements necessary

## Checkride Ready - MEI

What can I do with the certificate?

Additional Category/Class ratings other than ATP

Private Pilot AMEL

Commercial Pilot AMEL

## Checkride Ready - MEI

What can I do with the certificate?

Initial CFI AMEL – If qualified under 61.195(h)

Additional CFI Rating - AMEL

Flight Review in AMEL

## Checkride Ready - MEI

What can I do with the certificate?

IPC – AMEL – if CFII

## Checkride Ready - MEI



**U.S. Department  
of Transportation**  
Federal Aviation  
Administration

# Advisory Circular

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**Subject:** Certification: Pilots and Flight and  
Ground Instructors

**Date:** 11/14/25

**AC No:** 61-65K

**Initiated by:** AFS-800

**Change:**

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## Checkride Ready - MEI

### Some facts

Requires 15 hour PIC AMEL to take the checkride - 61.183(j)

5 hours M/M if training for a certificate or rating – 61.195(f)

Not required for flight review, IPC, Wings, currency

**Special Announcement!**

**Reminders!**



CFI Study Group on FaceBook

***Join SAFE and the Facebook CFI Study Group by Clicking on the Images Above***

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