



How to Become a BPPP Instructor

ABS members rightly have an expectation that BPPP instructors are not only superior teachers of flight, but that they also have experience and special expertise flying and teaching in ABS-type airplanes. The strength of BPPP course completion in the eyes of ABS members and insurance underwriters demands expert attention to type-specific detail when conducting transition and recurrent training. BPPP instructors are ambassadors for the American Bonanza Society, often the only face-to-face contact with the organization an ABS member ever has. Most importantly, safety demands the BPPP instructor be outstanding and authoritative in the delivery of the full BPPP flight training syllabus. Consequently, accreditation standards are high for BPPP flight instructors.

Here's the process by which new instructors will be brought into the BPPP instructor cadre:

1. The candidate instructor must meet these minimum experience requirements:
 - a. Certification:
 - i. Current and valid FAA Flight Instructor certificate (or international equivalent for instruction outside the United States)
 - ii. Instrument Instructor rating (or international equivalent). *Note:* The majority of ABS members report holding an instrument rating. Members expect BPPP instructors to be able to conduct and endorse instrument training and checks.
 - iii. Multiengine Instructor rating, if the applicant wishes to instruct in Barons and/or Travel Airs.
 - iv. Current FAA Third Class or higher medical certificate or BasicMed certification (or international equivalent for instruction outside the United States). *Note:* U.S. regulations require the instructor to hold a current FAA medical certificate or BasicMed to provide instruction when the pilot receiving instruction (PRI) cannot serve as Pilot-in-Command.
 - b. Experience:
 - i. Dual given (all aircraft): 500 hours
 - ii. Combined Pilot-in-Command time in Bonanzas, Debonairs, Barons, and/or Travel Airs: 100 hours
 - iii. Dual given in Bonanzas: 50 hours
 - iv. Dual given in last 12 months in Bonanzas, Barons, or Travel Airs: 15 hours
 - v. For multi-engine instruction (not required) Dual given in Barons or Travel Airs: 50 hours

Note: Minimum experience requirements may be waived on a case-by-case basis at the discretion of the ABS Air Safety Foundation executive director on the strength of other instructional experience.
2. The candidate instructor completes the online ABS Flight Instructor Academy program. The ABS Flight Instructor Academy is free to members in the ABS Online Learning Center.
3. Upon completing the Academy program, the candidate then submits an instructional resume to the ABS/ASF Executive Director along with letters of recommendation from at least two ABS members he or she has instructed in Beech piston airplanes in the past three years.
4. The candidate completes a telephone or in-person interview with the ABS/ASF Executive Director and/or his designated representative. Evaluation of the candidate will emphasize:
 - a. Safety and instructional/member service attitude

- b. Communication ability
 - c. Enthusiasm for teaching in Beech aircraft
 - d. Knowledge of and enthusiasm for ABS, its products and member services
 - e. Ability to serve as an ambassador for ABS
5. The ABS/ASF Executive Director informs the candidate whether he/she has passed the interview and is eligible for standardization training.
 6. The ABS/ASF Executive Director informs the BPPP Standardization Check Pilots that the candidate is eligible for standardization training.
 7. The candidate contacts a BPPP Standardization Check Pilot from the online list and schedules his/her check flight.
 - a. The candidate is responsible for supplying a satisfactory Bonanza, Debonair, Baron or Travel Air aircraft.
 - b. All BPPP instructional flight procedures, including hold harmless agreements, apply to standardization check flights.
 - c. If the candidate uses an airplane not belonging to him/her, the candidate is responsible for contacting the airplane's owner to obtain and return to ABS a BPPP Hold Harmless Agreement signed by the airplane's owner.
 8. The BPPP Standardization Check Pilot conducts the flight check using the BPPP Standardization Flight Checklist (incorporating required maneuvers, completion standards and BPPP limitations):
 - a. The purpose is to evaluate the candidate's ability to communicate, ensure a safe training environment, and permit the pilot receiving instruction hands-on experience in the flight maneuvers while presenting the BPPP flight training syllabus.
 - b. Strong emphasis is placed on evaluating the candidate's ability to quickly develop communications/rapport with the customer and to assess the customer's level of experience, ability, anxiety and training needs. We have to be excellent judges of character and airmanship in order to deliver BPPP training in the most effective manner in the short time we spend with the customer.
 - c. The candidate must clearly demonstrate enthusiasm for the Beechcraft product line, as well as a strong commitment to raise the customer's flying to an increased level of safety and precision.
 - d. This is as much a teaching event as it is a check. The BPPP Standardization Check Pilot's job is to show how we do things in BPPP and determine whether the candidate can provide the same quality of presentation with ABS members.
 - e. All safety protocols and BPPP limitations apply.
 - f. The BPPP Standardization Check Pilot will fly from the left seat and demonstrate the maneuvers. Per the checklist, some of the maneuvers are conducted and "taught" by the candidate from the right seat. *Note:* If the airplane used for the check flight has single flight controls, the candidate will fly left or right seat at the Standardization Check Pilot's discretion. This may include landing and switching seats.
 - g. Emphasis is on the maneuvers and techniques presented in visual flight, and the By the Numbers technique with at least one demonstrated instrument approach.
 - h. The flight should last approximately 1.5 to two hours, with appropriate pre- and post-flight briefings.
 - i. The BPPP Standardization Check Pilot may endorse the pilots for a Flight Review at his/her discretion. Completing all maneuvers required for an IPC are outside the scope of this flight.

- j. If there are any deficiencies found in the candidate's flying and/or teaching ability that the BPPP Standardization Check Pilot feels is otherwise a good candidate, he/she may offer additional instruction (at the candidate's expense). This is not meant to maximize the BPPP Standardization Check Pilot's paid time, but rather remove pressure on the Check Pilot to approve someone who might need a little work but would otherwise be a good addition to the program.
 - k. The flat fee for standardization is \$300 paid by the candidate the BPPP Standardization Check Pilot directly. The candidate is responsible for any costs associated with the airplane.
9. The BPPP Standardization Check Pilot informs the ABS/ASF Executive Director of whether the candidate successfully completed the check flight.
 10. The ABS/ASF Executive Director informs the candidate of the outcome of the check flight.
 11. If the candidate is successful, ABS HQ informs the pilot how to update his/her member profile on the ABS website so his/her name and information is added to the BPPP Instructor list.

Note: CFIs may also enroll in the online ABS Flight Instructor Academy program directly and complete the course in order to improve their ability to provide instruction outside the ABS/BPPP system. They will not be eligible to provide instruction resulting in the award of a BPPP course completion certificate and will not be paid for their services as part of the BPPP or any other ABS program.