



TEACHING SOARING

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Not So Fast!

Are you Bona Fide, Certificated, and Qualified?

PART 2: Add-Ons and CFI-Gs

Last month, Part 1 of Not So Fast detailed the endorsement requirements for *ab initio* glider pilots. This Part 2 does the same for add-on and CFI-G ratings.

The Glider add-on rating is most common. In 2022 I administered 45 glider evaluations; of those, only four were *ab initio* pilots since many pilots transition from power to gliders. The add-on will be either at the Private or Commercial level. FAR 61.109 and 61.129 list what regulatory training requirements you need to meet.

Endorsements at this level are very simple. We usually have an add-on from the airplane category to the glider category. This is the most common and the one we will discuss. As with any change in category there will always be a solo requirement.

Before Solo

Since there is going to be solo required, the first requirement the power pilot will ensure is that he/she has a current flight review, per FAR 61.56. Once that flight review is completed, the pilot can solo the glider. As with all ratings, ground training must be logged by the CFI-G and documented in a training folder or in the back of the applicant's glider logbook. As with the *ab initio* pilot, endorsements are found in AC 61-65H, under "Additional Endorsements". Let's review.

Transition pilots need the following endorsements before going solo (paragraph numbers from AC 61-65H):

A.79 Launch procedures for operating a glider: § 61.31(j).

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training in a glider [make and model] for [ground-tow, aerotow, self-launch] procedure. I have determined that [he or she] is proficient in [ground-tow, aerotow, self-launch] procedure.

A.72 To act as pilot in command of an aircraft in solo operations when the pilot does not hold an appropriate category/class rating: § 61.31(d)(2).

I certify that [First name, MI, Last name] has received the training as required by § 61.31(d)(2) to serve as a pilot in command in a [specific category and class] of aircraft. I have determined that [he or she] is prepared to solo that [make and model] aircraft. Limitations: [optional].

Note we use endorsement A72 to solo add-ons, not A6, due to the fact that our pilot is not a student pilot, and he/she holds a FAA Airman Certificate rating (61.63).

A.74 Additional aircraft category or class rating (other than ATP): § 61.63(b) or (c).

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training for an additional [aircraft category/class rating]. I have determined that [he or she] is prepared for the [name of] practical test for the addition of a [name of] [specific aircraft category/class/type] type rating.

Endorsement A72 allows the CFI-G to add limitations if needed. As

we see here, A72 does not have an expiration date as did A6. Once our "transition" pilot acquires his/her required solo flights as PIC and full fills the rule requirement for either the Private (61.109) or Commercial (61.129) Glider add-on, the candidate is ready for the certification process to be completed. As his/her training progresses, our pilot will be receiving ground training.

Is a written test required for add-on by the rule? For airplane to glider, no, as per 61.63. A good memory matrix is:

- Power to power no written required
- Power to non-power no written required
- Non-power to non-power written required
- Non-power to power written required

Before the Add-On Practical Test

When the add-on applicant is ready for a flight check, their recommending instructor should make the following endorsements:

A.1 Prerequisites for practical test: Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.39(a)(6) (i) and (ii).

I certify that [First name, MI, Last name] has received and logged training time within 2 calendar-months preceding the month of application in preparation for the practical test and [he or she] is prepared for the required practical test for the issuance of [applicable] certificate.

Note A2 is not required, since power-to-glider add-ons don't take a written test.

A.74 Additional aircraft category or class rating (other than ATP): § 61.63(b) or (c).

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training for an additional [aircraft category/class rating]. I have determined that [he or she] is

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prepared for the [name of] practical test for the addition of a [name of] [specific aircraft category/class/type] type rating.

A1 and A74 are certification endorsements so they are valid for two calendar months, same as for the *ab initio* pilot. The signature on the IACRA 8710-1 is also good for two calendar months. The flight test is completed in accordance with either the Private or Commercial PTS, and is slightly different from the *ab initio* pilot. Since we are dealing with a rated FAA Pilot, the FAA has adjusted the PTS with a matrix table where only certain areas of operation have to be evaluated by the FAA DPE. CONGRATS!

CFI-G Rating Endorsements

For an initial CFI-G you must hold a Commercial Glider rating and have at least 15 hours of PIC time

in gliders (this 15-hour requirement can be a very hot topic among other CFI-Gs in the soaring community). The training you receive must be from a "super" CFI-G as some put it. The rule states that to teach and certify for the initial CFI-G you must meet 61.195 and have given at least 80 hours of instruction. 61.181 onward explains the requirements. If your applicant is adding the CFI-G on, then any CFI-G can provide the training, due to the fact the add-on CFI has met the requirement for the Fundamentals of Instruction (FOI). Remember the basis on all glider training and procedures comes from the GFH/PTS.

Here are the endorsements required for the first-time flight instructor seeking gliders. Note training requirements by FAR do not cite a number of hours for the CFI.

Other than the training requirement; this is what is required:

A.1 Prerequisites for practical test: Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.39(a)(6)(i) and (ii).

I certify that [First name, MI, Last name] has received and logged training time within 2 calendar-months preceding the month of application in preparation for the practical test and [he or she] is prepared for the required practical test for the issuance of [applicable] certificate.

