



# DESIGNEE UPDATE

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Examiner, Designee, and Instructor Community

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## TIME TO SAY GOODBYE!!

Unfortunately the time has come to say goodbye to an outstanding member of the Pilot Examiner Standardization Team. Most of you remember Ron Bragg as the individual who never seems to get it right during a check ride. He has been our star example of what "not to do" during numerous airman certification videos over the years.

Ron's long and prosperous career started in October 1960 as an Air Traffic Control Specialist for St. Louis Center. During those developing years as a controller, Ron continued his love of flying as a pilot and flight instructor. He transferred to the Fort Worth Center in August 1963 where he continued his development as a journeyman level controller.

While most people went to sunny South Vietnam as GI's, Ron volunteered and served as a controller in Saigon Center from October 1969 to April 1971. He was recognized for his outstanding achievements while in this assignment by the Commanding General of the theater.

He returned from his overseas assignment to the FAA Academy in Oklahoma City as an Air Traffic Controller

Instructor. His real interest was in the Flight Instructor Refresher Unit within Flight Standards. He was able to become a member of that unit in August of 1972. He was overwhelmingly received by the industry instructors not only for his technical expertise, but also his ability to entertain the community with his jovial manner of presenting sometimes dry, humorless material.

Ron was transferred back to Air traffic in February 1975 as a member of the Center Evaluation Team located at the Great Lakes Regional office in Des Plaines, IL. His strong desire to return to teaching and being involved with general aviation was rewarded with a reassignment back to the Flight Instructor Refresher Unit (FIRU) at the FAA Academy.

Ron truly started to shine at this point and was recognized by numerous key personnel within the industry and FAA for his instructing capabilities. When the Flight Instructor Refresher Course was turned over to industry in 1976, the FIRU was converted to the Pilot Examiner Standardization Team (PEST). Ron is a charter member of this team and rose from instructor to supervisor and program manager for this national program.

Ron started the Designee Update newsletter in 1989 as a communications tool for the examiner and flight instructor community. It has grown to include both pilot and mechanic information. Additionally, he was instrumental in the implementation of the National Examiner Board (NEB), now used as the entry process for new examiners. Ron's years of experience as an instructor and member of the flight instructor and pilot examiner programs is an asset that will surely be missed by the program.

Ron retired in the Oklahoma City area and is sure to surface as either an instructor on the pilot examiner

program or the FAA Academy. We wish Ron and his wife, Vivian, the best of luck in retirement and all of their endeavors.

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### **AND FROM THE RETIREE**

It sure would be interesting to know how many calls and discussions I have had over the past 20 plus years with examiners and inspectors from the various FSDO's. I enjoyed my career and will say goodbye by simply saying "it's been great, and I'll see you all later." *Ron Bragg*

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### **EXAMINER BBS**

Effective January 1, 1999, the Examiner Bulletin Board will be closed down. Over the last 8 years quite a few examiners and flight instructors used the bulletin board as a means of communications to get answers and explanations not readily available anywhere else. This service will still be provided through the Internet via the AFS-600 Home Page. Questions can be sent directly to the subject matter expert via the AFS-600 Feedback Page listed under the Quick List on the home page.

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### **AIRMAN TEST REPORT**

An Airman Test Report without an embossed seal is not a valid report and shall not be accepted by Aviation Safety Inspectors and Designated Pilot Examiners during the testing process. FAA Order 8080.6B is very specific that a Computer Testing Designee place the embossed seal on all validated tests. If the inspector or examiner accepted a report without the seal, the certification package will be rejected by AFS-760 in Oklahoma City. Also remember that fax or Xerox copies of a test report are unacceptable. Duplicate copies can only be obtained through a request sent to the Airmen Certification Branch, AFS-760.

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### **NEW AIRCRAFT TYPE DESIGNATIONS**

Effective November 5, 1998, the new aircraft designations in accordance with FAA Notice 7110.183, was implemented. One basic reason for the change was to align the FAA designations with ICAO, NAV CANADA and Eurocontrol. Some noted changes are a Raytheon BE-C90 is now a BE9L while a retractable gear Cessna Cardinal is a C77R.

A method for determining if your aircraft designation has changed is to file a flight plan with Flight Service. They will have the capability of providing the new designation information.

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### **TURBINE AIRCRAFT FUEL**

It may seem hard to believe, but during a recent visit at a parachute jump zone airport, an FAA Aviation Safety Inspector discovered that the turbine powered airplane was being refueled with K1 Kerosene (home heating kerosene). This fuel does not meet the American Society for Testing and Materials (ASTM) standards for aviation turbine fuel. Neither does it meet the FAA requirements or the aircraft manufacturers approval as an authorized fuel.

