



NATIONAL ASSOCIATION OF FLIGHT INSTRUCTORS

MENTOR

LIVE

LIVE



Welcome!

NATIONAL ASSOCIATION OF FLIGHT INSTRUCTORS

MENTOR

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LIVE

Why We Teach What We Teach

The Reasons Behind Maneuvers and Regulations



Thomas P. Turner
Executive Director, ABS Air Safety
Foundation
NAFI Life Member

Why We Teach What We Teach

The Reasons Behind Maneuvers and Regulations



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Regulations

Title	Volume	Chapter	Browse Parts	Regulatory Entity
Title 14 Aeronautics and Space	1	I	1-59	FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION
	2		60-109	
	3		110-199	
	4	II	200-399	OFFICE OF THE SECRETARY, DEPARTMENT OF TRANSPORTATION (AVIATION PROCEEDINGS)
		III	400-1199	COMMERCIAL SPACE TRANSPORTATION, FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION
	5	V	1200-1299	NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
		VI	1300-1399	AIR TRANSPORTATION SYSTEM STABILIZATION

LIVE

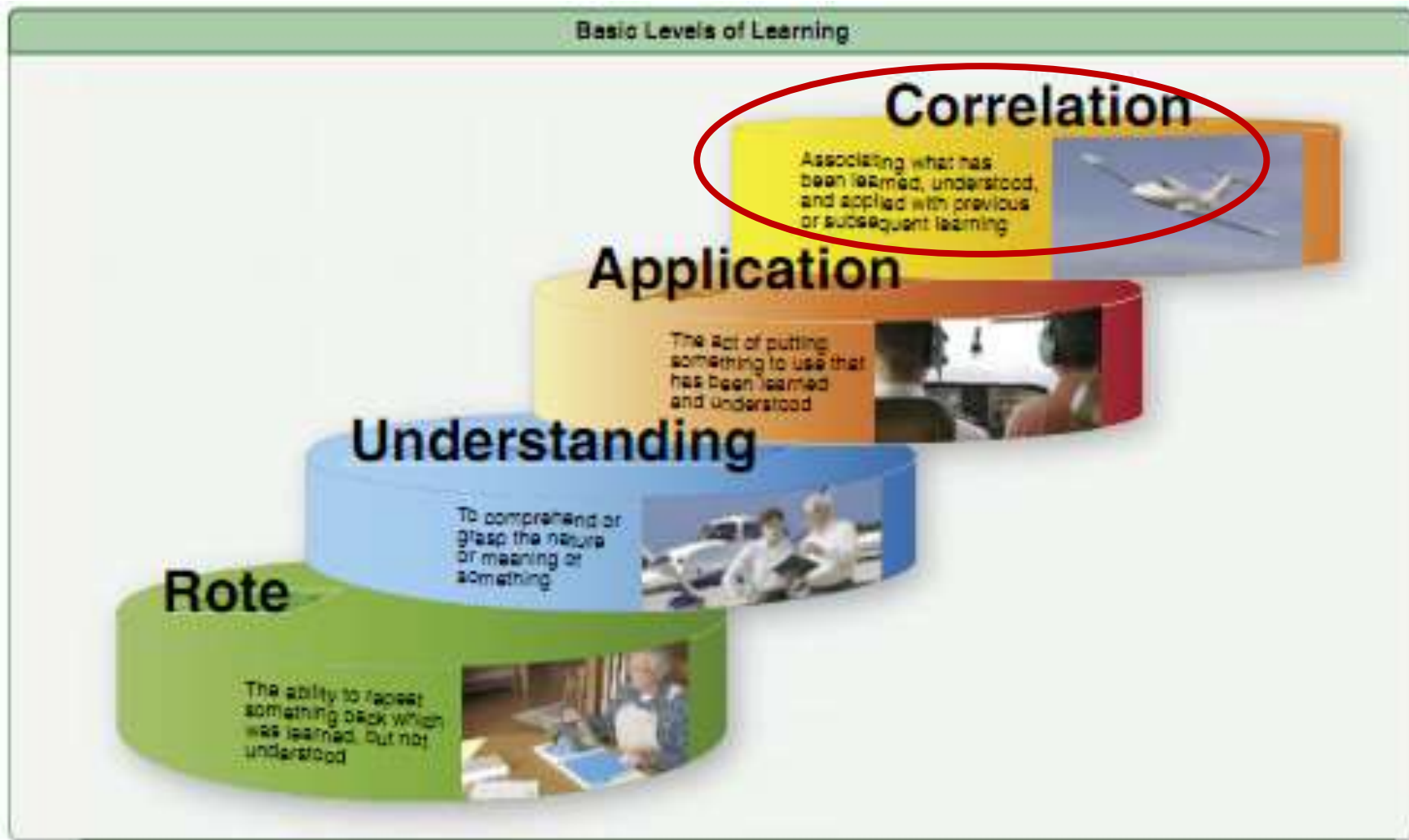
Maneuvers

Title	Publication Date	Change Date	Status
Airline Transport Pilot and Type Rating for Airplane Airman Certification Standards (FAA-S-ACS-11)(Change 1) (PDF)	May 2019	5/28/2019	Effective June 28, 2019
Commercial Pilot — Airplane Airman Certification Standards (FAA-S-ACS-7A) (PDF)	June 2018	n/a	Effective June 11, 2018
Commercial Pilot — Military Competence Airman Certification Standards (FAA-S-ACS-12) (PDF)	August 2018	n/a	Effective October 15, 2018
Instrument Rating Airman Certification Standards (FAA-S-ACS-8B) (PDF)	June 2018	n/a	Effective June 11, 2018
Private Pilot - Airplane Airman Certification Standards (FAA-S-ACS-6B) (PDF)	June 2018	n/a	Effective June 11, 2018
Remote Pilot – Small Unmanned Aircraft Systems Airman Certification Standards (FAA-S-ACS-10A) (PDF)	June 2018	n/a	Effective June 11, 2018

