

NEW C. A. A. HANDBOOK

A fifty-page handbook for the use of private pilots and the students qualifying for solo and private certificates under the Civil Aeronautics Authority's vocational flight training program has been published by the Authority. It constitutes a digest of information with which a student pilot must be thoroughly familiar in order to pass the tests for solo and private flying certificates.

In a form long sought by private pilots, it contains the Air Traffic Rules section of the Civil Aeronautics Act pertaining to the regulation of aircraft and airmen; information on meteorology and navigation; wind velocity scales and explanation of weather report symbols; certification and registration of aircraft, as all of these things affect the private pilot.

This is the first time that such pertinent material has been segregated from the mass of data contained in the complete Civil Air Regulations and is the initial step in the Authority's plan to present the Regulations in simplified form to the aviation fraternity. Heretofore, it has been necessary for a student pilot to separate for himself those chapters and paragraphs applicable to private flyers.

APPOINTMENT OF F. A. I. GLIDER OBSERVERS

In order to simplify our records and to be sure that new applicants are sufficiently familiar with the requirements, the procedure for obtaining appointments as N.A.A. observers has been altered. In draughting the new requirements, there were several considerations. First, it is desirable that an observer should be available to every club, but an over crowding of observers in any one area should be avoided. Second, the Soaring Society and the National Aeronautic Association must be assured that every observer has sufficient aeronautical and technical knowledge of gliding and soaring. With these points in mind, the following regulations were drawn up.

1. The appointment of an approved F.A.I. glider observer will be valid for life, provided the conditions listed below are met.
2. Every F.A.I. observer shall have the following qualifications:
 - a. At least 150 airport flights.
 - c. Active membership in the S.S.A.
3. Any change of address will automatically invalidate the appointment. If the observer be reinstated, the new appointment will continue from the date on which the original one term terminated.
4. The appointment of an observer shall be subject to the final approval of both the N.A.A. and the Soaring Society.
5. There shall be no more than 2 observers in any club.

The item concerning change of address was included in order to prevent the congregation in one area of more observers than are necessary. Any observer moving to an area in which this condition does not exist can expect reinstatement without any trouble.

The requirements concerning flying experience will probably cause much comment. The fact is often overlooked by glider pilots, that the student who passes his B test is considered a master of the art of handling motorless craft. He will never again be examined, as far as the N.A.A. is concerned, on the principles of safe operation of a glider. Therefore, it stands to reason that the man who passes judgment on his ability should be possessed of a most thorough knowledge of the subject.

A notarized statement, attested to by the airport manager, or other official, at the field where flights were made will be accepted as proof of the flight requirements. A notarized statement of the contents of a log book will also be accepted.

RECOGNITION OF RECORDS

Several cases have arisen recently in which flights have been made which exceed certain records, but could not be recognized because the proper procedure has not been followed. Therefore, we are publishing the section of the F.A.I. Sporting Code pertaining to glider records.

Class D

Planes without motors and motor gliders

The international records of Class D are the best registered national performances, with no account taken of the local terrain on which they have been made. They are divided in two categories:

- First category: Single place gliders.
- Second category: Multiplace gliders.

Each category shall comprise the following records:

- (a) Distance in a straight line—Diploma record.
- (b) Distance with return to point of departure—Diploma record.
- (c) Duration with return to point of departure—Diploma record.
- (d) Height above point of departure—Diploma record.
- (e) Record of distance to a fixed destination.

Special Rules Concerning Records in Class D

For records (b) and (c), by return to point of departure it is understood to mean return to a circle of 1,000 meters in radius, having for center the point of departure.

Records of distance with return to point of departure in Class D may only comprise a course of going and returning between the point of departure and point of turning, which must be fixed in advance.

The new record must be superior to the previous by 5%.

These performances must be effected without intermediate landing. The distance from the point of departure to the landing will be measured from the center of the circle of departure to the actual landing point.

For the record of distance to a fixed destination, the landing point must be indicated before the take-off by the contestant to the sporting official in charge of the supervision of the attempt. This landing point must be preferably, an airport, or a piece of land recognized for motorless flight. If the landing ground

is not an officially recognized airport, the contestant must make arrangements to have a sporting official present so that he may supervise the landing, which in this case, must be made in a circle of 1,000 meters in radius, the center of which shall be the indicated landing point.

In things which concern records of the second category, the multiplace gliders may be equipped with a complete set of dual controls, and both seats must be occupied.

The weight of the crew must be at least 150 kilograms (332 pounds), or made up by non-usable lead ballast; each extra passenger must weigh 75 kilograms (166 pounds).

For records of Class D, a preliminary request for permission to attempt a record of distance, duration, etc.).

The time of the records of duration of Class D may be taken by assistant timers provided with a stop watch.

In Class D, stamping the barographs before the record attempt is not necessary when the barograph serves only to show the good execution of performance (records of distance, duration, etc.).

When the barograph serves to record a record of height above the point of departure, an obligatory verification, following the general rules for altitude records, must be made by a national laboratory, *the barograph must be forwarded to the N.A.A. not later than six days following the attempt.*

(See the rule for control of altitude records of the second series.)

Supervision of performances established by gliders launched by tow

For gliders of Class D, towed by an airplane or by any other means, the point of departure is considered the point where the glider leaves the towing plane or when the effect of any means of tow ceases.

The point and moment of departure shall be fixed with the aid of instruments of the usual measure and design, by two approved sporting commissioners.

For records of duration, the time which shall be accepted shall be that registered on the barograph, according to the rules stipulated in Appendix E, 1939 F.A.I. sporting code.

The separation must be made at a maximum of 1,500 meters above the point where the airplane left the ground and in sight of the officials, in such a manner that they may fix unexceptionably, the point and moment of departure.

The glider must be provided with a barograph on which the exact hour shall be noted, before the departure, by an official. The same must be done for the towing plane. This plane must make, after the separation from the motorless plane, a dive, permitting the unquestionable reading on the barograph trace, the height at the point of separation.

The height attained by the motorless plane in the course of its performance will only be computed from the height at point of separation.

The distance attained by the glider will be measured in a straight line, from a vertical marker on the ground at the