Gleim Flight Instructor Flight Maneuvers

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NOTE: Deleted text is displayed with a line through it. New text is shown with a blue background.

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Part II/Study Unit II: Technical Subject Areas

Page 231, II.M. Task: Logbook Entries and Certificate Endorsements, item B.1.b.2): This endorsement was updated to correct a CFR reference.

2) Endorsement for recreational pilot with ~~less~~ fewer than 400 flight hours and with no logged PIC time within the preceding 180 days: 14 CFR 61.101(~~f~~ g)

I certify that (First name, MI, Last name) has received the required 180-day recurrent training of Sec. 61.101(~~f~~ g) in a (make and model aircraft). I have determined him/her proficient to act as PIC of that aircraft.

_____	_____	_____	_____
Date	*Signature*	*CFI No.*	*Expiration Date*

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

Page 514, XIF. Task: Secondary Stalls (Demonstration), objectives 2.-4.: These edits reflect the FAA's reinsertion of item 2., which they had inadvertently removed from the PTS.

XI.F. TASK: SECONDARY STALLS (DEMONSTRATION)

REFERENCES: FAA-H-8083-3, FAA-S-8081-12, FAA-S-8081-14; POH/AFM.

Objective: To determine that the applicant:

1. Exhibits instructional knowledge of the elements of secondary stalls, in selected landing gear and flap configurations by describing:

- **a.** Aerodynamics of secondary stalls.
- **b.** Flight situations where secondary stalls may occur.
- **c.** Hazards of secondary stalls during normal stall or spin recovery.
- **d.** Entry procedure and minimum entry altitude.
- **e.** Recognition of a secondary stall.
- **f.** Recovery procedure and minimum recovery altitude.

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

- ~~**g**~~ **a.** Failure to establish selected configuration prior to entry.
- ~~**h**~~ **b.** Improper or inadequate demonstration of the recognition of and recovery from a secondary stall.
- ~~**i**~~ **c.** Failure to present simulated student instruction that adequately emphasizes the hazards of poor procedure in recovering from a primary stall.

~~**2**~~ **3.** Demonstrates and simultaneously explains secondary stalls, in selected landing gear and flap configurations, from an instructional standpoint.

~~**3**~~ **4.** Analyzes and corrects simulated common errors related to secondary stalls in selected landing gear and flap configurations.

Page 515, item B.2.: These edits reflect recent changes by the FAA to include an additional objective of the Secondary Stalls task. All subsequent task objectives have been renumbered accordingly.

f. **Recovery procedure and minimum recovery altitude**

1) When a secondary stall occurs, the back elevator pressure should again be released just as in a normal stall recovery. When the angle of attack has been reduced and sufficient airspeed has been regained, the airplane can be returned to straight-and-level flight attitude.
2) Recovery should be made no lower than 1,500 ft. AGL.

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

~~g~~ a. **Failure to establish selected configuration prior to entry**

1) This maneuver can be demonstrated in various landing gear and flap configurations.
2) Ensure that the airplane is in the appropriate configuration before you demonstrate this maneuver to your student (or FAA inspector/examiner).

~~h~~ b. **Improper or inadequate demonstration of the recognition of and recovery from a secondary stall**

1) Explain while you demonstrate what you are doing that will produce a secondary stall and why.
2) Explain the recognition and recovery from a secondary stall.

~~i~~ c. **Failure to present simulated student instruction that adequately emphasizes the hazards of poor procedure in recovering from a primary stall**

1) Provide realistic demonstrations of a secondary stall.
2) Demonstrate the problems that can occur when attempting to hasten the recovery from a primary stall.
3) Develop your student's awareness of proper stall recoveries.

~~2~~ 3. **Demonstrate and simultaneously explain secondary stalls in selected landing gear and flap configurations from an instructional standpoint.**

a. Your demonstration must be to commercial pilot skill level.
b. You will be evaluated on your ability to explain and demonstrate simultaneously the key elements of this task.
c. If you do not perform the maneuver to FAA completion standards, point out the deficiency to your FAA inspector/examiner as an example of an error and explain how it should be corrected (including how and why it occurred).

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

Page 594, ***Aircraft and Equipment Required for the Practical Test***: The FAA revised the note regarding use of non-complex airplanes during renewal or reinstatement of the Flight Instructor Certificate. This material was previously edited in our update dated 04/17/2014.

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. 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.

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.~~ 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 613, Task F: These edits reflect the FAA's reinsertion of item 2., which they had inadvertently removed from the PTS.

Task F: ***Secondary Stalls (Demonstration)***

References: *FAA-H-8083-3, FAA-S-8081-12, FAA-S-8081-14; POH/AFM.*

Objective: To determine that the applicant:

1. Exhibits instructional knowledge of the elements of secondary stalls, in selected landing gear and flap configurations by describing:
    a. aerodynamics of secondary stalls.
    b. flight situations where secondary stalls may occur.
    c. hazards of secondary stalls during normal stall or spin recovery.
    d. entry procedure and minimum entry altitude.
    e. recognition of a secondary stall.
    f. recovery procedure and minimum recovery altitude.

2. Exhibits instructional knowledge of common errors related to secondary stalls, in selected landing gear and flap configurations by describing:
    ~~g~~ a. failure to establish selected configuration prior to entry.
    ~~h~~ b. improper or inadequate demonstration of the recognition of and recovery from a secondary stall.
    ~~i~~ c. failure to present simulated student instruction that adequately emphasizes the hazards of poor procedure in recovering from a primary stall.

~~2~~ 3. Demonstrates and simultaneously explains secondary stalls, in selected landing gear and flap configurations, from an instructional standpoint.

~~3~~ 4. Analyzes and corrects simulated common errors related to secondary stalls in selected landing gear and flap configurations.