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Essential Skills

The Importance of Estimating

Developing TLAR Skills

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The Importance of Estimating

Why it's Necessary

To Avoid Following Blindly

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Why it's Necessary

To Get Things Going Quickly

Why it's Necessary

To Validate ForeFlights Calculations

Why it's Necessary

To provide substance to your decisions

The Importance of Estimating

Why it's Necessary

TLAR - that looks about right

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What's Needed

An approximate magnitude and direction

The Importance of Estimating

Estimating time and distance

60 Kts=1nm/hr
120 kts is 2nm/hr
A quess in between is fine

Estimating Fuel

Fuel burn is typically in GPH - We need gpm
GPM=GPH/60
About 0.2 GPM with 10 GPH
0.1 GPM at 5 GPH

Estimating Heading

Approximate heading by a nearby VOR
Verify with a two finger tap and pinch/zoom on FF
This develops your eyeball estimation of heading

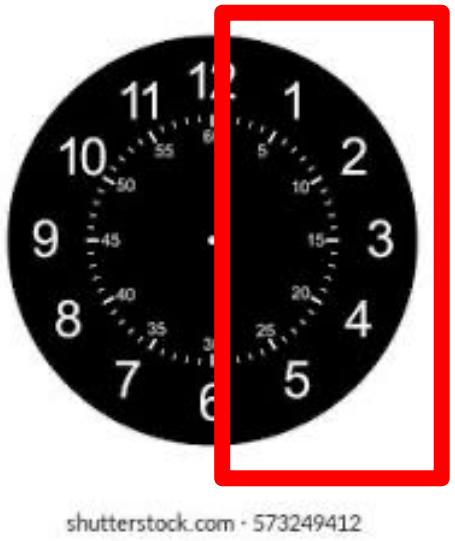
Estimating Wind Drift

Determining wind drift correction before flight
Max drift=(60*wv)/TAS - Assumes all crosswind

The Importance of Estimating

Be careful what you wish for

More precision? Use the watchface to determine how much wind is actually crosswind



Your Heading is 360
Wind is 030/30 - How much Xwind?
30° is 30 min on the watch so 1/2

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The Importance of Estimating

Be careful what you wish for

Want the headwind. Same technique but subtract from 90 first.

90-30=60
60min is the entire face
Over 80% is headwind

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The Importance of Estimating

Be careful what you wish for

3° glide path = 300 ft altitude per nm
4° =400 ft per nm

Rate of Climb Needed for the Climb Gradient

Need rate of climb needed to satisfy the climb gradient in ft/nm?

(GS/60)*climb gradient in ft/nm

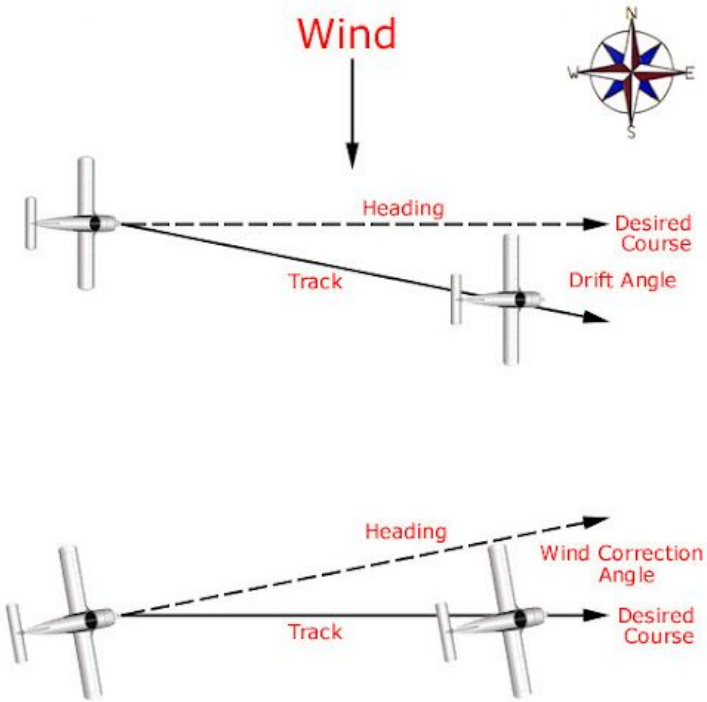
Top of Descent Point

Need a TOD point?
To get the distance needed do this
(Alt to lose/500/)*Speed in nm per minute. 90=1.5. 120=2

