

# Gleim Flight Instructor Flight Maneuvers

Fifth Edition, First Printing

Updates

January 2019

NOTE: Text that should be deleted is displayed with a line through it. New text is shown with a blue background.

If you are tested on any content not represented in our materials or this update, please share this information with Gleim so we can continue to provide the most complete test preparation experience possible. You can submit feedback at [www.GleimAviation.com/questions](http://www.GleimAviation.com/questions). Thank you in advance for your help!

The changes in this update reflect Change 6 for the Practical Test Standards related to complex airplanes as well as the deletion of all instances of DUATS, which has been discontinued.

## Part I/Study Unit 4: Your FAA Practical (Flight) Test

Page 54, Subunit 4.3, B. and C.:

- B. ~~The takeoff and landing maneuvers and appropriate emergency procedures must be accomplished in a complex airplane. A complex airplane is defined as an airplane that is equipped with~~ There is no requirement to supply a single-engine complex airplane for the instructor practical test. An applicant may supply a single-engine complex airplane, if desired.
1. ~~Retractable gear~~
  2. ~~Adjustable flaps~~
  3. ~~Controllable pitch propeller (or equipped with a FADEC system)~~
- C. ~~You may provide a complex airplane for the entire test or elect to provide an other airplane for those tasks that do not require a complex airplane. Your CFI can discuss the pros and cons of using two airplanes for training and the practical test. Regardless of the airplane used, you are required to meet the flight instructor knowledge and skill standards throughout the entire test.~~

## Part II/Study Unit III: Preflight Preparation

Page 253, Task III.C., Item A.1.a.:

- a. This task is make- and model-specific and applies to the ~~complex~~ airplane used on your practical test.

## Part II/Study Unit VII: Takeoffs, Landings, and Go-Arounds

Page 373, Task VII.H., Items 1.e., 1.g., and 2.h.:

1. Exhibits instructional knowledge of the elements of a go-around/rejected landing by describing:
  - [...]
  - e. Wing flaps retraction, if applicable.
  - [...]
  - g. Landing gear retraction, if applicable.
  - [...]
2. Exhibits instructional knowledge of common errors related to a go-around/rejected landing by describing:
  - [...]
  - h. Improper wing flaps or landing gear retraction procedure, if applicable.

Page 375, Task VII.H., Item B.1.e.:

- e. **Wing flaps retraction (if applicable)**

Page 376, Task VII.H., Item B.1.g.:

- g. **Landing gear retraction (if applicable)**

Page 378, Task VII.H., Item B.2.h.:

- h. **Improper wing flaps or landing gear retraction procedure (if applicable)**

## Part II/Study Unit XI: Slow Flight, Stalls, and Spins

Page 480, Task XI.A., Items 1.c. and 2.a.:

1. Exhibit instructional knowledge of the elements of maneuvering during slow flight by describing:

[...]

- c. Performance of the maneuver with selected ~~landing gear and flap~~ configurations in straight-and-level flight and level turns.

[...]

2. Exhibits instructional knowledge of common errors related to maneuvering during slow flight by describing:

- a. Failure to establish specified ~~gear and flap~~ configuration.

Page 483, Task XI.A., Item B.1.c.:

- c. **Performance of the maneuver with selected ~~landing gear and flap~~ configurations in straight-and-level flight and level turns.**

Page 486, Task XI.A., Item B.2.a:

2. **Exhibit your instructional knowledge by explaining the following common errors related to maneuvering during slow flight:**

- a. **Failure to establish specified ~~gear and flap~~ configuration.**

Page 488, Task XI.B., Items 1.b., 2.a., 3., and 4.:

1. Exhibits instructional knowledge of the elements of power-on stalls, in climbing flight (straight or turning), with selected landing gear and flap configurations by describing:

[...]

- b. Relationship of various factors such as ~~landing gear and flap~~ **airplane** configuration, weight, center of gravity, load factor, and bank angle to stall speed.

[...]

2. Exhibits instructional knowledge of common errors related to power-on stalls, in climbing flight (straight or turning), with selected landing gear and flap configurations by describing:

- a. Failure to establish specified ~~landing gear and flap~~ configuration prior to entry.

[...]

3. Demonstrates and simultaneously explains power-on stalls, in climbing flight (straight or turning), with selected ~~landing gear and flap~~ configurations, from an instructional standpoint.

4. Analyzes and corrects simulated common errors related to power-on stalls, in climbing flight (straight or turning), with selected ~~landing gear and flap~~ configurations.

Page 490, Task XI.B., Item B.1.b:

- b. **Relationship of various factors such as landing gear and flap airplane configuration, weight, center of gravity, load factor, and bank angle to stall speed**

Page 497, Task XI.B., Item B.2.a:

- a. **Failure to establish the specified landing gear and flap configuration prior to entry**

Page 498, Task XI.B., Items B.3. and 4.:

3. **Demonstrate and simultaneously explain power-on stalls, in climbing flight (straight or turning), with selected landing gear and flap configurations, from an instructional standpoint.**

[...]

