

Minimum Controllable Airspeed (MCA) in Newest CFI ACS

Since the removal of [Minimum Controllable Airspeed \(MCA\)](#) from flight testing in 2016 with the publication of [FAA SAFO 16010](#), most CFIs no longer teach MCA. Consequently, most pilots do not understand "induced drag" and "[the region of reversed command](#)." Many pilots fear (and avoid) slow flight and stall practice.

MCA is slower than the current "[slow flight](#)." As described in [Area of Operation X, Task B in the CFI-ACS](#), pilots are required to fly on the edge of a stall (region of reversed command) with the stall warning device fully active. Any increase in pitch or reduction of power in this configuration will result in an immediate stall. The primary aerodynamic force at work is "induced drag" which is very non-intuitive to a new pilot.

Event Details

Sun, Jan 19, 2025 at 20:00 EST

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Foreign, FN



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Once a plane is slowed past the best glide speed and minimum drag speed, it takes *more* power to sustain flight at a level altitude at a slower airspeed. Induced drag increases exponentially as the plane gets slower, requiring greater pilot skill to maintain control.

All pilots are welcome to join; especially CFIs. Please register on [SAFE Zoom Here](#)

More information [HERE](#)

A message from the National FAASafety Team Manager

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