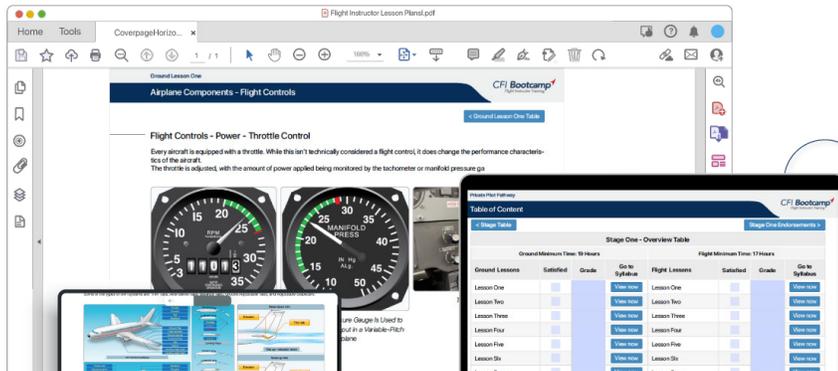


NEWSLETTER

CFI BOOTCAMP



Private Pilot Interactive Syllabus Version One.

A REVIEW OF CHANGES TO THE PRIVATE, INSTRUMENT, COMMERCIAL, AND FLIGHT INSTRUCTOR AIRPLANE SINGLE-ENGINE ACS'

The ACS' that the FAA wants to incorporate by reference into the FAR are available at FAA.gov. The FAA is intent to associate ACSs and PTS' to the appropriate FAR by a procedure called "Incorporated by reference." It allows the FAA to attach other documents to an existing FAR without needing to rewrite it. This has been done many times before by FAA for other things.

The public docket is available for you to review. It has the proposed rule change and the ACS' and PTS' they want to include. You can also view all of the public comments, including mine.

I made a pretty detailed comparison of the current Flight Instructor Airplane Single-Engine PTS with the Flight Instructor Airplane Category ACS. I'll discuss this last. There is a link here to my marked-up copy of the changes.

For the Private ACS, the only changes I saw were missing elements in the appendix, like the checklist for the appointment with the examiner, the knowledge test appendix section, and so on. I assume these will be incorporated at some point. It's strange that the appendix is not complete in all of the ACS' and PTS', which they propose to release.

The only thing that stood out in the Private ACS in the Areas of O[per]ation was the Cross-Country Flight Planning task. There is no mention of whether the flight plan may be electronic. The current ACS makes clear that an electronic flight plan is acceptable. It's in the Appointment with the Examiner Checklist. Other than that, there are no significant changes. For the Instrument Rating Airplane ACS, the Areas of Operation follow the current one with no detectable changes. The appendix, however, is missing the section that allows an LPV approach with a DA of 300 feet or lower to be acceptable for the precision approach task. One additional change is that they defined who an evaluator is. Because the ACS' use the word evaluator, we should be clear that now means:

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A REVIEW OF CHANGES TO THE PRIVATE, INSTRUMENT, COMMERCIAL, AND FLIGHT INSTRUCTOR AIRPLANE SINGLE-ENGINE ACS' (CONTINUED)

- a. An Aviation Safety Inspector
- b. DPE
- c. Flight Instructor with Instrument Airplane rating
- d. Chief Pilot in a 141 school
- e. Check Airman

This could change the way you do an IPC. Before this change, you could make a case that you, as a CFII, are not an evaluator. You are required to perform all of the tasks in the ACS for the IPC but not necessarily incorporate the notes in the appendix. Now you do. For example, for a non-precision approach, if you include the notes from the appendix, you now have to do one without radar vectors, one that has a procedure turn or course reversal, and one that uses the backup displays or flight instruments.

Everything appears to be the same for the Commercial ACS, except in the Cross-Country Planning section of the ground portion, which includes a Note that says that using an electronic flight plan is an acceptable option. However, this does not appear in the flight segment for cross-country navigation.

