

CFI Bootcamp

Flight Instructor Training

Time and Money

Part 61 vs 141 Schools

How to Decide

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



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



Part 141 Pilot Schools

- FAA Approves Each Course
- Airplanes are approved along with standardized checklists
- Airports must meet certain criteria and are also approved
- There is a Chief Pilot

Part 141 Pilot Schools

- Additional staff may include Asst. Chief, Check Airmen
- Instructors must pass a proficiency check
- Follows a Syllabus
- May be a reduced hours course or courses

Part 141 Pilot Schools

- No PIC XC time is required to qualify for an instrument rating except for a dual IFR XC flight
- Possible to do a combined Private and IFR course – One test
- Possible to finish the Commercial in 180 hours
- 50 Hours of XC PIC time is built into the Commercial Syllabus

Part 141 Pilot Schools

- May be able to accept VA benefits for certain courses
- May be able to offer M1 Visa
- May have examining authority for one or all courses
- University 141 schools can accept Student Loans

Part 141 Pilot Schools – Potential Problems

- Inexperienced CFIs
- Some courses are tied to a semester system – not offered all the time
- May not be able to test out due to semester system
- May just tick boxes to satisfy regulatory requirements

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Part 61 Schools

- Not regulated except to the specific Part 61 Subparts
- Aren't required to follow any particular syllabus or any at all
- Many have instructors that have a lot of experience
- Can have a variety of airplanes

Part 61 Schools

- Offer more flexibility in scheduling airplanes and CFIs
- Owners are more inclined to be customer service oriented
- Flight schools vs Clubs – There is a difference
- Don't typically operate on a semester system

Part 61 Schools – Potential Problems

- No oversight in many cases
- Schools can't mandate a syllabus – Contractor vs Employee
- Instructional ability varies – Some older CFIs are stubborn and are not current on new things
- Some CFI's can be new operating with no oversight

Part 61 Schools – Potential Problems

- Must self-fund – No student loan or financing typically
- May have dated equipment and facilities

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

CFI Bootcamp
Flight Instructor Training

Everything you need for a Ground or Flight Lesson in One Place.
This system works in both FAA Part 61 and 141 training environment no matter what syllabus you use.



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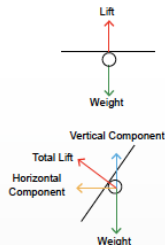
[Teach Brief-Fly!](#)

CFI Bootcamp
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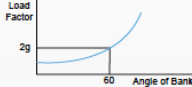
From Us to You!

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.

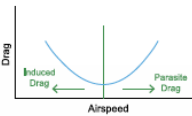


The graph shows Load Factor on the y-axis and Angle of Bank on the x-axis. A curve starts at 1g for 0 degrees and rises to 2g at 60 degrees.

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 as airspeed increases.

LR Equation

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

Variables we can control

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

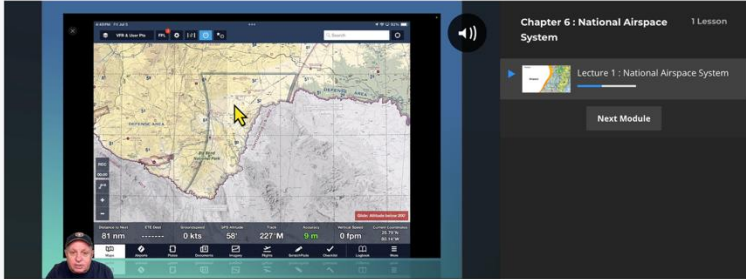
Left Turning Tendencies

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

[Click here to get a Preview of the Online Course](#)



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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We get the job done

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In Conclusion...

Past Power Hour Information

[Click here to get outlines of previous power hours](#)

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

From us to you...

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Resources | Content

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Flight Training the Way I See It - Podcast	☐
Weekly Short Subject Videos	☐
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Entire Power Hour Lesson Catalog	☐
Focused Training Resources	☐

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