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CFIt  **CFI**

ASI'S NEWSLETTER FOR THE SERIOUS FLIGHT INSTRUCTOR

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QUESTIONS, COMMENTS, SUBMISSION?

Send a note to cfinewsletter@aopa.org.
Thanks!

BROWSE THE PREVIOUS ISSUE:

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WE NEED YOUR HELP!

What method do you use to calculate density altitude and what is the reason for your choice? Please take our short **2-minute survey** to participate in this AOPA Air Safety Institute study.

PLEASE CLICK THE SURVEY BUTTON TO OPEN THE SURVEY

SURVEY

Note: All responses are confidential—we do not solicit your personal information.



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GETTING THEIR WINGS

SIGN THOSE STUDENTS UP! BY JASON BLAIR

LAST OCTOBER I STARTED A PERSONAL CHALLENGE TO ISSUE WINGS CREDIT UNDER THE FAA SAFETY PROGRAM FOR EVERY PILOT CERTIFICATE OR RATING I ISSUED AS A DESIGNATED PILOT EXAMINER (DPE).

It was prodded by a discussion with a friend who promotes the program. I have always been a supporter of the program and have used it with my own students to supplement instruction and proficiency efforts. I also fully believe that active pilots who engage with FAA safety programs are less likely to end up having accidents or incidents. So, I was very curious to see how many of the 231 pilot certificates and ratings I issued over a 13-month period were already signed up

THERE IS A LINK IN THE INSTRUCTOR PORTAL SECTION YOU CAN LITERALLY CLICK TO GIVE IMMEDIATE WINGS CREDIT. IT'S THAT SIMPLE.

for the program. I am not entirely surprised by the statistics, but I can absolutely say that we can do better. Only 91 pilots (39 percent) were already signed up with their email addresses in FAASafety.gov and therefore able to receive Wings credit immediately after passing the practical test.

It actually doesn't sound all that bad on the surface, but honestly, I would think pilots who were actively engaged with training might have a higher percentage of engagement with training

materials the FAA Safety Team offers. To get that done, it will take work on the part of the flight instructor community.

Okay, I am going to lay the guilt trip on CFIs here. If you are a CFI working with customers receiving training, shame on you if you aren't helping them become aware of the FAA Safety Team offerings and issuing them Wings credit as you conduct training. Wings credit can be issued for many activities that you normally do as part of their training. The FAA programs give you tools to help enhance your instruction and introducing your students to these programs can build a habit in them that focuses on continued proficiency development throughout their pilot career. Why wouldn't an instructor want to do that?

From the data I collected, the bulk of the work appears to be at the earlier stages of pilot training. It seems logical to think that as pilots get more training it becomes more likely that they would encounter the Wings program offerings. When I look at my attempts to give credit, a little less than 25 percent of private pilot practical test applicants were already registered to receive Wings credit. As certification proceeded, so did the percentage of people who were already signed up at FAASafety.gov. For instrument ratings, it was closer to 35 percent, for commercial certificates closer to 40 percent,

and for CFIs it slightly exceeded 80 percent. It seems logical but it also begs the question if 80 percent of CFIs have signed up themselves, why are only 25 percent of their students signed up?

Okay, CFIs, time to do better. It starts with some simple steps and a few habits to get more of our students to use the tools at FAASafety.gov and participate in Wings Credit.

KNOW HOW TO GIVE CREDIT

Giving credit as a CFI is pretty easy. On the main page of FAASafety.gov, there is a link in the Instructor Portal section you can literally click to give immediate Wings credit. It's that simple. When you click on the link, and as long as your student is signed up, you can search through activities (both ground and flight) for which you can give credit. Do it a couple of times with students at the end of lessons and it becomes an easy habit.

GET YOUR STUDENTS SIGNED UP EARLY

I recommend that CFIs sign their students up for an account on FAASafety.gov when they get them a student pilot certificate. At that time, you are already in the FAA system requiring the use of your student's email address; if you use the same one to sign them up for FAASafety.gov it will become more likely they will be able to get credit for future activities, including practical tests.



If you are working with students who are beyond getting a student pilot certificate, do it when you verify their citizenship for those training events that require it, or at least when you fill out their IACRA application for an upcoming practical test. Take the time at one of these events to set them up to receive credit.

GIVE CREDIT AS YOU GIVE TRAINING

Make it a practice to give Wings credit as you provide training. This can help students become more comfortable with, and used to, using the FAASafety.gov system. It can also be a good way to track activities, send them homework, and help them complete Wings phases. No matter the

ALL IT TAKES IS AN EXTRA 10 MINUTES AT THE END OF A LESSON DEBRIEF WITH THE STUDENT TO SELECT A WINGS ACCREDITED ACTIVITY.

reason, there are any number of activities such as even just a lesson on takeoffs and landings that are a part of many training courses that are eligible for Wings credit for any level of pilot certification. All it takes is an extra 10 minutes at the end of a lesson debrief with the student to select a Wings accredited activity.

HAVE YOUR STUDENTS REQUEST CREDIT FROM THEIR DPE FOR PRACTICAL TESTS!

Most practical tests are already set up in the FAASafety.gov activity list; certainly, all initial certifications and ratings are eligible activities for credit. In most cases, they not only complete Wings credit, but count for a “full phase of Wings credit.” These phases can also be used to document flight review requirements.