For the Flight Instructor Airplane Single Engine, here are the notable changes:

1. There are two versions of slow flight: one as we do now and one at the slowest possible speed before stalling. Either can be selected by the DPE.
2. There is a note in the cross-country planning area of the ground portion that allows the use of an electronic flight plan for explaining, demonstrating, and presenting the flight plan to the DPE.
3. Secondary stalls are to be performed to full stalls.
4. Weather theory is not included to be tested if chosen.

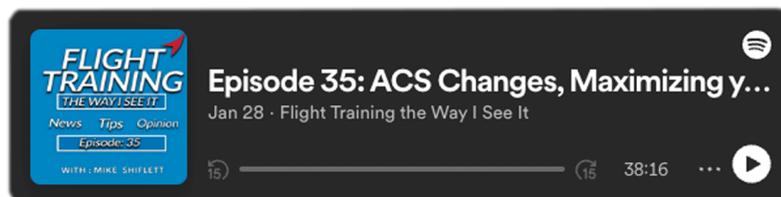
There are several more. My marked-up version of this document is available here. There are over 50 comments in the markup.

The comment period for these and the rule change has been extended until February 11th. [This is the link to take you there.](#)

FLIGHT TRAINING THE WAY I SEE IT | PODCAST

"Flight Training the way I see it" is a monthly podcast covering news, tips and opinion. Previous episodes are available on Spotify, Apple podcast and anywhere you typically go to hear one. You can click on the audio player below to listen to the latest episode.

[Listen Now.](#)



HOW TO MAXIMIZE YOUR RESULTS IN AN ACCELERATED FLIGHT TRAINING PROGRAM

If you are considering attending an accelerated program like CFI Bootcamp's CFI or CFII course, here are some solid tips to help you get through the program and get the desired result.

1. Get at least 5 hours of right seat time before you start the program. This removes uncertainty when you know there is a checkride set.
2. Get the spin training and endorsement done where you are. This can save a day. A high ceiling and good visibility are needed. Any weather delays can impact your completion date.
3. Get an honest, thorough flight review. Make sure you can do all of the private and commercial maneuvers to ACS or near ACS standards,
4. Get an IPC if you are doing the CFII. Getting instrument proficient is a dice roll because the number of days for the CFII is not many. Delays in training are possible if you can't get up to speed quickly once you are on campus.
5. Make notes of any weak areas you or your flight instructor back at home notice. That helps fine-tune the training for you.
6. Don't bring anyone with you or have people come to visit while you are training. You simply won't have time to do anything but train.

If you do the six things above, you will be in pretty good shape to have a bit easier time, knowing you are proficient and the right seat mystery is now known.

CFI Bootcamp Program Calendar

[Click to View Yearly Class Calendar](#)

	Live	Virtual
	Seats Remaining	
Register Now. March 2023 Palo Alto - KPAO Initial CFI Program 03/06 - 03/12/23 7 Day Immersion Class Focused on Preparing you for the CFI Practical Checkride. (In - Person or Live Streaming options available.) Instrument Flight Instructor 03/13 - 03/15/23 3 Day Immersion Class Focused on Preparing you for the CFII Practical Checkride. (In - Person or Live Streaming options available.)	3	2
	5	2
Register Now. May 2023 Miami - KOPF Initial CFI Program 05/15 - 05/21/23 7 Day Immersion Class Focused on Preparing you for the CFI Practical Checkride. (In - Person or Live Streaming options available.) Instrument Flight Instructor 05/23 - 05/24/23 3 Day Immersion Class Focused on Preparing you for the CFII Practical Checkride. (In - Person or Live Streaming options available.)	8	2
	5	2

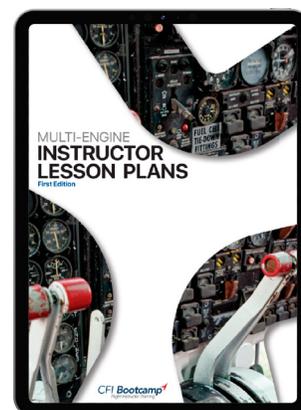
CFI BOOTCAMP PRODUCT UPDATES

Have questions in regards to product updates, expected release dates, and or new arrivals? This section here will hopefully put your questions to rest. This is the latest news in regards to CFI Bootcamp's Authorized Products.

