

DESIGNATED PILOT EXAMINER ADVISORY GROUP WP-07

EXAMINER BULLETIN NO. 2

AUGUST 27, 2002

SUBJECT: AIRCRAFT AND RECORDS USED FOR FLIGHT TESTS

Every Practical Test Standard provide directly or indirectly the applicant to provide an aircraft that is “legitimate” for the flight. It must have all the proper documents, appropriate inspections, and airworthiness directives to show compliance with the appropriate regulations. In all cases the applicant must be able to find and show the aircraft is good for the flight test. In some cases they must also be able to describe, discuss and teach the items necessary to show airworthiness.

EXAMINER ACTIONS

1. You must plan on every flight to verify the proper documents for aircraft used. This includes re-test. Your goal is not just to see they know it but that you are flying in a safe and legal airplane. The certificates (registration, airworthiness, flight manual, etc.) are there and the inspections (annual, ELT-battery, transponder, ADs, pilot/static/altimeter-if for IFR, etc.) are complied with. These are basic. For some aircraft there may be component requirements or special airworthiness certificates. If there are obvious modifications such as droop tips, different engine or prop, STOL kits, from the standard aircraft then there should be an STC or 337 in the logs and records.
2. You are required to have ORIGINAL logs to determine this information. Copies and/or summary sheets provided by the applicant are not acceptable. Some flight schools provide a summary sheet for the pilot to use for rental and training and that's OK if the P.I.C goes with it. For a check ride you can't go for it and the applicant must show the aircraft is airworthy via original records.
3. If the aircraft is un-airworthy for the flight test it's the applicant's problem and you can help to whatever you feel to help him/her get it home, if appropriate. But you're not an examiner anymore so help out if you wish. Is it a disapproval? Do it at the beginning of the flight test and make your own decision. It may be a discontinuance, if the applicant knew it all and found out he had a bogus airplane this might be the route.
4. A 100-hour is not required on flight test. The use of the aircraft outside of the flight test is not of consequence.
5. You must see an original flight manual, if required by the aircraft. A store-bought POH doesn't count. It can be used for test purposes but not to determine airworthiness.

APPLICANTS ACTIONS

1. The applicant must provide original records.
2. He must be able to locate and show the appropriate understanding of each certificate and inspection that applies. If the applicant provides records with all entries previously book marked, be sure he knows how to find them without help.

3. If the aircraft is on PROGRESSIVE inspection cycles then the applicant must now know what progressive inspections are and how the cycles meet the otherwise standard inspections.
4. He must know there is a difference between the store bought POH and the required serial numbered, N numbered flight manual.
5. The applicant must know the difference between required things and the rote laundry list provided them by their instructor or school.

The pilot taking the test needs to provide and understand their responsibilities as appropriate to the certificate/rating applied for, relating to their aircraft. They are not mechanics. But they need to be aware of what they have control over.

The examiner has the ability and the direction to improve the awareness by pilots of aircraft airworthiness through testing of things that we have known all along.

Thank you very much,

John Walkup
Chairman
DPE Advisory Group