A photograph of two pilots in a cockpit. The pilot on the left is wearing a dark blue shirt and sunglasses. The pilot on the right is wearing a red shirt and glasses. Both are wearing large black Bose headsets. They are looking at a central display screen showing a map. The cockpit is filled with various instruments and controls. The word "Why?" is written in a large, black, serif font in the upper center of the image.

Why?

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Why We Teach What We Teach

- VFR minimums
- Lazy 8
- Minimum safe altitudes
- V_{MC} demonstration

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VFR Minimums



LIVE

VFR Minimums

“3 152s”

and

“5 F-111s”



LIVE

VFR Minimums

“3 152s”
and
“5 F-111s”

- Three miles visibility
 - 1000 feet above clouds
 - 500 feet below clouds
 - 2000 feet laterally from clouds
-
- Five miles visibility
 - 1000 feet above clouds
 - 1000 feet below clouds
 - 1 mile laterally from clouds



VFR Minimums

“3 152s”
and
“5 F-111s”

Airspace	Altitude	Day/Night	Mnemonic
Class A			No VFR
Class B			Three miles, clear of clouds
Class C			3 152s
Class D			3 152s
Class E	< 10,000 MSL		3 152s
	≥ 10,000 MSL		5 F-111s
Class G	≤ 1200 AGL	Day	1 mile, clear of clouds
		Night	3 152s
	> 1200 AGL but < 10,000 MSL	Day	1 mile, 152s
		Night	3 152s
	≥ 10,000		5 F-111s

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The Real Purpose of VFR Minimums

Clues

1

Airspace	Altitude	Day/Night	Mnemonic
Class A			No VFR
Class B			Three miles, clear of clouds
Class C			3 152s
Class D			3 152s
Class E	< 10,000 MSL		3 152s
	≥ 10,000 MSL		5 F-111s
Class G	≤ 1200 AGL	Day	1 mile, clear of clouds
		Night	3 152s
	> 1200 AGL but < 10,000 MSL	Day	1 mile, 152s
		Night	3 152s
	≥ 10,000		5 F-111s

2

3

LIVE

It's not about loss of control...



...it's not about flying
into obstacles....



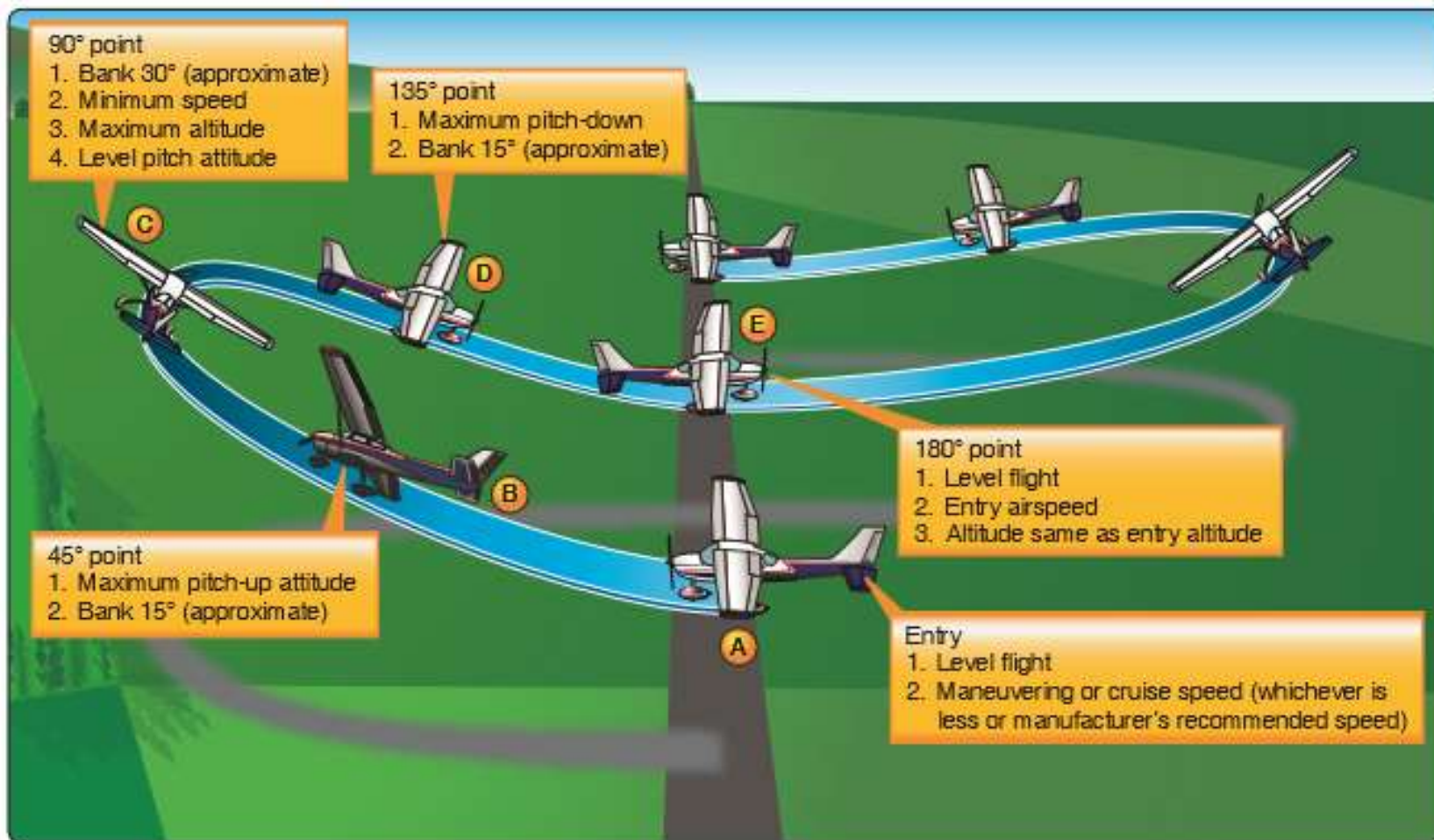
...it's about separation from IFR traffic.



