

SIMPLIFIED CERTIFICATION PROCEDURE

The following letter from Dr. Klemperer and "Safety Regulation Release No. 82" following it are self-explanatory. However, the gliding and soaring fraternity as a whole is indebted to Dr. Klemperer and the membership of the Southern California Soaring Association for their untiring efforts to effect simplified certification procedure. Please let's all of us who are fortunate enough to have the time and equipment to continue gliding in this time of emergency abide by and conform with this new simplified regulation. This cooperation with the Civil Aeronautics Authority is essential, and the best way we can show our appreciation of work done by the C.A.A. and the above-mentioned group is to work along with them.

Scientific Committee,
738 So. Bristol Ave.,
Los Angeles, Cal.

SAFETY REGULATION RELEASE No. 82

SUBJECT: Certification of Gliders.

PREPARED BY: Flight Engineering and Factory Inspection Division and Aircraft Engineering Division.

Department of Commerce
Civil Aeronautics Administration
Washington, D. C.
Att'n: Mr. A. S. Koch
Director, Safety Regulations

Gentlemen:

Your communication of December 4 was received and very much appreciated. The simplified certification procedure for gliders outlined in the preliminary copy of SAFETY REGULATIONS RELEASE No. 82 of December 2, 1941, indeed appears an effective and practical solution of the problem. The members of our organization will hasten to comply with this new ruling. We would much appreciate receipt of at least a dozen copies of the release and twice as many forms, unless they are going to be available at the local CAA offices very soon.

It is somewhat of a tragic coincidence that but a few days after this simplification of certification procedure for which this organization has been pleading for several years took effect the outbreak of the war puts new serious restrictions on private glider operations. However, our members are resolved to do the best possible under the circumstances and find a way to "keep 'em flying" in accordance with whatever restrictions may have to be observed in the interests of military safety.

Very truly yours,

W. B. KLEMPERER
Chairman, Scientific Committee,
Southern California Soaring Association, Inc.

Amendment No. 135 to the Civil Air Regulations quoted below, requires airworthiness certificates for all aircraft before they may be flown anywhere in the United States. This Release pertains only to the certification of gliders, since the Civil Air Regulations at this time do not contain regulations applicable to the certification of gliders. A proposed part 05 of the Civil Air Regulations was prepared in May 1940, and circulated to interested parties with Certificate and Inspection Division Release No. 12 and Certificate and Inspection Division Instruction No. 20. This material will form the basis for the final Part 05, when adopted.

"Effective December 1, 1941, Sections 60.30 and 60.31 of the Civil Air Regulations are amended to read as follows:

"60.30 *Pilot certificates.* No person shall pilot a civil aircraft in the United States unless such person holds a valid pilot certificate or in violation of any term, condition, or limitation of such certificate: *Provided*, That an alien may pilot a civil aircraft in the United States in accordance with a pilot certificate issued or validated pursuant to a reciprocal arrangement entered into between the United States and the foreign government from which such alien holds a valid pilot certificate.

"60.31 *Aircraft certificate.* No flight of civil aircraft, other than of a foreign aircraft whose navigation in the United States has been authorized according to law, shall be made or authorized to be made in the United States unless there is outstanding for such aircraft a valid aircraft airworthiness certificate, or in violation of any term, condition, or limitation of such certificate."

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