

CFI Bootcamp

Flight Instructor Training

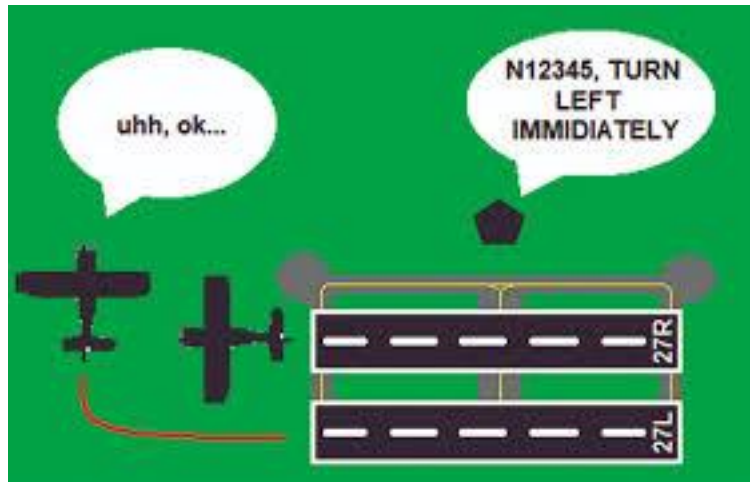
Regulations

Pilot Deviations

Now What?

What is it?

- ATC believes that you violated a FAR
- Initiated by ATC
- [FAA Order 8900.48](#)



Preventive Measures

- Join AOPA legal protective services –
- [Basic for Pilots](#)
- [CFI's at the Plus Level](#)
- Numerous aviation attorneys in all states
- Approximately \$149-189/yr



ASRS – “NASA Form”

- [AC 00-46F](#)
- Collected by NASA for data purposes
- [Online form - Here](#)
- All reports are de-identified
- The identifying information and date/timestamp are sent back to you



The image shows a screenshot of the ASRS (Aviation Safety Reporting System) General Form. The form is titled "GENERAL FORM" and includes a NASA logo. It contains various input fields for reporting an incident, including sections for "TELEPHONE NUMBERS", "TYPE OF DISRUPTION", "REPORTER" (with options like Captain, First Officer, Pilot Flying, etc.), "FLYING TIME (IN HOURS)", "CERTIFICATES & RATINGS", and "AFC EXPERIENCE". The form is designed to collect detailed information about aviation incidents for safety analysis.

ASRS – “NASA Form”

- Must be received within 10 days of the accident/incident/PD
- A violation is still recorded but there are no civil penalties or certificate suspension

Wings Program Participation

- [AC 61-91J](#)
- Inspectors consider this as active participation towards safety
- Voluntary but has an impact on the inspectors discretions



Pilot Deviations –PDs – Start an investigation

- [FAA Order that an Inspector will use is 2150.3C](#)
- A Quality Assurance Specialist or FSDO inspector will review the PD
- They will make a determination of whether the PD is valid
- They will refer active cases to the FSDO in the district of occurrence
- The FSDO may refer action to the FSDO in the area listed on your address that is on your pilot certificate



**Federal Aviation
Administration**

Severity Determines Inspector Action

- PDs with less severity can be handled by a call from the inspector
- The inspector may require remedial training by a flight instructor
- The inspector may require you to submit to a retest – 709 ride
- If the PD is malicious they may give you civil penalty or take certificate suspension/revocation



Compliance Action

- Can be offered by the inspector
- Can be requested by you
- Does not attach to your airman record
- Once remedial training is complete the matter is closed



The Dreaded Phone Number

- You aren't required to call
- Calls can be recorded, and an admission of guilt is admissible in court or with an inspector
- Action will be initiated by ATC
- You will be notified by mail and sometimes by a phone call



Should you call?

- Call your aviation attorney immediately prior to calling
- The reason you would call would be to be eligible for a compliance action – shows you are being compliant
- The notification ATC is giving you is called a “Brasher Warning”
- You will be notified by mail and sometimes by a phone call



The 709 Ride

- Regulation is [49 USC § 44709](#)
- [FAA Order 2150.3C - Chapter 5, Section 11 lists everything](#)
- You will receive a letter requiring you to submit to a 709 ride within a certain time period
- The letter will include the Areas of Operation and Tasks from the appropriate ACS/PTS that will be re-examined
- You may get instruction from a flight instructor in these areas



The 709 Ride – What happens if I fail

- The FAA can revoke your pilot certificate – Ratings related
- The FAA can give you a second attempt after training
- After failure of the first attempt you will be required to put your certificates “On Deposit” until you clear the second test
- If you fail the second test, your ratings/certificates will be revoked



Proposed Certificate Action

- Accept it
- NTSB Administrative Law Judge – [NTSB 831](#)
- If NTSB refuses to hear the case - Federal Court



From Us to You!

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[Teach Brief-Fly!](#)

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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.

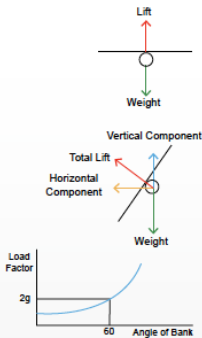


Diagram illustrating the forces in a steep turn. The aircraft is shown in a banked position. The forces acting on it are Lift (up), Weight (down), Total Lift (up and to the left), Horizontal Component (left), and Vertical Component (up). A graph shows Load Factor (Y-axis) versus Angle of Bank (X-axis). The curve starts at 2g for 60 degrees of bank.

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.

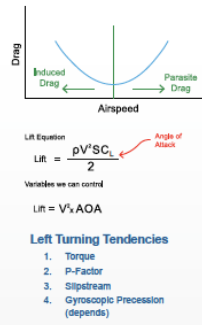
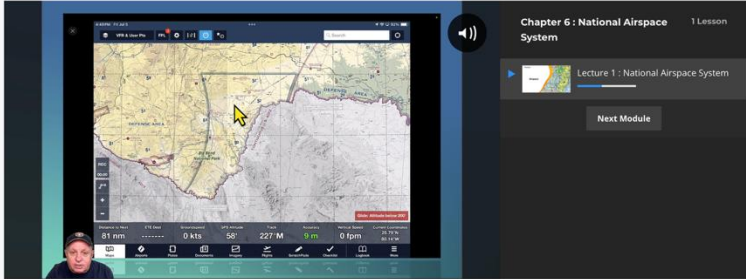


Diagram illustrating the forces in slow flight. The aircraft is shown in a steep climb. The forces acting on it are Drag (up), Induced Drag (down), Parasite Drag (down), and Airspeed (right). A graph shows Drag (Y-axis) versus Airspeed (X-axis). The LR Equation is shown: $L/R = \frac{\rho V^2 S C_L}{2}$. Variables we can control are listed: $L/R = V^2 AOA$. Left Turning Tendencies are listed: 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 'Mark As Complete' button, the chapter title 'Chapter 6: National Airspace System', 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.

Downloads

- [National Airspace System](#)
- [Chapter 12: Workbook Questions](#)

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In Conclusion...

Past Power Hour Information

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Power Hour Lesson Outlines

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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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Resources | Content

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