Lazy 8s



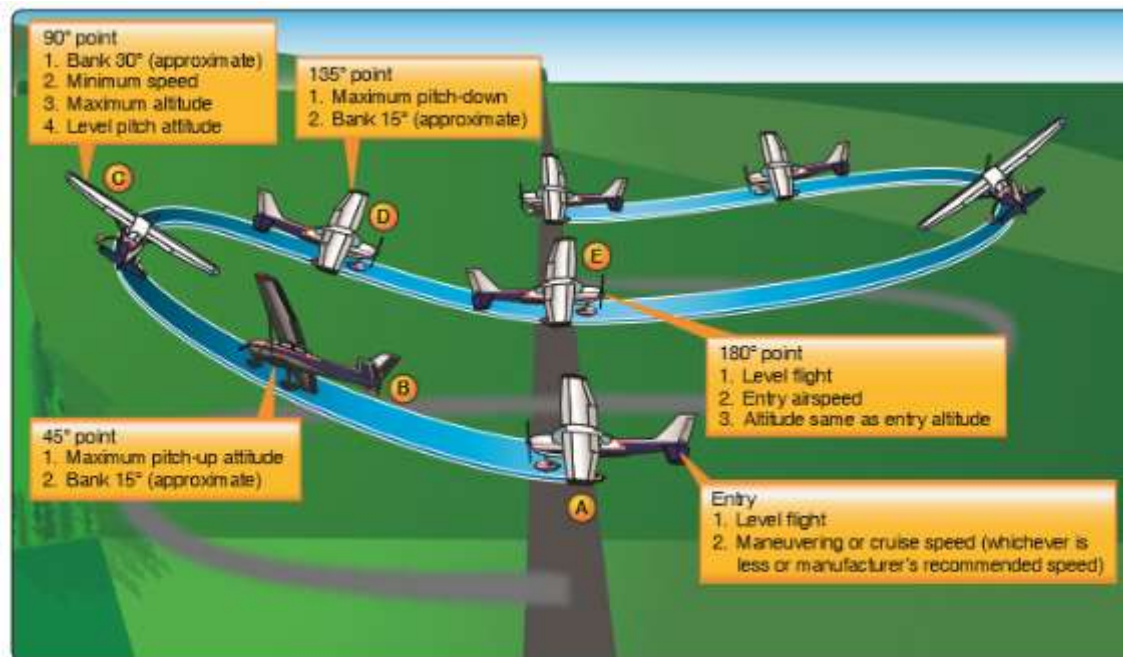
Lazy 8s



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Lazy 8s

- Coordination of flight controls across a wide range of airspeeds and attitudes
- At no time are control pressures constant



But is there more to it?

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“Rolling Gs”