Lets Try Some Exercises Using ForeFlight

Determining the New Heading Based Upon Actual Winds

Track Error + Closing Angle Method



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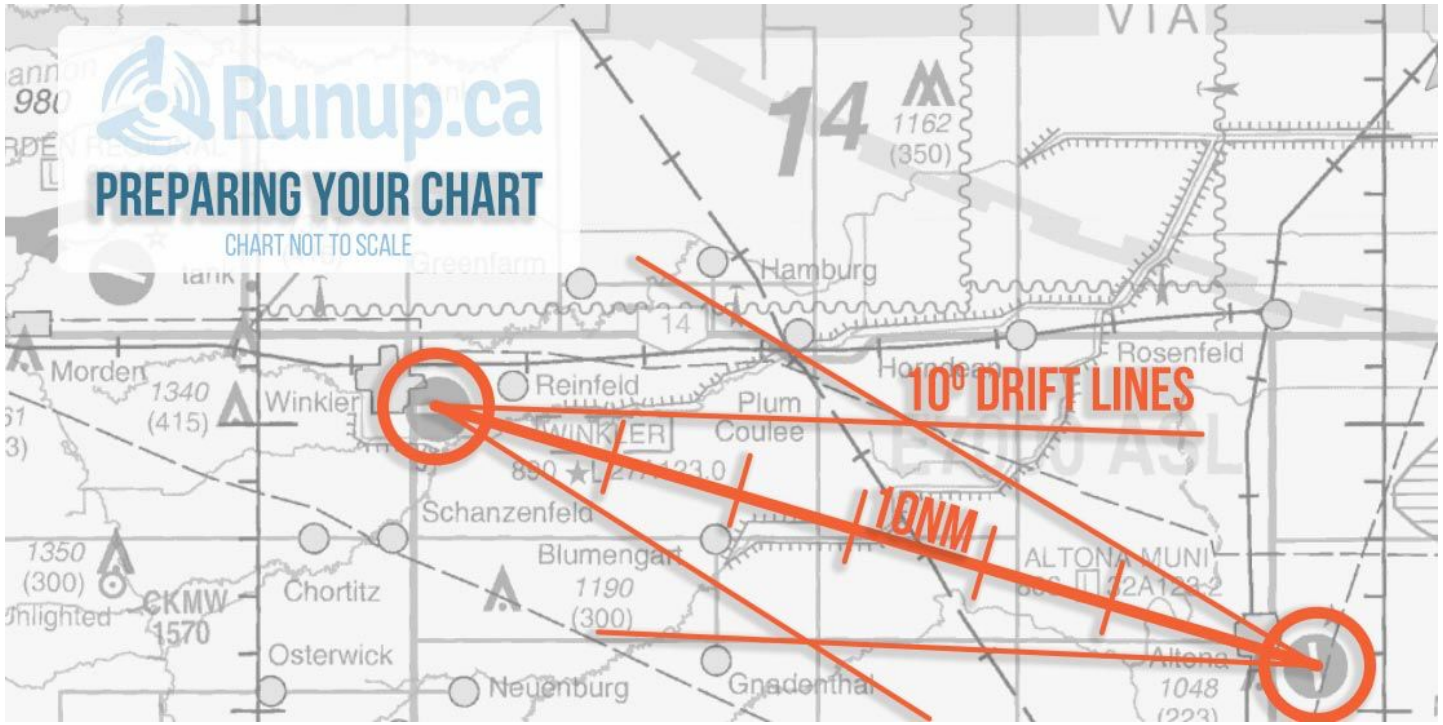
Determining the New Heading Based Upon Actual Winds

