

CFI Bootcamp

Flight Instructor Training

Welcome to the
Bootcamp  **Network**
Pilot Training

Today's Bootcamp+ Network Programming

What's on for Today?



Power Hour – 1st Hour – Wings Credit
Moderated Open Mic – 2nd Hour
Flight Training the Way I See It!

CFI Bootcamp

Flight Instructor Training

Regulations and Endorsements

What it Takes to Become a Private Pilot

Getting to the finish line – Saving money/being efficient

What it takes to become a Private Pilot

What's the Use Case?



What are you going to do with it?

What it takes to become a Private Pilot

Career or Fun?



Career – Financing – Not Easy

Two or 4 Year College – Student Loans

What it takes to become a Private Pilot

Career or Fun?



Career – Private, Instrument, Comm
CFI, CFII
Multi Engine Rating

What it takes to become a Private Pilot

Career or Fun?



Fun – Private, Instrument
Single-Engine Piston Airplanes

What it takes to become a Private Pilot

Career or Fun?



Fun – Larger or Faster

Commercial, Type Rating, Insurance

Flight Safety/Simcom every 6 months

What it takes to become a Private Pilot

Career or Fun?



Fun – Larger or Faster
Over 500 hours
Mentoring

What it takes to become a Private Pilot

Three Strategies



Flight School/Club
College/University
Buy an Airplane

What it takes to become a Private Pilot

Flight School/Club



Quality varies greatly
I want the lowest rate CFI –
No you don't
Club CFIs – May not be up to date

What it takes to become a Private Pilot

Flight School/Club



Clubs will offer the lowest rates
Selection may be low

What it takes to become a Private Pilot

Flight School/Club



Flight Schools – Young and Old CFIs
Time building vs Second Career

What it takes to become a Private Pilot

College/University



College/University

Structured program with Financing

Expensive and time consuming

What it takes to become a Private Pilot

Buy a Plane



Low performance - low cost

Finding a flight instructor

Fixed costs

What it takes to become a Private Pilot

Buy a Plane



Low performance - low cost
Finding a flight instructor
Fixed costs

What it takes to become a Private Pilot

Medicals and BasicMed



3rd Class - 60 mos < 40, 24 mos > 40

Possible BasicMed – 4 Years

What it takes to become a Private Pilot

Limited experience – Upgrade later approach



Non towered airport – Not busy

Cheapest airplane

Mid range CFI

What it takes to become a Private Pilot

Completely Functional



Busy airport or one nearby
Variety of airplanes
Experienced CFI

What it takes to become a Private Pilot

FAR Part 61 – Subpart E – Private Pilots



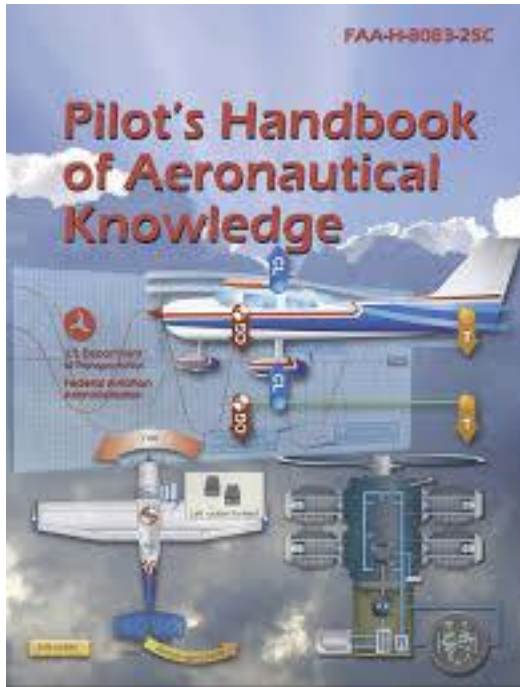
At least 17 years old

Read, Speak, Write, Understand English

Knowledge Test and Practical Test

What it takes to become a Private Pilot

Aeronautical Knowledge



61.105

Lots to master – Ground School? Online?

Around 100 hours total

What it takes to become a Private Pilot

Flight Proficiency



61.107

Flight and Ground Training

Selected broad topic maneuvers etc.

What it takes to become a Private Pilot

Aeronautical Experience



61.109

40 hours (Rarely Possible) – Avg 72 Hrs.

What it takes to become a Private Pilot

Aeronautical Experience



20 hours flight training that includes:
3 hours XC training
3 hours in preparation for the practical test within
2 calendar months

What it takes to become a Private Pilot

Aeronautical Experience



3 hours Night Training:
One XC of over 100 nm
10 takeoffs and landings

What it takes to become a Private Pilot

Aeronautical Experience



3 hours maneuvering by sole reference to the flight instruments

What it takes to become a Private Pilot

Aeronautical Experience



10 hours solo that includes:

5 hours Cross-Country that includes:

What it takes to become a Private Pilot

Aeronautical Experience



1 XC flight of at least 150nm, landing at three points, one leg >50 between takeoff and landing

What it takes to become a Private Pilot

Aeronautical Experience



3 takeoffs and landings at an airport with an operating control tower

What it takes to become a Private Pilot

What's it cost?



