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Paul,

Have you heard about the latest thing pilots are doing to ask for traffic advisories at an uncontrolled airport?

They call in the blind to a unicom and say "any traffic in the area please report". Well as you can imagine if every person in the airport area reports the traffic congestion on that unicom frequency increases exponentially so that no person can hear any communication at the airport.

If you publish the proper technique to be used it would be appreciated.

Larry DeCosta

This newsletter is not a forum for general flying techniques, but the appropriate reference is listed for our readers. All Practical Test Standards Reference Airport Operations.

**Reference:** *Aeronautical Information Manual Paragraph 4-1-9. Traffic Advisory Practices at Airports Without Operating Control Towers*

**Instructors** insure that the proper techniques for this are taught.

**DPE's** insure that this area is evaluated during the Practical Test.

## More on Vmc Demo

Paul, There are a couple of other ways that one might consider to simulate a Vmc situation. One is to use no aileron. It is an impressive demonstration that shows the importance of establishing a bank, with the aileron, to maintain control to at least the published Vmc. Virtually all of the original issuance multiengine flight tests that I have conducted that were unsatisfactory due to Vmc demonstration, were due to insufficient aileron input during the demo. The applicant invariably says "I thought I had full aileron". My favorite training method of doing the Vmc demo, is to use full flaps. Yes, I know that's not the way the airplane was certified, but it works. The flaps MAY lower the stall speed to where it is below the Vmc. I think this situation is much more realistic because the student must use full or nearly full aileron and rudder to maintain directional control.

Mitch Grundman  
DPE  
GL-11-1

### **"POSITION AND HOLD" at Uncontrolled Airports**

What is wrong with the following scenario at an uncontrolled airport: (1) a Cessna 172 has just landed on runway 26 and not cleared the runway; (2) a Cessna 152 takes the runway and the plane's pilot reports "POSITION AND HOLD, RUNWAY 26".

ANSWER:

- (1) the Cessna 152 has ventured out onto runway 26 and turned his/her back to potential oncoming traffic on final;
- (2) the Cessna 152 is "trapped" on runway 26 until the Cessna 172 has exited;
- (3) there is no such thing as "POSITION AND HOLD" at an uncontrolled airport.

Always be ready for immediate departure when venturing out onto the active runway at an uncontrolled airport. Never turn your back to incoming traffic on final - wait until it has landed and cleared the runway before taking the runway.

I can't tell you how many times I have heard this phrase at uncontrolled airports. However, if I had a dollar for every time I have heard it I would be a rich man indeed. Please be ready for immediate departure upon taking the runway - do not loiter on the runway and by all means do not take the runway when other traffic is on final or landing traffic has not cleared the runway.

Robert Carpenter

## ON THOSE PYLONS

There seems to be a bit of confusion concerning the “Eight’s On Pylons” task in Area of Operation VI in the commercial pilot PTS, and, we must admit that the wording used in objective number 4 in that task does lend itself to misinterpretation.

The objective reads: “enters the maneuver at the appropriate altitude and airspeed and at a bank angle of approximately 30 degrees to 40 degrees at the steepest point. To clarify the intent of this objective we refer to FAA –H-8083-3 “Airplane Flying Handbook” page 6-13 which states in part: “For uniformity, the eight is usually begun by flying diagonally crosswind between the pylons to a point downwind from the first pylon so that the first turn can be made into the wind”. The reference goes on to say: “As the turn progresses on the upwind side of the pylon, the wind becomes more of a crosswind and drifts the airplane closer to the pylon. *Since a constant distance from the pylon is not required on this maneuver, no correction to counteract drifting should be applied. Therefore, with the airplane drifting closer to the pylon, the angle of bank is increased to hold the reference line on the pylon*”.

The eight on pylon is not a true ground track maneuver. The intent of objective number 4 is to limit the angle of bank at the steepest point in the maneuver to 30 to 40 degrees. In order to accomplish this the applicant must carefully plan the maneuver entry so that when drifting towards the pylon, an angle of bank steeper than the stated 30 to 40 degrees will not be required to hold the pylon.

Bob Dippi  
Certification Manager, AFS 630  
Airman Testing Standards Branch

## STEEP SPIRALS

This article comes from a question asked by Inspector Melvin on steep spirals.

I hope this message helps to clarify our position regarding the performance of steep spirals in the commercial pilot (SEL) PTS.

Neither the commercial pilot PTS nor FAA-H-8083-3 "Airplane Flying Handbook" required that a steep spiral maneuver be entered in any particular direction, upwind, downwind or crosswind. The maneuver does require that a constant radius around a point on the ground be maintained, a constant airspeed be maintained, and that the radius be such that the steepest bank will not exceed 60 degrees.

Normally steep spirals, like turns around a point, are entered downwind so as to initially establish the steepest angle of bank, but this is not a requirement. The applicant has the option of entering the maneuver upwind or crosswind if he/she so chooses.

The maneuver diagram on page 6-16 of FAA-H-8083-3 depicts an airplane apparently entering the maneuver upwind. We regret any misconception that this maneuver diagram depicts that as a requirement. FAA-H-8083-3 is presently being re written and expanded. I can assure you that our intentions will be more clear in the new version.

Best Wishes,

Bob Dippi  
Certification Manager, AFS 630  
Airman Testing Standards Branch

## **PRACTICAL TEST REQUIREMENTS**

The Practical Test Standards (PTS) establish the requirements for certification of a pilot or flight instructor to operate safely in the national airspace system. The policy for conducting a practical test is addressed in the Introduction under the subtitle *Practical Test Standard Concept*. The last sentence in this paragraph is in every PTS and states “Adherence to the provisions of the regulations and the practical test standards is mandatory for the evaluation of *pilot or flight instructor* applicants.” This leaves no doubt as to what an examiner or aviation safety inspector must do in order to conduct an evaluation.