Track Error + Closing Angle Method



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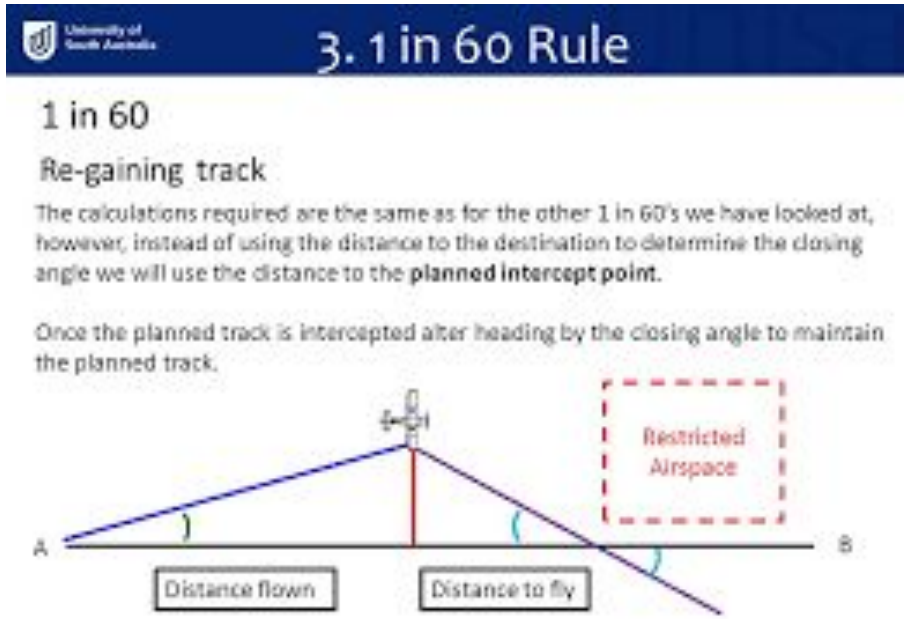
Determining the New Heading Based Upon Actual Winds

1:60 Rule



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Determining the New Heading Based Upon Actual Winds

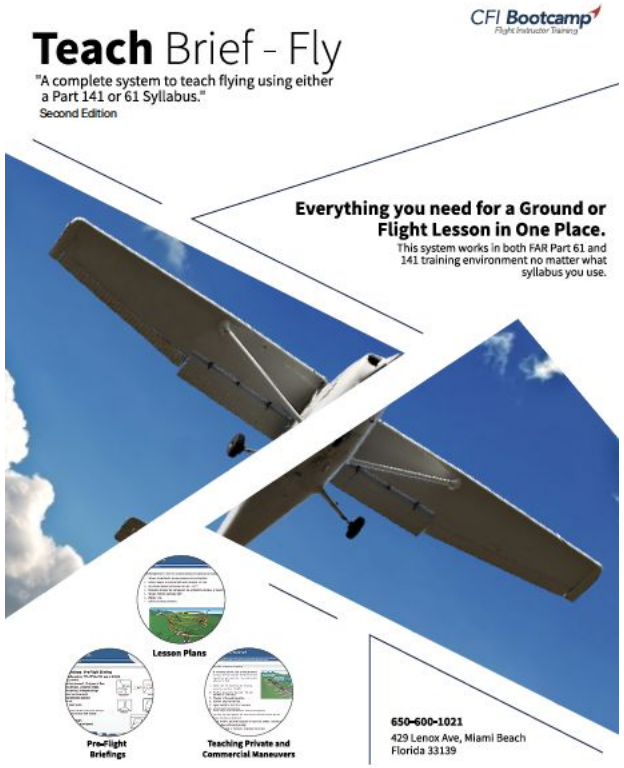
1:60 Rule

$$\frac{60}{distance} = x$$

$$\frac{degrees\ off}{x} = error\ in\ nM$$

From Us to You!