Variable – Average \$ 14,000 Private Career, through CFI - \$85,000.

What it takes to become a Private Pilot

What's it cost?



A lower rate CFI doesn't save you!

What it takes to become a Private Pilot

What's it cost?



Takes longer to finish – CFI+Airplane for the longer time quickly eats up the savings

What it takes to become a Private Pilot

What are the variables that make the biggest impact?



Lessons per week – 3-5 ideal
Reliable airplanes – More than one
CFI – All over the place

What it takes to become a Private Pilot

What are the variables that make the biggest impact?



Weather in your training area

Pattern density

Weekend/Before-After work – Most expensive

What it takes to become a Private Pilot

What are the variables that make the biggest impact?



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Getting Milked:

Flights turned into XC flights

Flying when conditions are beyond normal

What it takes to become a Private Pilot

What are the variables that make the biggest impact?



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Salvaged flights –
We'll do something else
Ground/Sim when it doesn't help
No preflight/postflight briefings

What it takes to become a Private Pilot

What are the variables that make the biggest impact?



No syllabus

Not coming to the lesson prepared

Instructor availability

What it takes to become a Private Pilot

What are the variables that make the biggest impact?



Airplane availability

Running out of time/money/patience

What it takes to become a Private Pilot

What are the steps in the flight training side?



Four fundamentals – 3 hours

Slow flight and stalls – 4 to 5 hours

Ground reference maneuvers – 3-4 hours

What it takes to become a Private Pilot

What are the steps in the flight training side?



Basic emergency procedures – 3 hours
Takeoffs, landings and go arounds – 10-15 hours
First Solo – 1 hour

What it takes to become a Private Pilot

What are the steps in the flight training side?



Proficiency flights – 2 -3 hours

Solo practice – 3 hours

What it takes to become a Private Pilot

What are the steps in the flight training side?



Navigation and XC – 5 to 10 hours

Basic Instrument maneuvers – 3 hours

Night XC – 3 to 4 hours

What it takes to become a Private Pilot

What are the steps in the flight training side?



Steep turns – turning stalls – 2 hours

Solo XC #1 – 2.5 hours

Solo XC #2 – 4 hours

What it takes to become a Private Pilot

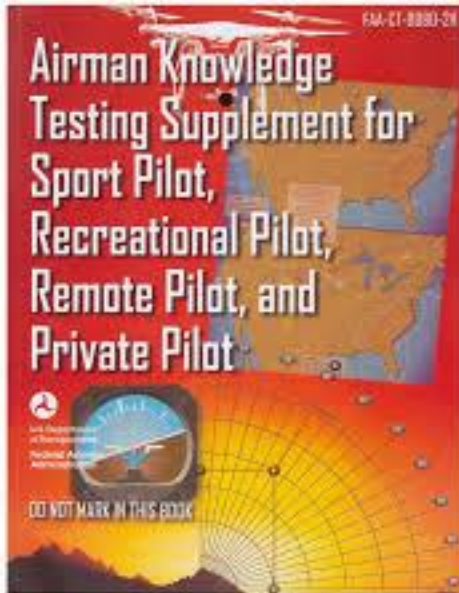
What are the steps in the flight training side?



Preparation for the checkride – 3 hours
Stage Check with another CFI – 3 hours

What it takes to become a Private Pilot

Knowledge Test



Aeronautical Knowledge

Minimum 70%

Good for Two Calendar Years

What it takes to become a Private Pilot

Testing Standards – Private Pilot ACS



Aeronautical Knowledge
Risk Management
Skills

What it takes to become a Private Pilot

Checkride



Performed by a DPE typically

Pass/Stop/Fail

Oral and flight exam – Total 5 hours

What it takes to become a Private Pilot

Checkride



2-3 hour oral exam
2 hour in flight test

What it takes to become a Private Pilot

How am I ever going to learn this stuff?

CFI Bootcamp
Flight Instructor Training

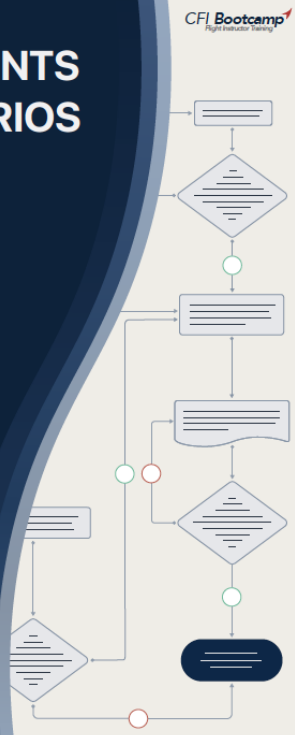
ENDORSEMENTS AND SCENARIOS

SECOND EDITION 2025

INCLUDING 36 SCENARIOS

The way to get through training requirements and endorsements.