A.2 Review of deficiencies identified on airman knowledge test: § 61.39(a)(6)(iii), as required.

I certify that [First name, MI, Last name] has demonstrated satisfactory knowledge of the subject areas in which [he or she] was deficient on the [applicable] airman knowledge test.

A.41 Fundamentals of instructing knowledge test: § 61.183(d).

I certify that [First name, MI, Last name] has received the required fundamentals of instruction training of § 61.185(a)(1). I have determined that [he or she] is prepared for the Fundamentals of Instructing knowledge test.

A.42 Flight instructor aeronautical knowledge test: § 61.183(f).

I certify that [First name, MI, Last name] has received the required training of § 61.185(a)[(2) or (3) (as appropriate to the flight instructor rating sought)]. I have determined that [he or she] is prepared for the [name of] knowledge test.

A.43 Flight instructor ground and flight proficiency/practical test: § 61.183(g).

I certify that [First name, MI, Last name] has received the required training of § 61.187(b). I have determined that [he or she] is prepared for the CFI - [aircraft category and class] practical test.

A.41 and A.42 both require ground training. A home study course will met that requirement, as it will for Private and Commercial applicants (see listing of ground schools below). A.43 and A.1 and A.2 are valid for the 2-calendar month rule.

Since we are applying for the CFI-G, FAR states we need a spin endorsement:

A.45 Spin training: § 61.183(i)(1). The spin training endorsement is only required of flight instructor airplane and flight instructor glider applicants.

I certify that [First name, MI, Last name] has received the required training of § 61.183(i) in [an airplane, a glider]. I have determined that [he or she] is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures.

The FAA provides guidance to the Flight Instructor on what kind, how to do spins, etc. found in another AC 61-67, Stall and Spin Awareness Training, with Change 2. Some highlights of this AC are that only one full complete turn is required and you must initiate recovery no lower than 3,500 ft AGL. Parachutes are not required. Any turns beyond one is considered aerobatics and then parachutes are required. For this training we are teaching the spin requirements and

not taking a fun acro ride — that is, we are teaching a CFI-G candidate to recognize and get out of a spin.

Regarding CFI-G, we refer to the CFI-G PTS, FAA-8081-8B. For the add-on CFI to CFI-G refer to the matrix table in the PTS. The add-on CFI-G only requires endorsements A.1, A.2, A.42, A.43 and A.45. A short Knowledge Test is required (25 questions). No endorsement is needed by the recommending instructor for the add-on applicant to take that test; your applicant will only need A.42 for the DPE to view (with ground instruction logged). The FOI is not required as the applicant already holds a CFI.

I hope this has been informant and helpful. Let's make more glider pilots!

About the author: Shawn has been flying gliders since the mid-sixties. He holds the FAA Designation Pilot Examiner in Airplanes, Helicopters and Gliders for all ratings, including the elusive CFI initial, plus numerous type ratings. He has over 62 FAA authorities as a DPE/SAE/SMFT. He also possesses a TCCA (Canada) License with ATP Ratings for airplanes, all classes (SMELLS), plus numerous type ratings and Aerobatic Instructor (ABI) Glider for Canada. He was the SME for the FAA in rewriting the Airplane Handbook, Helicopter Handbook and the Glider Handbook and PTS in 2000. He was instrumental in developing the CAP Glider Program for Florida back in the mid-90's and has developed many other training programs for the military and U.S. Government Agencies. He is the current Program Manager for the SSA Cross-Country Instructor Pilot Program. Shawn been flying 57 years, and is an FAA Master Pilot with over 25,000 hrs. He lives at Seminole Lake Gliderport. Email: faadpe1604@aol.com. C 904.382.9614 ✂

PUBLICATIONS AND FORMS

14 CFR Part 61, Certification: Pilots, Flight Instructors, and Ground Instructors — that part of the FAR's which covers pilot certification.

Advisory Circular (AC) 61-65H, Certification: Pilots and Flight and Ground Instructors — the "Bible" which spells out exact endorsements.

AC 61-67, Stall and Spin Awareness Training, with Change 2 — Describes spin training for CFI-G candidates.

FAA-8081-8B, Practical Test Standards for CFI-G — Describes the maneuvers tested on the CFI-G Practical Test.

FAA Form 8710-1, Airman Certificate and/or Rating Application — This is the form you submit when applying for a certificate or rating.

FAA-H-8083-13A, Glider Flying Handbook — Comprehensive instructional text provided free of charge by the FAA.

FAA-S-8081-22, Practical Test Standards for Glider — Detailed list of tasks and standards for glider checkrides.

ACRONYMS

AC — Aviation Circular
AGL — Above Ground Level
AKTR — Airman Knowledge Test Report
CAP — Civil Air Patrol
CATS — FAA Computerized Aviation Testing Center
CFI-G — Certified Flight Instructor - Glider
CFR — Combined Federal Regulations
DPE — Designated Pilot Examiner
FAA — Federal Aviation Administration
FAR — Federal Air Regulations
GFH — Glider Flying Handbook
IACRA — Integrated Airman Rating Application
PIC — Pilot in Command
PTS — Practical Test Standards
SME — Subject Matter Expert