4. **Analyze and correct simulated common errors related to power-on stalls, in climbing flight (straight or turning), with selected landing gear and flap configurations.**

Page 499, Task XI.C., Items 1.b., 2.a., 3., and 4.:

1. Exhibits instructional knowledge of the elements of power-off stalls, in descending flight (straight or turning), with selected landing gear and flap configurations by describing:

[...]

- b. Relationship of various factors, such as landing gear and flap airplane configuration, weight, center of gravity, load factor, and bank angle to stall speed.

[...]

2. Exhibits instructional knowledge of common errors related to power-off stalls, in descending flight (straight or turning), with selected landing gear and flap configurations by describing:

- a. Failure to establish the specified landing gear and flap configuration prior to entry.

[...]

3. Demonstrates and simultaneously explains power-off stalls, in descending flight (straight or turning), with selected landing gear and flap configurations, from an instructional standpoint.

4. Analyzes and corrects simulated common errors related to power-off stalls, in descending flight (straight or turning), with selected landing gear and flap configurations.

Page 500, Task XI.C., Item B.1.b:

- b. **Relationship of various factors such as landing gear and flap airplane configuration, weight, center of gravity, load factor, and bank angle to stall speed**

Page 504, Task XI.C., Item B.2.a:

- a. **Failure to establish the specified landing gear and flap configuration prior to entry**

Page 506, Task XI.C., Items B.3. and 4.:

3. **Demonstrate and simultaneously explain power-on stalls, in descending flight (straight or turning), with selected landing gear and flap configurations, from an instructional standpoint.**

[...]

4. **Analyze and correct simulated common errors related to power-off stalls, in descending flight (straight or turning), with selected landing gear and flap configurations.**

Page 511, Task XI.E., Item 4.:

4. Analyze and correct simulated common errors related to elevator trim stalls in selected landing gear and flap configurations.

Page 513, Task XI.E., Item 4.:

4. **Analyze and correct simulated common errors related to elevator trim stalls in selected landing gear and flap configurations.**

Page 514, Task XI.F., Items 1., 2., and 4.: This section was previously edited in a May 2015 update.

1. Exhibits instructional knowledge of the elements of secondary stalls, in selected landing gear and flap configurations by describing:  
[ . . . ]
2. Exhibits instructional knowledge of common errors related to secondary stalls, in selected landing gear and flap configurations by describing—  
[ . . . ]
4. Analyzes and corrects simulated common errors related to secondary stalls in selected landing gear and flap configurations.

Page 514, Task XI.F., Item B.1.:

1. **Exhibit your instructional knowledge by explaining the following elements of secondary stalls, in selected landing gear and flap configurations:**

Page 515, Task XI.F., Item B.2.:

2. **Exhibits instructional knowledge of common errors related to secondary stalls, in selected landing gear and flap configurations by describing—**

Page 516, Task XI.F., Item B.4.:

4. **Analyze and correct simulated common errors related to secondary stalls in selected landing gear and flap configurations.**

## **Part II/Study Unit XIII – Emergency Operations**

Page 561, Introduction:

This study unit explains the four tasks (A-D) of Emergency Operations. These tasks include both knowledge and skill. Your FAA inspector/examiner is required to test you on at least Task A, Emergency Approach and Landing (Simulated), and Task B, Systems and Equipment Malfunctions. You will also need to be prepared to discuss Tasks C and D. ~~You will be tested on these emergency operations in the complex airplane you are using for your practical test.~~

Page 572, Task XIII.B., Item A.1.:

1. The objective of this task is to determine your instructional knowledge of the elements related to systems and equipment malfunctions, appropriate to the ~~complex~~ airplane you are using for this practical test.

Page 580, Task XIII.C., Item A.1.:

1. The objective of this task is to determine your instructional knowledge of the elements related to emergency equipment and survival gear appropriate to the ~~complex~~ airplane you are using for this practical test.

## Appendix A: FAA Flight Instructor Practical Test Standards (Reprinted)

Page 594, ***Aircraft and Equipment Required for the Practical Test***: This section was previously edited in our updates dated April 2014 and May 2015.

### ***Aircraft and Equipment Required for the Practical Test***

The flight instructor applicant is required by 14 CFR part 61, section 61.45 to provide an airworthy, certificated aircraft for use during the practical test. This section further requires that the aircraft must:

1. Be of U.S., foreign, or military registry of the same category, class, and type for the certificate and/or rating for which the applicant is applying.
2. Have fully functioning dual controls except as provided in 14 CFR part 61, section 61.45(c) and (e).
3. Be capable of performing all appropriate Tasks for the flight instructor rating sought and have no operating limitations, which prohibit the performance of those Tasks.
4. ~~Except as noted below, a complex airplane must be furnished for the performance of takeoff and landing maneuvers and appropriate emergency procedures. A complex landplane is one having a retractable landing gear, flaps, and controllable propeller. A complex seaplane is one having flaps, floats, and a controllable propeller. Airplanes that are equipped with a full authority digital engine control (FADEC) system are considered to have a controllable propeller. There is no requirement to supply a single-engine complex airplane for the instructor practical test. An applicant may supply a single-engine complex airplane, if desired.~~