THE INDUSTRY STANDARD





ADDITIONAL CATEGORY AIRPLANE, GLIDER, ETC. AT SAME LEVEL (EXCEPT SPORT PILOT)

Starting Regulation - 61.63(b) <ul style="list-style-type: none"> Aeronautical experience new category - 61.63(b)(1) Proficient in knowledge and Flight proficient for new category - 61.63(b)(2) Checkride - 61.63(b)(3) No Knowledge test (power to power /no power) - 61.63(b)(4)
Prerequisites - Checkride - 61.39(a)(6)(i,ii,iii) <ul style="list-style-type: none"> Training within 2 cal mos Prepared for practical test Resolved deficient areas on the knowledge test
To Solo - (Not a student pilot) - 61.31(d)(2) <ul style="list-style-type: none"> Training per 61.31(d)(2) Student pilot section doesn't apply to this pilot Student pilot limitations don't apply No limitation on 90 days or cross-country
AC 61-65 - 61.63(b) for checkride
Partial Checkride - ACS Ratings Task Table in the Appendix

SCENARIO 11

Table of Contents

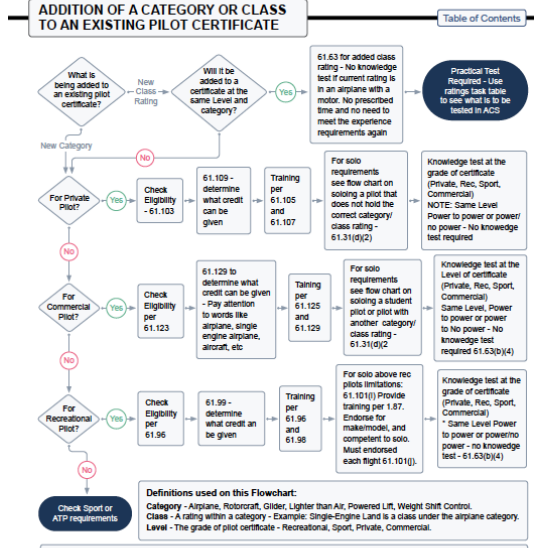
Determine the training requirements, endorsements and procedures required for a person who holds a Private Pilot certificate – Airplane Multi Engine Sea to add Airplane Single Engine Land to their current pilot certificate.

Endorsement and FAR Scenario Questions
Additional Category and Class Ratings

CFI Bootcamp
Flight Instructor Training

ADDITION OF A CATEGORY OR CLASS TO AN EXISTING PILOT CERTIFICATE

Table of Contents



Definitions used on this Flowchart:
 Category - Airplane, Rotorcraft, Glider, Lighter than Air, Powered Lift, Weight Shift Control.
 Class - A rating within a category - Example: Single-Engine Land is a class under the airplane category.
 Level - The grade of pilot certificate - Recreational, Sport, Private, Commercial.

Note:
 A person who holds a pilot certificate other than Student Pilot is not subject to the Student Pilot Regulations or endorsements. An endorsement for solo is given under 61.31(d)(2) - the A.72 endorsement in AC 61-65. It does not expire and there are no other endorsements required, for example, cross-country.

What it takes to become a Private Pilot

Now you can test yourself and find your errors!

CFI Bootcamp
Flight Instructor Training

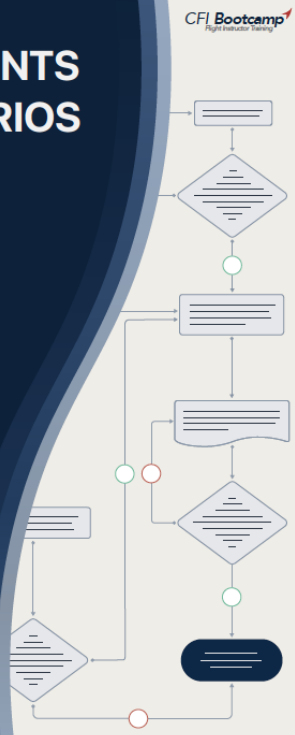
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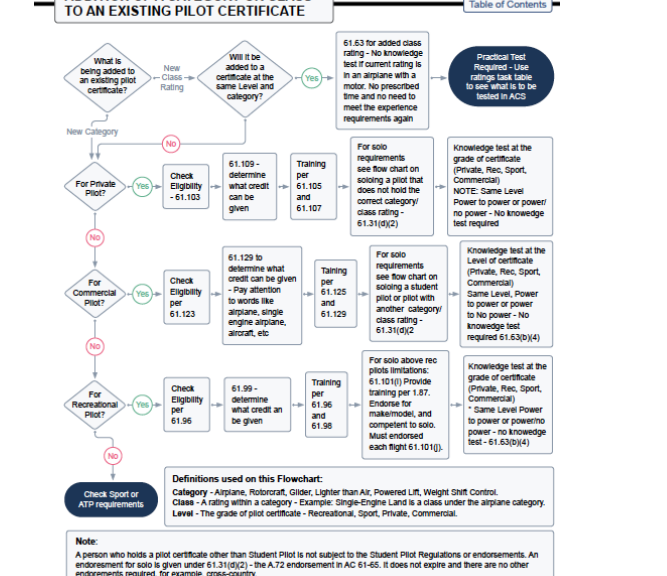
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Check Sport or ATP requirements

