

DESIGNATED PILOT EXAMINER ADVISORY GROUP WP-07

EXAMINER BULLETIN NO. 5

APRIL 10, 2003

SUBJECT: STALLS FOR PRIVATE AND COMMERCIAL PILOTS IN AIRPLANES

In both the Private and Commercial Practical Test Standards for airplanes it does not make it as clear as it should be that all stalls should be performed in both left and right turns. It has come up several times in the past that schools and instructors have only trained the performance of stalls in “straight ahead” configurations. The old terminology was—landing attitude stalls and takeoff attitude stalls—referred to stalls performed in level wings attitude. Approach to landing attitude, and takeoff and departure stalls referred to stalls in left or right turns. In both cases, the instructor or Examiner specified the direction. The point is that you should expect the applicant to perform stalls in all configurations in both directions. Do not settle for less.

As a postscript to stalls, there is not an airplane we fly, for initial Private or Commercial flight tests, single or multi engine, that cannot be safely flown at takeoff power for power on stalls left or right. Partial power is not how we takeoff and climb and stalls demonstrated at reduced power is not realistic.

Throughout the PTS for all flight tests the word “specified” is used quite often. Specified, unless otherwise noted, has been previously defined as “specified by the examiner” and is stated as such in the tasks. You have the ability to ask for banks, stalls, configurations, and speeds as appropriate for the aircraft being flown with the support of the references itemized in the front of each PTS.

Thank you very much.

John Walkup  
Chairman  
DPE Advisory Group