***NOTE:*** ~~When adding an airplane category rating to an existing flight instructor certificate, a complex aircraft is not required if the applicant already holds an airplane category, with either a single-engine or a multiengine class rating.~~

~~This note does not apply to applicants that hold a flight instructor certificate with an airplane category but do not hold an airplane class rating (such as instructors who only hold an instrument rating in the airplane category), regardless of whether or not the previous practical test was conducted in a complex aircraft.~~

~~In addition, the renewal or reinstatement of the flight instructor certificate may be accomplished in a non-complex airplane, provided the applicant already holds an airplane category and either a single-engine or a multiengine class rating.~~

Page 596, ***Renewal or Reinstatement of a Flight Instructor Certificate***: This section was previously edited in an April 2014 update.

***NOTE:*** ~~Providing the initial practical test was completed in a complex airplane, the renewal or reinstatement of the Flight Instructor Certificate may be performed in a non-complex airplane, at the discretion of the examiner.~~

Page 606, VII. Takeoffs, Landings, and Go-Arounds, ***Task H: Go-Around/Rejected Landing:***

1. Exhibits instructional knowledge of the elements of a go-around/rejected landing by describing:
  - [...]
  - e. wing flaps retraction, if applicable.
  - [...]
  - g. landing gear retraction, if applicable.
  - [...]
2. Exhibits instructional knowledge of common errors related to a go-around/rejected landing by describing:
  - [...]
  - h. improper wing flaps or landing gear retraction procedure, if applicable.

Page 611, XI. Slow Flight, Stalls, and Spins, ***Task A: Maneuvering During Slow Flight:***

1. Exhibits instructional knowledge of the elements of maneuvering during slow flight by describing:
  - [...]
  - c. performance of the maneuver with selected landing gear and flap configurations in straight-and-level flight and level turns.
  - [...]
2. Exhibits instructional knowledge of common errors related to maneuvering during slow flight by describing:
  - a. failure to establish specified gear and flap configuration.
  - [...]

Page 611, XI. Slow Flight, Stalls, and Spins, *Task B: Power-On Stalls (Proficiency)*:

1. Exhibits instructional knowledge of the elements of power-on stalls, in climbing flight (straight or turning), with selected landing gear and flap configurations by describing:
  - [ . . . ]
  - b. relationship of various factors such as ~~landing gear and flap~~ airplane configuration, weight, center of gravity, load factor, and bank angle to stall speed.
  - [ . . . ]
2. Exhibits instructional knowledge of common errors related to power-on stalls, in climbing flight (straight or turning), with selected landing gear and flap configurations by describing:
  - a. failure to establish the specified ~~landing gear and flap~~ configuration prior to entry.
  - [ . . . ]
3. Demonstrates and simultaneously explains power-on stalls, in climbing flight (straight or turning), with selected ~~landing gear and flap~~ configurations, from an instructional standpoint.
4. Analyzes and corrects simulated common errors related to power-on stalls, in climbing flight (straight or turning), with selected ~~landing gear and flap~~ configurations.

Page 612, XI. Slow Flight, Stalls, and Spins, *Task C: Power-Off Stalls (Proficiency)*:

1. Exhibits instructional knowledge of the elements of power-off stalls, in descending flight (straight or turning), with selected landing gear and flap configurations by describing:
  - [ . . . ]
  - b. relationship of various factors such as ~~landing gear and flap~~ airplane configuration, weight, center of gravity, load factor, and bank angle to stall speed.
  - [ . . . ]
2. Exhibits instructional knowledge of common errors related to power-off stalls, in descending flight (straight or turning), with selected landing gear and flap configurations by describing:
  - a. failure to establish the specified ~~landing gear and flap~~ configuration prior to entry.
  - [ . . . ]
3. Demonstrates and simultaneously explains power-off stalls, in descending flight (straight or turning), with selected ~~landing gear and flap~~ configurations, from an instructional standpoint.
4. Analyzes and corrects simulated common errors related to power-off stalls, in descending flight (straight or turning), with selected ~~landing gear and flap~~ configurations.

Page 612, XI. Slow Flight, Stalls, and Spins, *Task E: Elevator Trim Stalls (Demonstration)*:

4. Analyzes and corrects simulated common errors related to elevator trim stalls in selected ~~landing gear and flap~~ configurations.

Page 613, XI. Slow Flight, Stalls, and Spins, *Task F: Secondary Stalls (Demonstration)*: This section was previously edited in a May 2015 update.

1. Exhibits instructional knowledge of the elements of secondary stalls, in selected ~~landing gear and flap~~ configurations by describing:
  - [ . . . ]
2. Exhibits instructional knowledge of common errors related to secondary stalls, in ~~selecting landing gear and flap~~ **selected** configurations by describing:
  - [ . . . ]
4. Analyzes and corrects simulated common errors related to secondary stalls in selected ~~landing gear and flap~~ configurations.