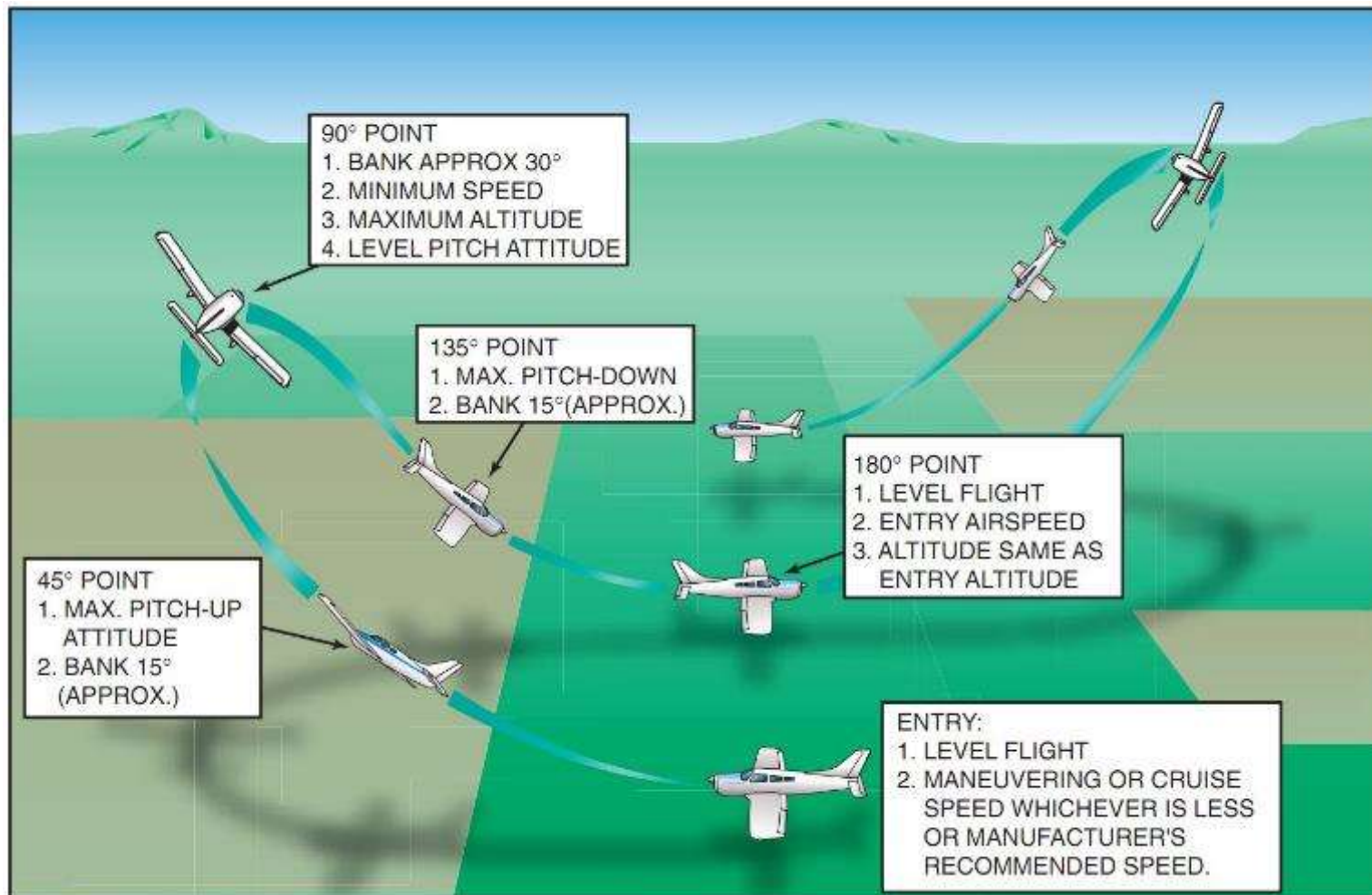
LIVE

“Rolling Gs”



LIVE

“Rolling Gs”



LIVE

Minimum Safe Altitudes

§91.119 Minimum safe altitudes: General.

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- (a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- (b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- (c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
- (d) Helicopters, powered parachutes, and weight-shift-control aircraft. If the operation is conducted without hazard to persons or property on the surface—
 - (1) A helicopter may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section, provided each person operating the helicopter complies with any routes or altitudes specifically prescribed for helicopters by the FAA; and
 - (2) A powered parachute or weight-shift-control aircraft may be operated at less than the minimums prescribed in paragraph (c) of this section.

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1 ...if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

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2 Over any congested area...or open air assembly of persons....

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Clues

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3 Over other than congested areas...

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Minimum Safe Altitudes

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4 ...over open water or sparsely populated areas... [no]
closer than 500 feet to any person....

LIVE

Minimum Safe Altitudes

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5 Helicopters, powered parachutes and weight-shift....

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What do these have in common?

- ① ...if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- ② Over any congested area...or open air assembly of persons....
- ③ Over other than congested areas...
- ④ ...over open water or sparsely populated areas... [no] closer than 500 feet to any person....
- ⑤ Helicopters, powered parachutes and weight-shift....

Minimum Safe Altitudes

14 CFR 91.119

Not about protecting pilots or even passengers

About protecting **persons on the ground** from falling airplanes



LIVE

V_{MC} Demonstration



LIVE

- At least 3000 AGL
- Gear UP
- Flaps TAKEOFF
- Slow to V_{SSE} or V_{YSE}
(whichever is higher)
- Critical engine idle,
propeller windmilling
- “Good” engine to takeoff
power

V_{MC} Demonstration



LIVE

- Bank 5° into good engine
- Slow 1 knot/second
- Slowly increase pitch
- Decelerate to when FULL right rudder and 5° bank cannot counteract asymmetric thrust
- Airplane begins to yaw uncontrollably to the left

V_{MC} Demonstration



LIVE

RECOVER

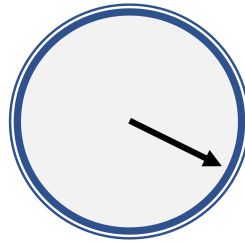
Simultaneously:

- Reduce power on good engine
- Decrease pitch
- Stop yaw
- Maintain heading
- Minimum altitude loss