PreFlight Briefings



[Teach Brief-Fly!]

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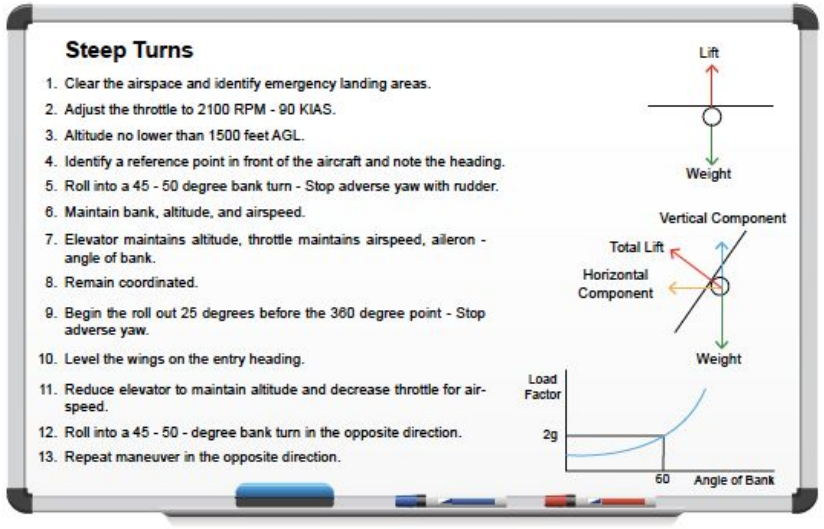
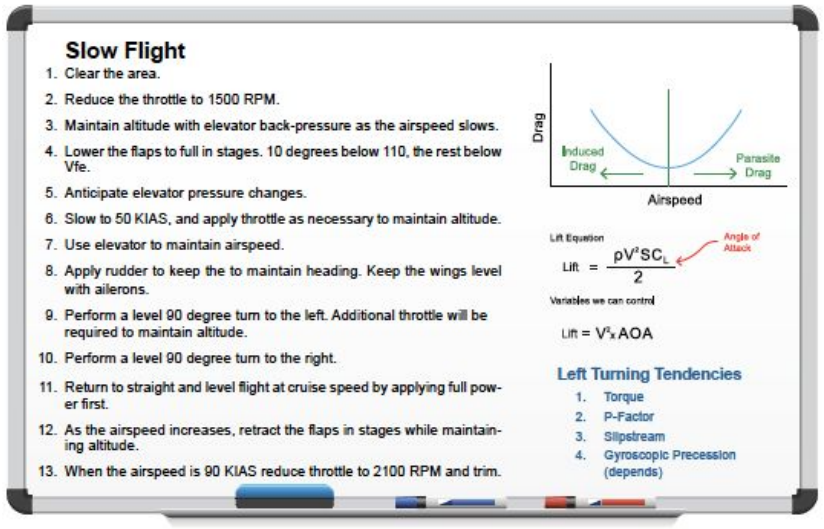
From Us to You!





[Teach Brief-Fly!]

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From us to you…

Our Newest Product

Every Knowledge and Risk Management Element for the oral portion explained – Built for audio – Driving etc.
Also includes video and PDF companion guides
[CFI ACS Smart Study Pro]