The kerosene used in this situation may work for a considerable time before damage may occur. The manufacturing quality control system used to produce K1 Kerosene is far less stringent than aviation jet fuel. For more information on aviation approved jet fuel products, consult ASTM D-3699 and ASTM D-1655. These publications give the standards used to manufacturer K1 kerosene and Jet A.

Most important, it is the pilot in command's responsibility to ensure that the aircraft is properly fueled in accordance with the regulatory requirements and the manufacturers operating specifications in order to conduct safe flight.

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### **DPE LISTING AVAILABLE TO PUBLIC**

Several questions have been received since the October Designee Update asking why the individual examiner's name was not on the list or that the information is inaccurate. As we tried to point out, this list is being developed and updated continuously. Examiner information is obtained from the registration form completed at the recurrent courses. Obviously it takes two years to see every examiner in the system, but we are updating the information with what is available to the team during the current training cycle.

If an examiner notes a significant error in the listing, please feel free to e-mail the correction through the AFS-600 Internet Feedback Page. Remember, if the error is in our system, your District Office might have the same information. So be sure to inform them of the error so they can verify their files.

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### **NATIONAL EXAMINER BOARD (NEB)**

The NEB meets quarterly to evaluate candidate application packages. It is very important that individuals desiring to become an examiner complete the application accurately in order to determine their

eligibility. During the recent NEB meeting, numerous applications had to be put on hold because the package either did not contain the required information or the information was not adequate enough to make a valid determination of eligibility. This delays the process for getting the correct status back to the candidate. Remember, your paperwork is a reflection of how you will conduct yourself as a representative of the Administrator. Please be accurate and complete the form in its entirety.

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### **PRACTICAL TEST STANDARD (PTS) “UPDATE”**

A brand new Practical Test Standard became effective January 1, 1999. The Flight Engineer PTS (FAA-S-8081-21) incorporates areas of operation to be tested for the reciprocating engine, turbopropeller, and turbojet powered aircraft.

The Instrument Rating PTS (FAA-S-8081-4C) has some minor changes that will be forthcoming as Change 1.

Page 1-15, Task D: Circling Approach, Element 5, shall be changed to read: Maneuvers the aircraft, after reaching the authorized MDA and maintains that altitude within +100 feet (30 meters), -0 feet and a flight path that permits a normal landing on a runway at least 90 degrees from the final approach course.

An additional change will be in Appendix 1, under Use of Chart, Note 2, shall read “ If a FTD is used for the practical test, the instrument approach procedures conducted in the FTD are limited to one precision and one nonprecision approach procedure.

Change 1, to the ATP/Type Rating PTS (FAA-S-8081-5C) became effective on October 26, 1998. The changes were to the introduction, page 5, Use of the Practical Test Standards, and page 7, Practical Test Prerequisites: Aircraft Type Rating. Both address the issue that a Private/Commercial PTS may be required in order to accomplish appropriate tasks.

Task C: Precision Approaches, page 2-18, element 12, shall be changed to read: “Maintains a stabilized final approach, from the Final Approach Fix to Decision Height allowing no more than one-quarter scale deflection of either the glide slope or localizer indications and maintains the desired airspeed within  $\pm 5$  knots.

Element 13, of the same task shall be changed to read: A missed approach or transition to a landing shall be initiated at Decision Height.

The NOTE under Use of Chart, page Appendix 1-1, also was changed to address the use of FTD’s or simulators.

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### **MILITARY PILOT QUALIFICATIONS**

A tough, but important task, now requires the pilot examiner to determine the flying time eligibility requirements of applicants from the different military services for various levels of certification. Each service is unique in it’s own way of how it logs flight time. There is no specific training aide for the examiner. The examiner needs to become familiar with the method of the individual service and best determine that minimum requirements are met in accordance with the appropriate regulations.

The military pilot who does not hold an FAA certificate must show official documentation that he/she is a rated pilot with instrument privileges in that service. A military designation as a first pilot crew position is equivalent to a PIC designation. The following are examples of acceptable documentation from the different services:

U.S. Air Force	Individual flight crew record (computer printout) AF Form 8, Certificate of Aircrew Qualification
U.S. Army	Army Form DA-759, Individual Flight Record and Flight Certificate - Army
U.S. Coast Guard	OPNAV FORM 3710-31, Aviators Flight Logbook; verification of instrument qualification is located in the section designated “Qualification and Achievements”.
U.S. Navy and U.S. Marines	OPNAV FORM 3760-31, Aviator’s Flight Logbook, OPNAV 3710/2, NATOPS Instrument Rating Request or OPNAV 3760/32 (REV 4-81) NATOPS Flight Personnel Training and Qualification Jacket