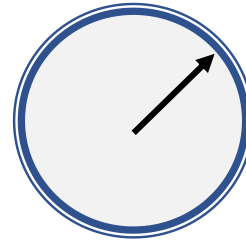
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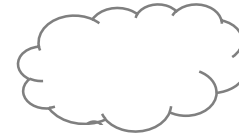
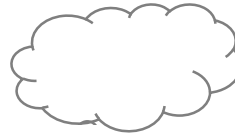
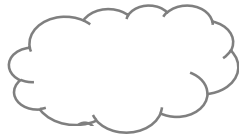
Altitude

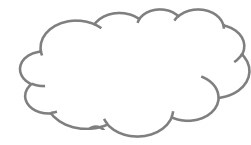
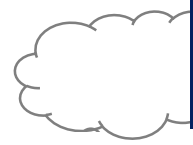


Horsepower



Asymmetry

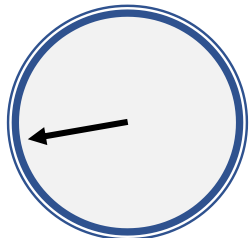




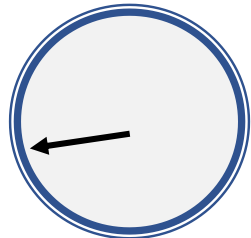
500
AGL



Altitude



Horsepower



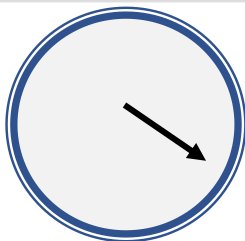
Asymmetry



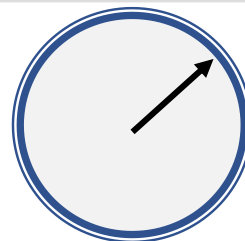
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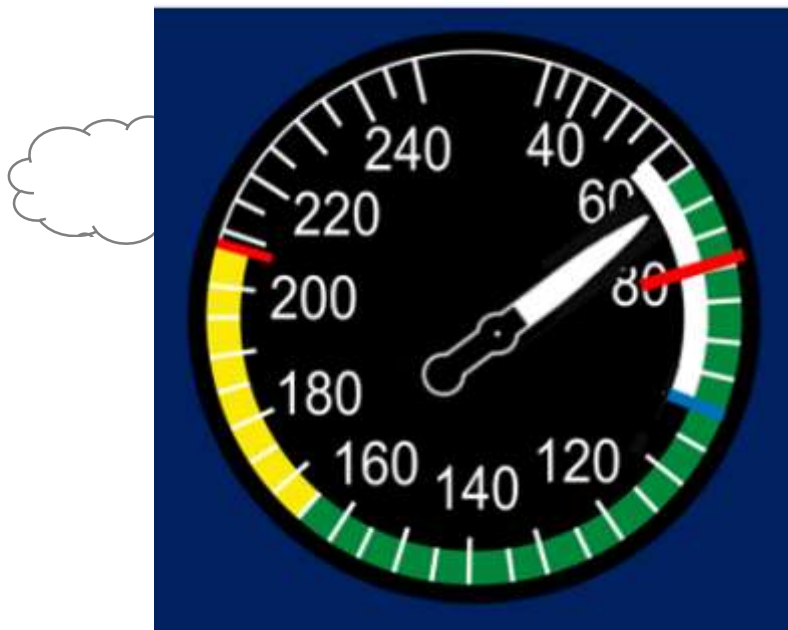
Altitude



Horsepower



Asymmetry



V_{MC} decreases
 V_{SI} does not

V_{MC} Demonstration



LIVE

RECOVER

At the **FIRST** sign of:

- Loss of directional control;
- Stall warning or indication; or
- Decreased power on the good engine

V_{MC} Demonstration



LIVE

RECOVER

Simultaneously:

- Reduce power on good engine
- Decrease pitch
- Stop yaw
- Maintain heading
- Minimum altitude loss

