



Strategy

At CFI Bootcamp we have been training CFIs for a long time. One of the most common questions we get is how do I study for this? There is so much information that I don't even know where to start. We've taken steps to help you study in a way that prioritizes what you learn and gives you definitive steps to take to get to the end of the road. Good luck-with your studies. I hope this guide helps make your effort more structured and you get the results you are looking for.

- Mike Shiflett - Director of Training - Mimi Beach, FL June 3, 2019

Step #1

Index the PTS to the FAA Source Material

The best way to study for the CFI practical test is by indexing the PTS to the source material. What that means is taking each element in each area of operation and finding where that is in the references such as the FAR, AIM, Airplane Flying Handbook, AC or wherever and recording the resource, chapter and page number or FAR next to that element in the PTS document. You could also build out a spreadsheet with the elements and do that electronically.

This serves two very good purposes:

1. It makes you look at the source document from the FAA and helps you know what is in that section of the handbook, FAR, AC etc.
2. You now have a comprehensive index to the checkride that you can use if you get off track or get a question or scenario about one of these elements that you don't remember at the moment.

Step #2

Memorize key points of the FOI

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Step #3

Prioritize studying the required PTS items that must be tested first.

Use our PTS study guide to prioritize which technical subject areas are the most important to have 100 percent down and which require less study and mastery. There are required tasks that must be selected and then there are optional ones. In addition, there are some areas that almost never get tested or are easy to understand and explain. Use that guide to decide how much time in a given day or study period you should invest to those areas. Remember that all Areas of Operation and All Tasks could be tested. You are still responsible for knowing the content, but a little prioritization goes a long way.

CFI *Bootcamp*

Flight Instructor Training

CHECKRIDE - Write Ups

- Real Questions and Scenarios from real Checkrides.
- Helpful information from students from all over the country that have actually completed their CFI Checkrides.

The New Industry Standard

With insights of students from all over the country, we are now able to help you better prepare for your checkride. The purpose of this document is to help you concentrate your efforts into successfully passing the CFI Checkride.

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Introduction

We've put together some really helpful insight to CFI checkrides. We curated 6 actual checkride write ups from students from around the country and picked the ones we thought would prepare you the best for a typical checkride.

Some of the write ups were done right after the checkride and the students just wanted to get the information on paper to share with us. Because of that, some of the grammar and style needed to be edited. Where possible we left the students original writing so you could get more perspective from their experience. All identifying information is removed like the examiners name, airports they used etc. The intent of these "write-ups" is to give you actual questions that are used and how the checkride flows from one thing to the next.

I hope these help you identify your level of preparedness for the test. I'm sure you will be looking up quite a few of the answers to the questions posed and that is a good thing because it keeps you studying and focused.

If you need additional help you can always visit our website at cfibootcamp.com and book a one to one session with one of our instructors. You can also get more of our custom training aids and guides in our online store or you could get our online course and book a class with us in either Palo Alto, CA or Miami, FL.

I hope this helps you better prepare for your CFI checkride.

- Mike Shiflett - May 19, 2019 - Miami Beach, FL

DPE 1 - CHECKRIDE 1

Oral - 6.0hrs

Scenario:

You just got your CFI, and someone wants you to train them to get their CFI, can you do it? (Go to the Regs and show him why you can't).

He doesn't like having tabs on the FAR AIM because it takes away from the reference system that is already in place.

GTf^8~afghVgbeEXfcbaFV\gXf-

NOTE: He wants you to explain each point not just name them.

- How are you going to help students learn?
- Explain the difference between Aviation Instructor & Flight Instructor Responsibilities.
NOTE: The Aviation Instructor's Handbook is built for Flight Instructor training and Maintenance Training so some things don't apply to us as much in certain sections).
- Discuss Each point of Professionalism.
- Professional Development- How are you going to do it?

Task F Techniques of Flight Instruction:

Asks questions on each point in the chapter.

Task G Risk Management:

3P Checklist:

- Perceive: PAVE (IMSAFE, ARROW-AV1ATED Checklists)
- Process: CARE Checklist- Consequences, Alternatives, Reality, External pressures.
- Perform: TEAM and DECIDE Model (he wants you to use it in flight during simulated emergency).

5P's – Where is it used? (Single pilot resource management)

Task G Airplane Flight Controls:

Goes step by step, makes you write on the board just the titles of what he wants you to explain:

- Purpose, Location, Direction of Movement, Effect and Proper Procedure for each primary, secondary and trim controls (types of trim systems).
- Spin recovery procedure for the 172 (Use the POH checklist)

Teaching a Maneuver

Write down all key points on the board. Teach Chandelles- Make sure you put down the Airspeed you are going to use. He steps out and lets you set up for about 15 min.

Also talked about spins.

Flight -1.6hrs

NOTE: He wants you to describe what you are doing for preflight, the more the better.

- Teach how to taxi
- Run up into the wind – Why?
- Soft field take off
- Teach climbing flight – Show student outside reference for a climb at V_y – Depends upon seat position – Some distance from the horizon to cowling.
- Clearing turns 90 or 180 is fine
- Slow flight
- Power-off stalls in a turn (20 degrees – recover at first indication)
- Power-on stalls
- Steep turns
- Chandelles
- Accelerated stall
- Unusual Attitude Recovery
- Engine Failure (Using the DECIDE model)
- When climbing from the engine failure – Briefed asymmetric flap condition
- Simulated Electrical System Malfunction
- Eight on Pylons (Pivotal Alt)
- Short field landing
- Power-off 180 accuracy landing (Do make sure to pull out your airport diagram to check your taxi clearance, and of course speak out when using the checklist).

This DPE emphasizes - ADM and Risk Management.