MEI Lesson Plans:

This is the first Edition of our MEI Lesson Plans.

[Purchase Now!](#)



ARE YOU LOOKING TO DO CFI TRAINING BECAUSE THERE IS A NEED IN YOUR AREA?

CFI Bootcamp is looking to partner with existing schools and/or CFIs who want to teach initial flight instructors but don't have a system. We have a press and play syllabus that runs our 7-day immersion in-person or Zoom class. Each hour has a lesson plan, and all of our custom resources and FAA resources are right next to the lesson plan to click and use.

This kind of training would work for both of us if you are in a busy aviation market or you are aligned with a College or Large school that needs to make CFIs but doesn't have the staff or time.

INTRODUCING PATHWAYS - CFI BOOTCAMP'S NEWEST PRODUCT IN DEVELOPMENT.

As an experienced CFI or CFI in training, you will love our latest product, Pathways. It's everything you need to teach, track and endorse a student.

It's like a smart syllabus that you can just use to teach a lesson, grade it out, and record the times, all optional. Then, at the end of each stage, there are checklists that you use, and the correct endorsements will autofill with your student and your name, along with your CFI number and expiration.

All the content to teach either a ground lesson or a flight lesson is pre-loaded. These are not lesson plans. They are lessons, complete with images with short prompts on what to teach the student. The very thing we have been missing in how we teach students. There is a big disconnect between lesson plans used for a checkride and those we use to teach a student. We wrote these lessons from scratch, and they fit into a typical ground or flight lesson time.

The instructor version of Pathways doesn't need an internet connection. Everything is done on your iPad or even a windows or android device. You just need Adobe Acrobat!

There is also a student companion to Pathways that lets you log in and see their progress and that they have done the assignments, so they are ready for the lesson. This part is online so that you can see the progress.

Pathways are coming in Feb/March of this year, 2023. There will be a video showing it being used in next month's newsletter. It's going to really change flight training for the better!

The image shows a stack of three overlapping digital forms from the Pathways software. The top form is titled "Student Information" and includes fields for "Name: Student Name", "Make and Model of 172S", and "Airplane". Below it is the "Instructor Info" section with fields for "Date: 1-10-23", "CFI Name: Ins", and "CFI Number:". A "Aeronautical knowledge:" section contains three checked items: "Applicable sections of part 61 and 91.", "Airspace rules and procedures for the airport where the solo flight will be performed.", and "Flight characteristics and operational limitations for the make and model of aircraft to be flown." There are also fields for "Presolo knowledge test date completed: 1-15-23" and "Date incorrect answers reviewed: 1-18-23". The bottom form is a "Pre-solo flight training: 61.87(c)(1) and (2)." certification. It includes a statement: "I certify that Student Name has received and logged pre-solo flight training for the maneuvers and procedures that are appropriate to the 172S (make/model) aircraft. I have determined they have demonstrated satisfactory proficiency and safety on the maneuvers and procedures required by FAR 61.87 in this or similar make and model of aircraft to be flown." It has fields for "Date:", "CFI Name: Instructors First Name", "CFI number: 000-000-0000", "CFI Signature: NCH", and "Expiration Date: 1-10-26".