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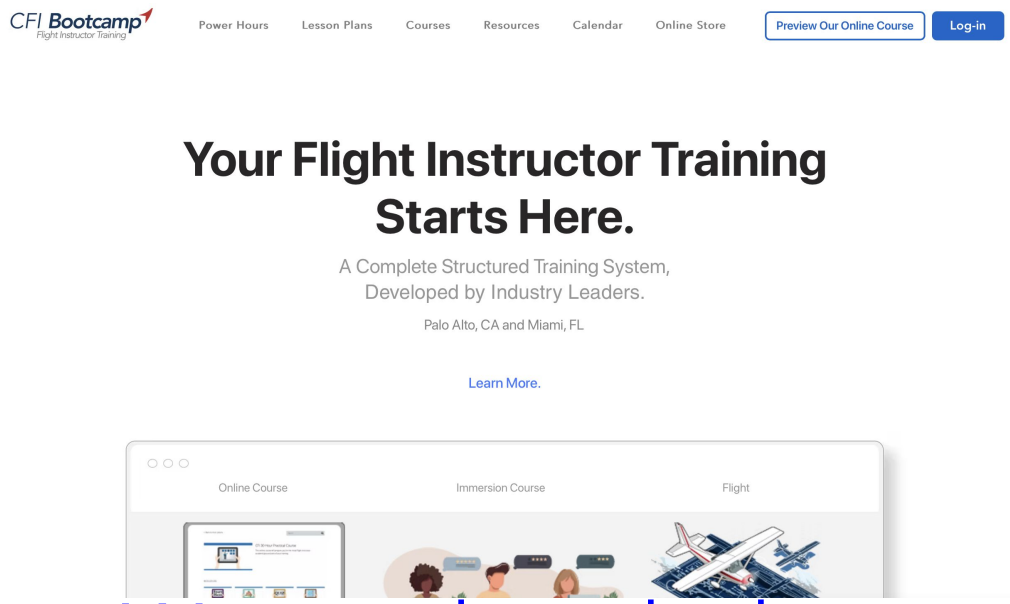
From us to you…

Start your CFI Training and Finish it!



[We get the job done]

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From us to you…

Program

42-hour self-paced online course
42-hour in-person/remote ground school – 7 Days
One week of flight/ground – Dedicated airplanes/CFIs

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From us to you…

Program

Checkride - Prescheduled

On Campus for 2 to 2.5 weeks

Click Here: We get the job done

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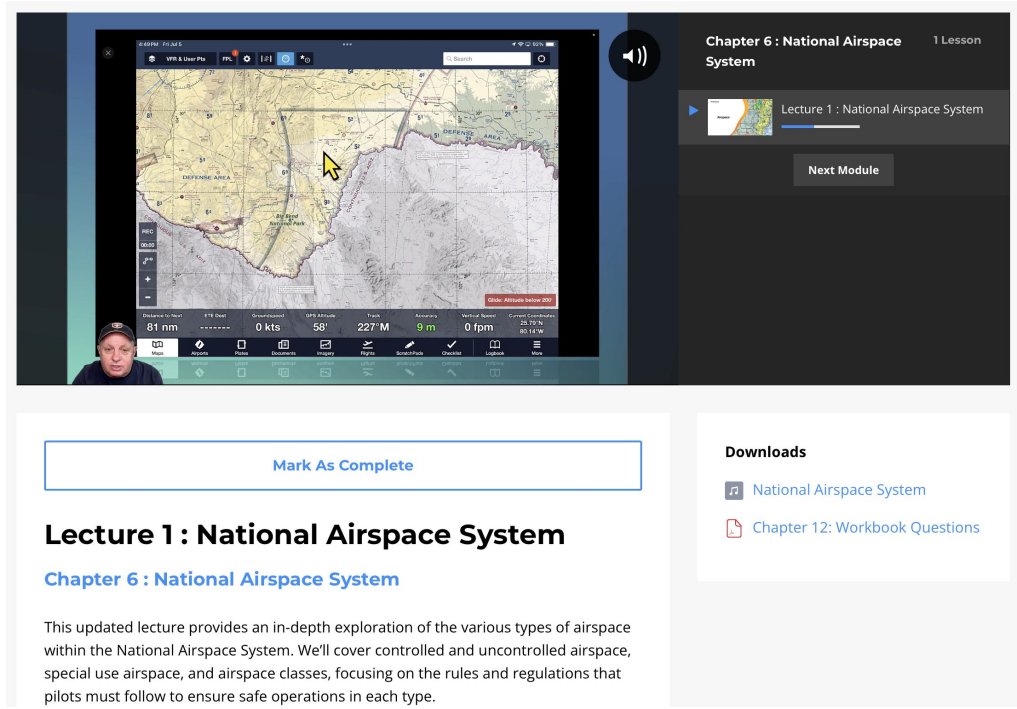
From us to you…