V_{MC} Demonstration



U.S. Department
of Transportation

Federal Aviation
Administration

Airman Certification Standards

X. Multiengine Operations

Task	B. V _{MC} Demonstration (AMEL, AMES)
References	FAA-H-8083-2, FAA-H-8083-3, FAA-P-8740-66, POH/AFM
Objective	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with a V _{MC} demonstration. <i>Note: See Appendix 6: Safety of Flight and Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations</i>
Knowledge	The applicant demonstrates understanding of:
CA.X.B.K1	Factors affecting V _{MC} and how V _{MC} differs from stall speed (V _S).
CA.X.B.K2	V _{MC} (red line), V _{YSE} (blue line), and V _{SSe} (safe single-engine speed)
CA.X.B.K3	Cause of loss of directional control at airspeeds below V _{MC} .
CA.X.B.K4	Proper procedures for maneuver entry and safe recovery.
Risk Management	The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:
CA.X.B.R1	Improper airplane configuration.
CA.X.B.R2	Maneuvering with one engine inoperative.
CA.X.B.R3	Distractions, loss of situational awareness, and/or improper task management.
Skills	The applicant demonstrates the ability to:
CA.X.B.S1	Configure the airplane in accordance with the manufacturer's recommendations, in the absence of the manufacturer's recommendations, then at V _{SSe} /V _{YSE} , as appropriate, and
CA.X.B.S1a	a. Landing gear retracted
CA.X.B.S1b	b. Flaps set for takeoff
CA.X.B.S1c	c. Cowl flaps set for takeoff
CA.X.B.S1d	d. Trim set for takeoff
CA.X.B.S1e	e. Propellers set for high RPM
CA.X.B.S1f	f. Power on critical engine reduced to idle and propeller windmilling
CA.X.B.S1g	g. Power on operating engine set to takeoff or maximum available power
CA.X.B.S2	Establish a single-engine climb attitude with the airspeed at approximately 10 knots above V _{SSe} .
CA.X.B.S3	Establish a bank angle not to exceed 5° toward the operating engine, as required for best performance and controllability.
CA.X.B.S4	Increase the pitch attitude slowly to reduce the airspeed at approximately 1 knot per second while applying rudder pressure to maintain directional control until full rudder is applied.
CA.X.B.S5	Recognize indications of loss of directional control, stall warning, or buffet.
CA.X.B.S6	Recover promptly by simultaneously reducing power sufficiently on the operating engine while decreasing the angle of attack as necessary to regain airspeed and directional control. Recovery should not be attempted by increasing the power on the simulated failed engine.
CA.X.B.S7	Recover within 20° of entry heading.
CA.X.B.S8	Advance power smoothly on the operating engine and accelerate to V _{SSe} /V _{YSE} , as appropriate, ±5 knots during recovery.

V_{MC} Demonstration



U.S. Department of Transportation

Federal Aviation Administration

Airman Certification Standards



“Checkride circus trick”

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X. Multiengine Operations

Task	<i>B. V_{MC} Demonstration (AMEL, AMES)</i>
References	FAA-H-8083-2, FAA-H-8083-3; FAA-P-8740-66; POH/AFM
Objective	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with a V _{MC} demonstration. <i>Note: See Appendix 6: Safety of Flight and Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations</i>
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CA.X.B.K2	V _{MC} (red line), V _{YSF} (blue line), and V _{SSF} (safe single-engine speed).
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Skills	The applicant demonstrates the ability to:
CA.X.B.S1	Configure the airplane in accordance with the manufacturer's recommendations, in the absence of the manufacturer's recommendations, then at V _{SSF} /V _{YSF} , as appropriate, and:
CA.X.B.S1a	a. Landing gear retracted
CA.X.B.S1b	b. Flaps set for takeoff
CA.X.B.S1c	c. Cowl flaps set for takeoff
CA.X.B.S1d	d. Trim set for takeoff
CA.X.B.S1e	e. Propellers set for high RPM
CA.X.B.S1f	f. Power on critical engine reduced to idle and propeller windmilling
CA.X.B.S1g	g. Power on operating engine set to takeoff or maximum available power
CA.X.B.S2	Establish a single-engine climb attitude with the airspeed at approximately 10 knots above V _{SSF} .
CA.X.B.S3	Establish a bank angle not to exceed 5° toward the operating engine, as required for best performance and controllability.
CA.X.B.S4	Increase the pitch attitude slowly to reduce the airspeed at approximately 1 knot per second while applying rudder pressure to maintain directional control until full rudder is applied.
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CA.X.B.S7	Recover within 20° of entry heading.
CA.X.B.S8	Advance power smoothly on the operating engine and accelerate to V _{SSF} /V _{YSF} , as appropriate, ±5 knots during recovery.

V_{MC} Demonstration: The Real Lesson

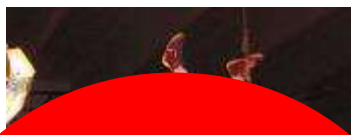


ANY Single-engine operation

At the **FIRST** sign of:

- Loss of directional control;
- Stall warning or indication;
or
- Decreased power on the good engine

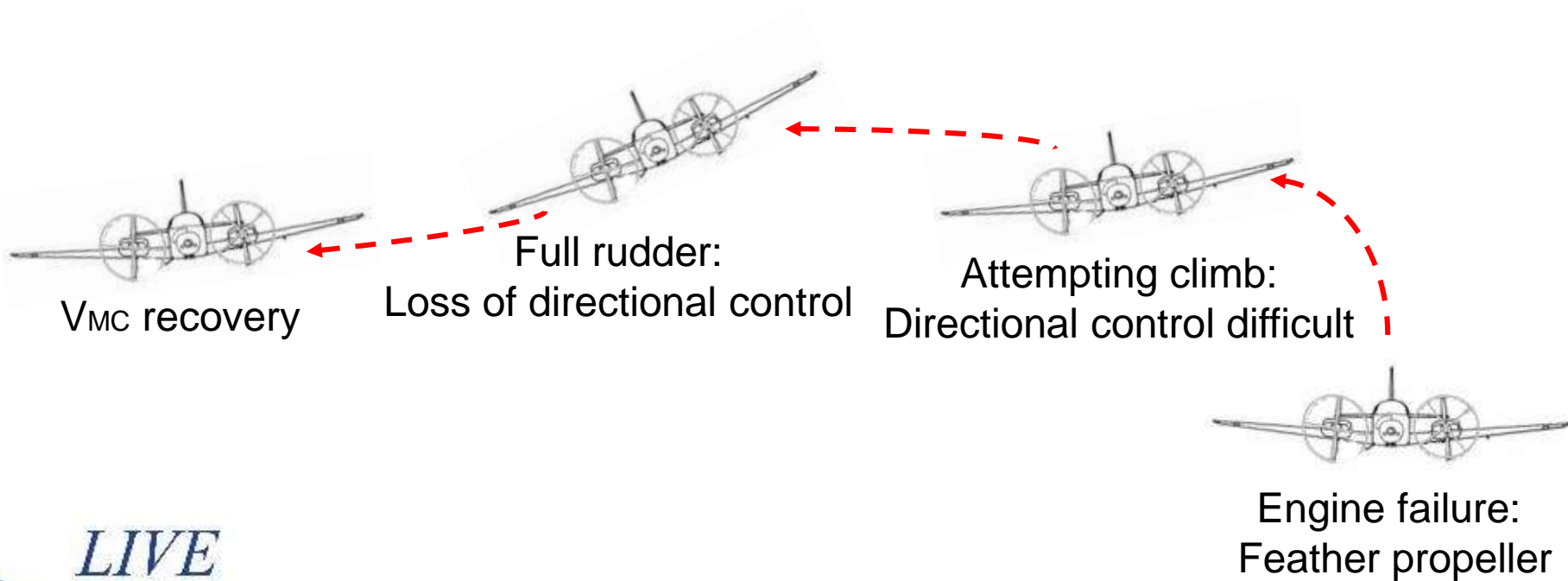
RECOVER using the V_{MC} recovery technique