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What it takes to become a Private Pilot

Online course – 7-day Immersion Class – Digital Products



Power Hours

Lesson Plans

Courses

Resources

Calendar

Online Store

[Preview Our Online Course](#)

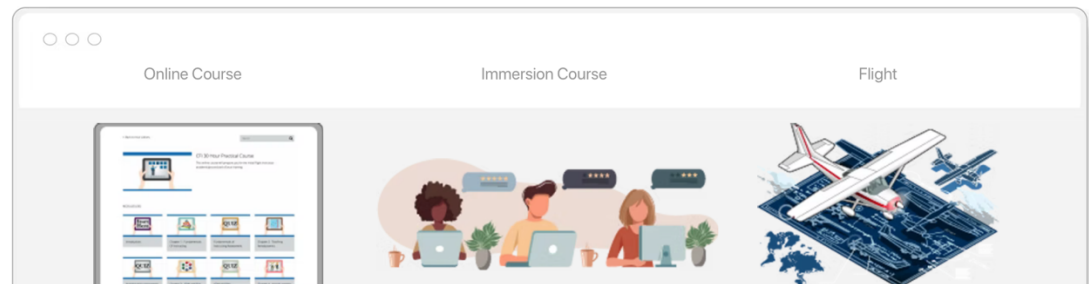
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Your Flight Instructor Training Starts Here.

A Complete Structured Training System,
Developed by Industry Leaders.

Palo Alto, CA and Miami, FL

[Learn More.](#)



What it takes to become a Private Pilot

Redbird Releases the “State of Flight Training” Survey

The State Of Flight Training *Annual Redbird Study Released* *Cost For Private Ticket Averages \$14,000*

Redbird Simulations has unveiled its [5th annual State of Flight Training Survey](#) which shows the median cost for a pilot certificate or rating in 2023 was \$14,000, compared to \$9,000 in 2020 . The yearly effort analyzes trends, priorities, strengths and challenges to build a better aviation future. Last year's survey found that new pilots take fewer weeks to earn certificates, but spend more. The report noted that average students are taking only 24 weeks to earn a certificate in 2023, compared to 30 weeks in 2020.

The survey showed average costs for ratings in 2023 were:

- **\$10,500 for Sport Pilot.**
- **\$14,000 for Private Pilot**
- **\$12,000 for Instrument Rating**
- **\$15,000 for a Commercial Certificate single-engine**
- **\$6,000 for initial CFI.**

Special Announcement!

Congratulation to Ana – SAFE/CFI Bootcamp Scholarship Winner!

New SAFE CFI Scholarship Awarded

The SAFE Board of Directors interviewed candidates for our spring CFI scholarship and selected **Ana Gabriela Costa** of Boca Raton, FL. as the lucky winner. She has begun her 40 hour online groundschool donated by [CFI Bootcamp](#) and will begin in-person classroom training with the Feb. 17th class at KOPF.



Zoom With Ana Gabriela Costa

Special Announcement!

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New SAFE Benefit From Lightspeed

SAFE is thrilled to announce a new partnership with Lightspeed. You enjoy \$100 off the purchase of a Lightspeed Delta Zulu through the [**coded SAFE check-out**](#). Lightspeed also donates 10% of your purchase price to our **SAFE CFI Scholarship fund**. The first SAFE Scholar, Cheyenne Neff (photo at left), has already graduated. A new SAFE CFI scholar starts training Feb. 17th with [**CFI Bootcamp**](#) in Miami.



First "SAFE Scholar" Graduates!
Cheyenne Neff is Newest CFI

Lightspeed is also generously donating 4 headsets annually for our raffles at Sun 'N Fun and Oshkosh!

Visit go.lightspeedaviation.com/SAFE to sign up and simultaneously claim your discount and support SAFE.

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Special Announcement!

Reminders!



Join SAFE and the Facebook CFI Study Group by Clicking on the Images Above

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