

## DESIGNATED PILOT EXAMINER ADVISORY GROUP WP-07

EXAMINER BULLETIN NO. 7

NOVEMBER 30, 2003

### SUBJECT: SPIN DEMONSTRATION FOR INITIAL CFI AIRPLANE AND GLIDER

It has become a common practice for the initial CFI airplane or glider applicant and their instructor to assume the endorsement required for the flight test for spin training (61.183,h, 1&2) will be accepted by the pilot examiner in lieu of performing the "Required task" in the practical test standards. In addition, the examiner community has taken a similar approach in accepting the endorsement. This does not provide an adequate testing procedure for the issuance of these certificates.

As in having the applicant call in advance for assignments on certain other flight tests this procedure should also be followed for the acceptance of spin endorsements. The Designated Pilot Examiner Advisory Group has discussed and recommends the following procedure in reference to the spin endorsement.

1. Have the applicant (not the instructor) call the pilot examiner in advance of the flight test and ask if the examiner will accept an endorsement in lieu of doing the task.
2. Discuss the merits of the endorsement with the applicant. What kind of airplane, what was done, where, when, how many spin entries and recoveries (not turns), how much time, etc. You are actually testing to some degree at this point. Be helpful.
3. Determine if the training is adequate for you to accept the endorsement.
  - A. If not acceptable, then discuss and suggest what you feel would be appropriate and have them call you back at a later time with another request. OR
  - B. If not acceptable, then ask them to make available an aircraft approved for spins and be prepared to do them.
  - C. If acceptable, let them know and thank them for their consideration.

The spin endorsement must also be given by an instructor with the same minimum requirements required for the training and recommendation for an initial CFI.

The acceptance of the endorsement should preclude only the in flight demonstration. You can and should orally test on all the other remaining elements of the task. The applicant should also know at any time if a deficiency is noted in the areas of stall awareness, spins, etc. the examiner can rescind the decision to accept the endorsement in lieu of spins. If a disqualification occurs in these same areas, then of course an aircraft approved for spins, is required for the re-test. (61.49,b)

The quality of our many new CFI's has been limited somewhat by "rote" training. The spin training has been neglected and accepted by "rote", this policy and procedure should do something to improve the awareness of the new CFI's responsibility.

Please inform the appropriate flight schools and CFI's about this request.

John Walkup  
Chairman, DPE Advisory Group