Free Preview of Our Online Course

Click here to get a Preview of the Online Course



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In Conclusion…

Past Power Hour Information

[Click here to get outlines of previous power hours]

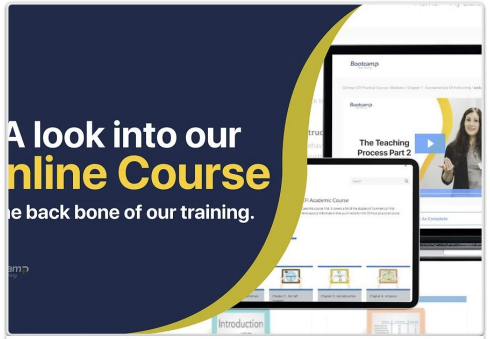
Power Hour Lesson Outlines

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

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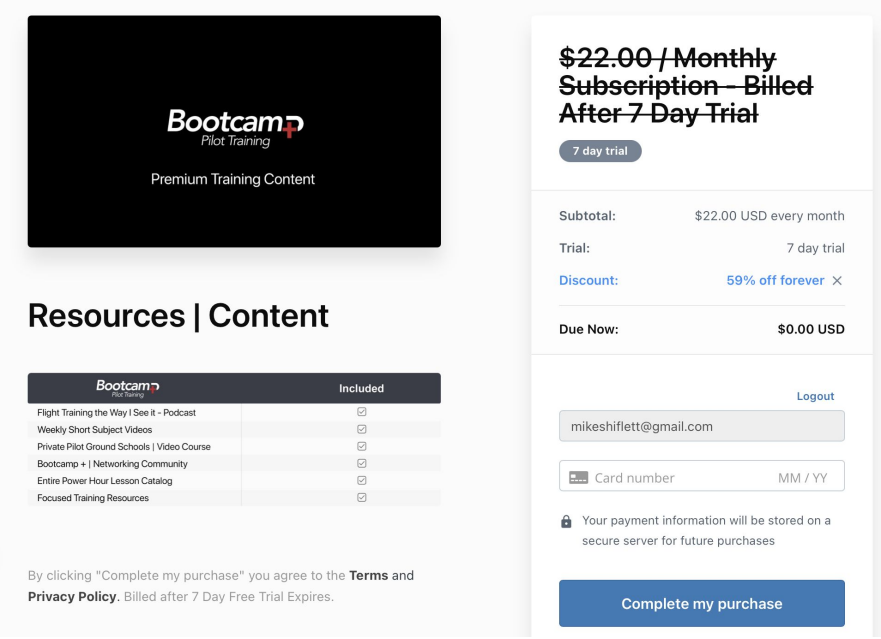
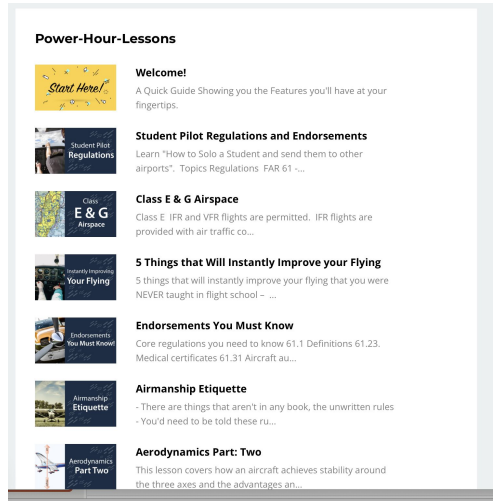
From us to you…

See Every Full-Length Power Hour

[Click here to get a huge discount to our membership site to see every previous power hour – Over 233 of them]



It will work out to be $9/month after the 7-day Free Trial!



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