While many DPEs offer credit, some forget or aren’t in the habit of prodding the applicant at the time of the test. If the DPE hasn’t offered credit at the time of the test, the applicant (your student) can request credit from the DPE after the event by finding the activity and then entering the DPE’s email to have a request delivered.

Credit for a phase of Wings from a completed practical test is kind of a no-brainer, but the DPE can’t give the successful applicant credit if they aren’t signed up.

FLIGHT REVIEWS AND IPCS

Many of the best flight instructors in the country consider it normal operating procedures to give Wings credit when they conduct instrument proficiency checks or flight reviews. Documenting this activity is not a substitute for endorsement requirements, but it significantly

supplements the customer service a CFI provides. It is also a great way to record activities conducted with a customer during these training and evaluation events and it’s an additional mark of professionalism.

Finding Wings accredited activities is pretty easy with a quick activity search on FAASafety.gov after you have clicked “give immediate credit.”

At first, using the FAASafety.gov and Wings crediting system may seem like extra work and for some even a little confusing. But with a little proficiency and dedication to go the extra step for those to whom you provide training, it gets really easy, quickly. It shows you have taken the extra step as a CFI to provide better service to your students and it helps your students commit to continued proficiency development.

Introducing your students to FAASafety.gov early gets them in a safety habit. That habit can be the difference that makes them a safer pilot in the future. I can’t imagine a CFI that wouldn’t want to instill that in their students from day one.

So, go to FAASafety.gov and get yourself and your students signed up to participate in the Wings program. Do it today and do it with every student. I challenge you. If I am the DPE giving



your student a practical test and I find they are not signed up at FAASafety.gov, I promise I will be giving you a guilt trip in the future. I hope other DPEs reading this will do the same!

Jason Blair is an active single and multiengine instructor and an FAA designated pilot examiner with more than 6,000 hours total time, 3,000 hours of instruction given, and 3000 hours in aircraft as a DPE. As examiner, he has issued more than 2,000 pilot certificates. He has worked for and continues to work with multiple aviation associations focusing on pilot training and testing. His experience as a pilot and instructor spans nearly 20 years and includes more than 100 makes and models of aircraft flown.. Jason Blair has published works in many aviation publications with a focus on training and safety.

MANY OF THE BEST FLIGHT INSTRUCTORS IN THE COUNTRY CONSIDER IT NORMAL OPERATING PROCEDURES TO GIVE WINGS CREDIT WHEN THEY CONDUCT INSTRUMENT PROFICIENCY CHECKS OR FLIGHT REVIEWS.

Here's How You Can

Get Your Students And Clients Signed Up!



1. Give credit as you give training.

Accredited Activity Information

Name: **ASEL-Other Takeoffs and Landings and Air Work (Pvt, Comm, ATP)** [\(print friendly\)](#)

Credits: **As of 11/1/2021, Does a Credit Apply to JASON EDWARD BLAIR?**

1 Credit for Master Flight Topic 2

Activity Number: **A100126-78**

Syllabus: **S-MF2-W1.00-080201-002-02**
Additional Accident Causal Factors - Category/Class

[Request Credit!](#)

From the [Commercial Pilot Practical Test Standards for Airplane](#)

2. Have Your Students Request Credit From Their DPE

Accredited Activity Information

Name: **Initial Certification - Private Pilot** [\(print friendly\)](#)

Credits: **As of 11/1/2021, Does a Credit Apply to JASON EDWARD BLAIR?**

Basic WINGS

- 1 Credit for Basic Flight Topic 1**
- 1 Credit for Basic Flight Topic 2**
- 1 Credit for Basic Flight Topic 3**
- 1 Credit for Basic Knowledge Topic 1**
- 1 Credit for Basic Knowledge Topic 2**
- 1 Credit for Basic Knowledge Topic 3**

Activity Number: **A071102-02**

Syllabus: **S-BF1-W1.00-080123-002-01**
Takeoffs, Climbs, Approaches, Landings, Go-Arounds - WINGS

3. Flight Review

Accredited Activity Information

Name: **Advanced WINGS Flight Review** [\(print friendly\)](#)

Credits: **As of 11/1/2021, Does a Credit Apply to JASON EDWARD BLAIR?**

Basic WINGS

- 1 Credit for Basic Flight Topic 1**
- 1 Credit for Basic Flight Topic 2**
- 1 Credit for Basic Flight Topic 3**

Activity Number: **A130628-01**

Syllabus: **S-BF1-W1.00-080123-002-01**
Takeoffs, Climbs, Approaches, Landings, Go-Arounds - WINGS
S-BF2-W1.00-081201-002-01
Positive Aircraft Control, including Loss of Control Issues
S-BF3-W1.00-080128-002-02
Loss of Control

3. IPC

Accredited Activity Information

Name: **Instrument Proficiency Check** [\(print friendly\)](#)

Credits: **As of 11/1/2021, Does a Credit Apply to JASON EDWARD BLAIR?**

Basic WINGS

- 1 Credit for Basic Flight Topic 2**
- 1 Credit for Basic Knowledge Topic 2**

Advanced WINGS

- 2 Credits for Advanced Flight Topic 2**
- 1 Credit for Advanced Knowledge Topic 2**

Activity Number: **A080103-01**

Syllabus: **S-BF2-W1.00-081201-002-01**
Positive Aircraft Control, including Loss of Control Issues
S-BK2-W1.00-080128-002-01
Loss of Control