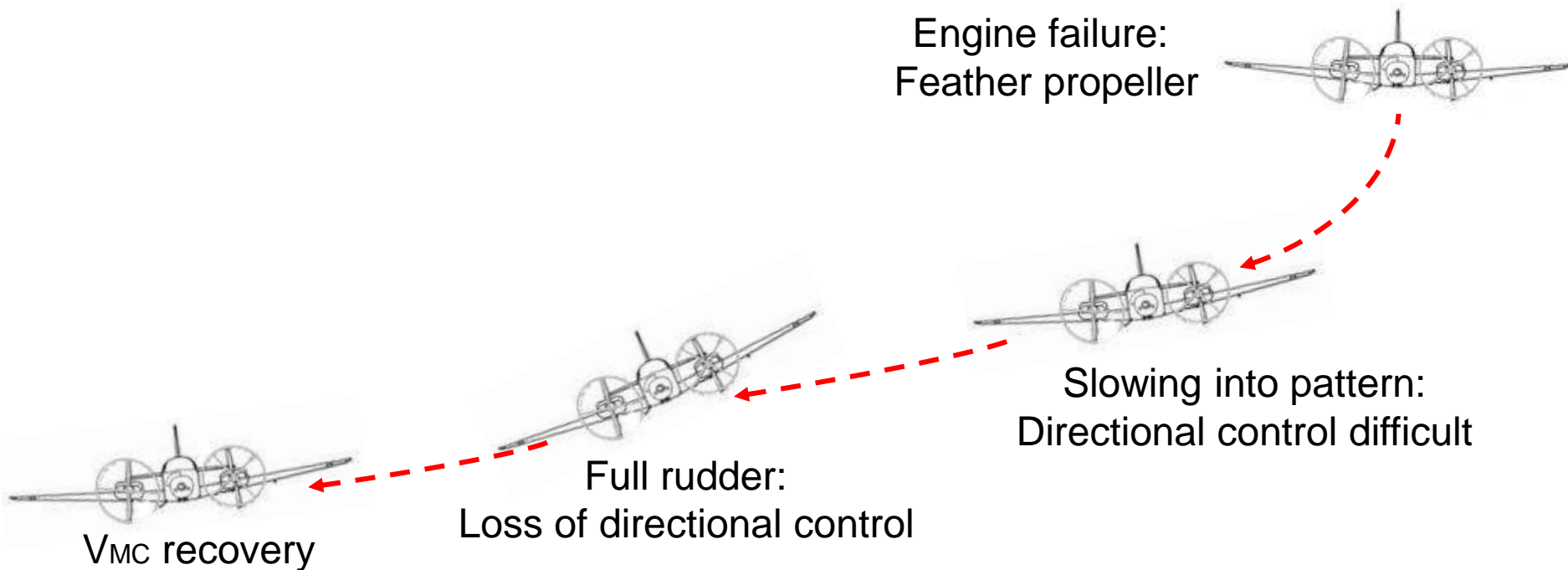
circus trick”