In a recent national magazine an instructor wrote a response to the current airplane PTS. The instructor recommended that other instructors and examiners refuse to comply with the PTS concerning one of the maneuvers that recently changed. This individual went on to state that he/she would include a letter to the examiner explaining that an applicant he/she trained and recommended for a practical test had not been trained in the particular maneuver and that he/she (the recommending instructor) would not train in the maneuver in question. The instructor further stated that the applicant would be advised to avoid this type of flight at all times.

An instructor, as well as any pilot, examiner or aviation safety inspector has the right to question any maneuver in the practical test standards. Their concerns should be addressed to the Airman Testing Standards Branch (AFS-630) in Oklahoma City. The address is in the front of every PTS. The responsible certification manager will respond to any inquires as to intent and content of any task in the PTS. AFS-630 does this on almost a daily basis.

An examiner or aviation safety inspector is required to comply with the policy established in the PTS. If an examiner or aviation safety inspector receives a letter from an instructor stating that applicant is not trained in a particular maneuver; the examiner or aviation safety inspector shall not conduct the evaluation. The applicant shall be informed that he/she does not meet the requirements of 14 CFR 61.39(a)(6). The application is to be returned to the applicant.

The examiner may want to contact the recommending instructor and try to resolve the instructor’s concerns. If the instructor is adamant about not teaching a specific maneuver then the examiner should encourage the instructor to contact AFS-630 with their concerns. If the instructor remains persistent about not complying with the PTS then the examiner should inform the instructor that the examiner will not be able to conduct any practical tests based on his/her recommendation.

The Airman Testing Standards Branch is always open to comments and recommendations from the aviation community. We will try our best to resolve any issues concerning safety and standardization.

## THE IMPORTANCE OF SLOW FLIGHT

Both the private and commercial practical test standards require an applicant to demonstrate slow flight. The demonstration is applicable to both single engine and multiengine airplanes. The requirement to demonstrate slow flight has been an important part of pilot certification practical tests ever since these tests have been given, and there is an important reason why.

An essential part of airmanship skills is the ability to estimate the margin of safety above the stalling speed of an airplane by the diminishing response of the airplane to the use of its flight controls. As the airspeed decreases, control effectiveness decreases disproportionately. For example, there may be a certain loss of effectiveness when the airspeed is reduced from 30 to 20 mph above stalling speed, but there will normally be a much greater loss as the airspeed is further reduced to 10 mph above stalling speed.

The ability to determine the characteristic response of *any* unfamiliar airplane a pilot may fly is of paramount importance. The pilot must develop this awareness in order to safely avoid stalls and to operate the airplane correctly and safely at the slower airspeed. Instruction and practice in slow flight is the best introduction to these principles. Slow flight instruction, however, covers two distinct flight situations: 1) the establishment and maintenance of the airspeed appropriate for traffic patterns and landing approaches in the airplane used, and 2) flight at the slowest airspeed at which the airplane is capable of continued controlled flight without indications of a stall – minimum controllable airspeed. Both flight situations are evaluated on practical tests. The first during the normal course of takeoffs, landings, and airport traffic patterns, and the second through a specific task requirement in the practical test standards.

Slow flight at minimum controllable airspeeds is demonstrated in straight and level flight, turns, climbs and descents, with flap and landing gear configurations as specified by the examiner. It is performed at an airspeed just slightly above the stall, sufficient to permit maneuvering, but close enough to the stall to give the sensation of sloppy controls and ragged response to control pressures. In order to accomplish the objectives of the maneuver the airspeed used is sufficiently slow so that any further reduction in speed or increase in load factor would result in immediate *indications* of a stall.

The operation of airplanes, including light twins, at near stalling speed, is not in itself hazardous. (Neither is performing power-on stalls in twin engine airplanes). However, each airplane is different in some ways. The practical test standards require that the examiner determine that the applicant has adequate knowledge of the elements related to maneuvering during slow flight in general, and as they apply to the particular airplane used for the practical test. This is an important part of the evaluation process. For instance: with flaps and/or landing gear extended, a climb at minimum controllable airspeed may not be possible. Also, procedures to be followed in the event of an engine power loss during a slow flight demonstration in a twin engine airplane should be thoroughly discussed before flight. (Generally, the power required to demonstrate flight at minimum controllable airspeeds is well below the maximum available, and,  $V_{mc}$  speed, being a function of power on the operating engine, should not be a concern).

**In summary, the best evidence available to the pilot in any airplane, especially an unfamiliar airplane, of the approach of the stalling speed is the rapidity with which the response to movement of the flight**

**controls decreases. Thus the continuing requirement for a slow flight demonstration on practical tests. Also, as previously stated, the operation of an airplane at speeds near stalling is not, in itself, hazardous, however, such operation is very dangerous unless the pilot is aware of it, is familiar with this flight regime, and is alert and able to devote full attention to flying the airplane.**

### **ATTENTION ACRA USERS**

Under the new procedures in N8700.15, designated pilot examiners cannot give temporary certificates directly to applicants if the airman is using a foreign license as a basis for issuance of an FAA certificate. The complete application package including the temporary and letter of verification of authenticity of the foreign license must be sent to the FSDO. The applicant must appear at the FSDO and bring identification and get the temporary. This affects ACRA application also, so if you would be so kind as to put a heads up notice in the newsletter, it would sure help up out here because some of the ACRA users are going ahead and giving the temp to the applicant and sending the file directly to us.

Mary L Rickey  
Airmen Certification Branch