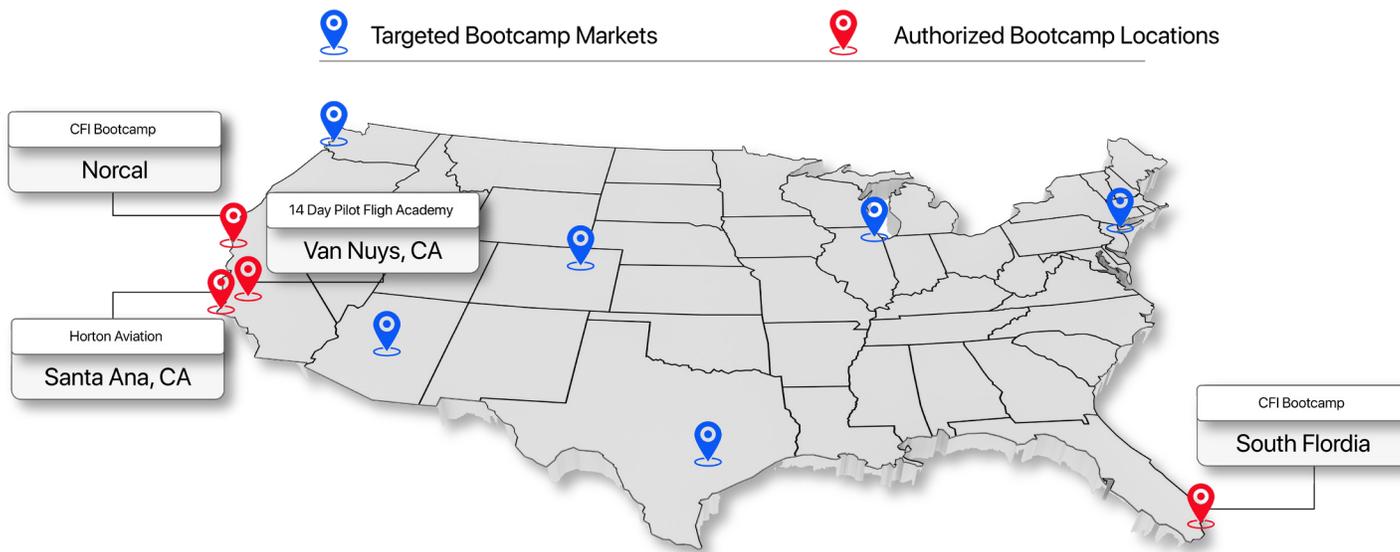
THREE PRO TIPS FOR THIS MONTH

1. When doing a soft-field takeoff in a 172, there is no checklist procedures in the Normal Procedures part of the POH, right? The procedure is in the amplified procedures section that follows the Normal Procedures checklists. It's under Wing Flap Settings.
2. In light training airplanes like the Cessnas and Pipers, during an engine failure, full nose-up trim will cause the airplane to be at approximately best glide. (Don't try this in a Bonanza or Baron - the trim is super sensitive.) Try it on your airplane. Go slow at first.
3. Close the doors on a 172, except when getting in or out. Don't leave them open during preflight. The doors don't have stops, so if the wind catches the door, it will slam it against the hinges. That can cause the hinge to be damaged or even the hinge to shear off of the fuselage. The hinges are \$1600 each. Fuselage repair on top of that is a lot!

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[Interested? Contact Now.](#)

THE POWER HOUR IS OVER TWO YEARS OLD, WITH 121 EPISODES.

In case you don't know, CFI Bootcamp does a live one-hour lesson on Saturday from noon to one Eastern time. Topics vary from deep dives on specific maneuvers, the art of visually flying, ForeFlight features you probably didn't know, How to use a Syllabus and lesson plan together, and more. The Power Hour is free when it's live.

[Click here to get the login details.](#)

You get a reminder mid-week, an hour before the show and when it starts, so you won't miss it.

POWER HOUR LESSON SCHEDULE

[Click here to register.](#)



A review of changes to the Private, Instrument, and Commercial ACSs.
- What's New!



How to make the FOI Useful.
- Useful tips from every chapter that will improve your teaching.



Special Guest!
- S.A.F.E. - Pilots.