LIVE

V_{MC} Demonstration: The Real Lesson



V_{MC} Demonstration: The Real Lesson



LIVE

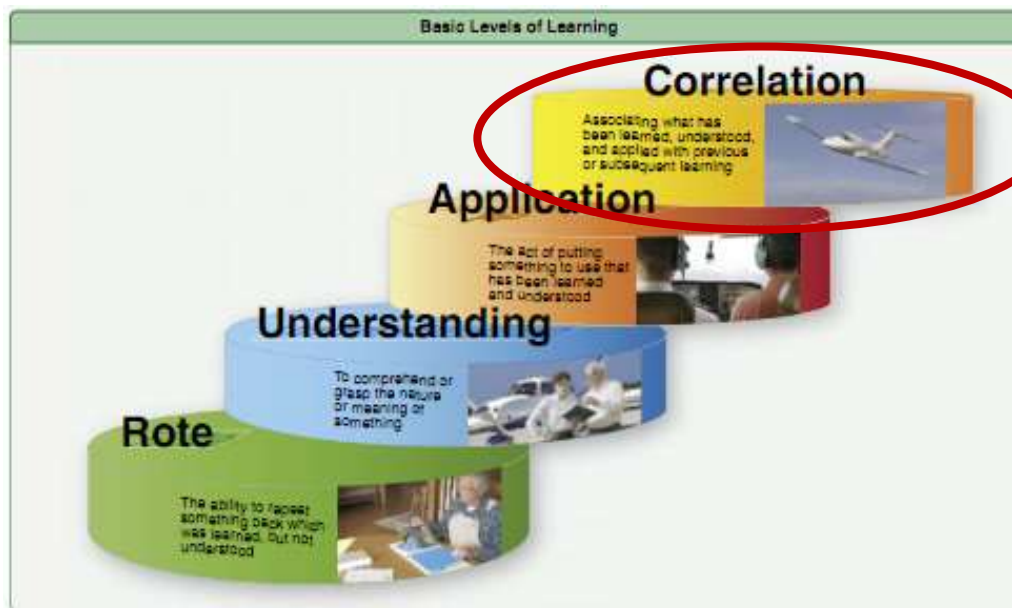
Why We Teach What We Teach

- Regulations
- Maneuvers



circus trick”

LIVE





Why We Teach What We Teach

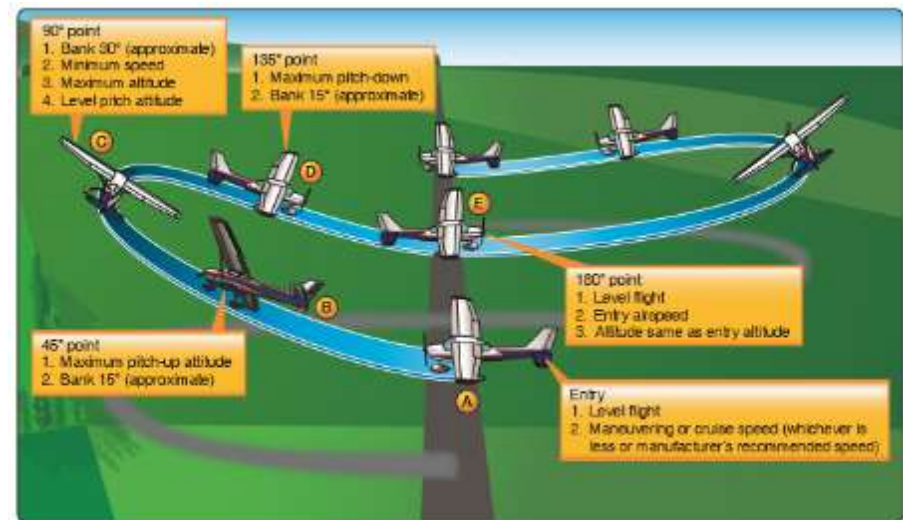
- VFR minimums
- Lazy 8
- Minimum safe altitudes
- V_{MC} demonstration

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Why We Teach What We Teach

Why?

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	VI	1300-1399	AIR TRANSPORTATION SYSTEM STABILIZATION	



Questions?



LIVE



Starts Wednesday at 7:00 PM

Challenge & Response for General Aviation



8 Posts

- Additional Reading
18 minutes ago
- Earn WINGS! Credit!
18 Jan ago
- Host - Susan Patton
18 Jan ago
- Host - Paul Preidecker
18 Jan ago
- About This Course
18 Jan ago
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18 Jan ago

Earn WINGS! Credit

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Quick Links

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Upcoming broadcasts

Upcoming Broadcasts

June 20th, 2018 8:00 PM "FAA Exam - Test for Student or Instructor?"

Presented by Captain Judy Rice, Founder of Think Global Flight, Frederick Nauer, 2015 Flight Instructor Hall of Fame Honoree & Mike Thompson, CFI and Retired college dean

Do you feel like an excellent father or perhaps the security guard at the local department store when sending your student for the FAA Knowledge or Practical Exam? Does your student arrive in a cold sweat, biting nails, and twitching before the Exams? How about the international student that blinks and nods when you asked to bring the throttle to idle? Or the domestic student babbling how great the landings were after screaming in on final.

Join us, gaining greater confidence for you and your student during this MentorLIVE broadcast. You will discover tips and lessons learned on topics such as: Preparing domestic and International students for the FAA Knowledge and Practical Exams, student knowledge versus memorization, the role of published materials, encouraging nervous students, and more. Be sure to bring your questions and share a lesson learned!

[Click here to sign up/join the broadcast!](#)

Upcoming Events

June 20th, 2018
2018 Advocates Debrief
Category: All Shows
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May 16th, 2018 8:00 PM "Challenge & Response: Practical Flight Deck Insights for GA" Presented by Susan Parson, Special Assistant, FAA Flight Standard Service and Paul Preidecker, Regional Airline Chief Instructor.

Qualifies for FAA Wings Credit!

[Click here to watch!](#)

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JOIN TODAY

April 18th, 2018 "Stop Teaching About Safety" Presented by Thomas R. Turner ATP/CFII, MEI

Qualifies for FAA Wings Credit!

[Click here to watch!](#)

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