

CIVIL AIR REGULATIONS for GLIDING & SOARING

SUMMARY OF CIVIL AIR REGULATIONS PERTAINING TO GLIDER PILOT CERTIFICATES AND RATINGS WITH OFFICIAL INTERPRETATIONS AND EXPLANATIONS

by LLOYD M. LICHER

Note: Aeronautical laws of the land are created by the presidentially appointed five-man Civil Aeronautics Board (CAB). The laws are administered, enforced and interpreted by the Civil Aeronautics Administration (CAA) which has local representatives throughout the country as part of the U. S. Department of Commerce (telephone book listing). The CAB publishes the Civil Air Regulations (CAR) through the U. S. Government Printing Office (GPO) and issues amendments to the regulations at no cost to holders of the CAR. The CAA publishes Civil Aeronautics Manuals (CAM) through the GPO and issues supplements to the manuals at no cost to holders of manuals. The manuals state the CAR paragraph by paragraph with interpretations inserted after each paragraph requiring one. Both CAA and CAB send out quarterly status sheets on their respective publications listing each item by name, number, cost and indicating the currently effective amendments and supplements. These status sheets may be obtained simply by addressing CAA and CAB in Washington 25, D. C.

The following summary of qualifications are those of most concern to applicants in the U. S. Other qualifications such as citizenship, etc., may be found in the regulations themselves. Figures in parentheses reference the applicable CAR part number and sub-paragraph. Dash numbers after such a reference indicate an interpretation from the CAM.

Student Glider Pilot

The only physical requirement is a statement which must be signed certifying the applicant has no known physical defect which renders him incompetent to pilot a glider (20.5b).

Age—14 years minimum (20.2b).

Pre-solo requirements—No papers are necessary when taking initial dual instruction and such flight time may

be officially logged and signed for if given by an approved instructor. Time at the controls when accompanied by a private glider pilot cannot be logged or count toward experience requirements for pilot certificates.

Solo requirements—Before any beginner may solo a glider, either in single-place training or after some dual instruction, he must have done the following things:

Civil Air Regulations Draft Release No. 55-12, of May 5th, 1955, proposes a revision of Part 20 of the Civil Air Regulations, Pilot and Instructor Certificates. This is of interest to all pilots and can be obtained free of charge by writing to:

John M. Chamberlain, Director
Bureau of Safety Regulations
Civil Aeronautics Board
Washington, D. C.

Mr. Chamberlain will welcome your comments on the proposed revision but, because of the large response expected, he will be unable to acknowledge receipt of each reply.—Editor.

1. Obtained a student glider pilot certificate from any CAA office or from any CAA designated pilot examiner (20.1). Such certificates expire after 24 months but can be reissued (20.51a). Student power pilot certificates with a valid class III medical are taken to include the privileges of a student glider pilot certificate. The pilot certificate must be carried on the person of the student whenever he is flying solo (43.40).

2. Obtained instruction in the prevention of and recovery from stalls entered from all normally anticipated flight attitudes. This must be signed for in the student's logbook and may be obtained either in a power plane or dual glider (43.53c).

3. Passed the pre-solo written test of 25 true-false questions on basic CAR, parts 43, 60 (relating to VFR flight) and 62 (43.53a). This test may be given by any instructor (commercial glider pilot or flight instructor glider pilot) or CAA office. Passing grade is 80% or 20 questions answered correctly.

4. Obtained a pilot's ID card (military ID cards acceptable) from any CAA office by submitting two one-inch square full face photographs, a birth certificate and being fingerprinted (20.58). This ID card must be carried on the person of the student whenever he is flying solo.

5. Obtained the approval to solo from an instructor (commercial glider pilot or flight instructor glider pilot) and had the instructor sign the back of the student glider pilot certificate (43.53b). Owners of gliders who hold only student glider pilot certificates may not solo their own gliders unless they have received proper authority from an instructor.

6. Had the instructor indicate on the back of the student glider pilot certificate the *type* of glider which may be soloed (43.55). (This means one particular make and model such as a Schweizer 2-22, LK-10A, Schweizer TG-3, P-R, etc.). Any other type of glider which the student desires to solo subsequent to initial solo must be added on the back of the student glider pilot certificate at the discretion of the instructor.

After first solo all subsequent solo time may be logged and certified as correct by the student pilot (43.43). Dual time may be logged only if it is with commercial glider pilots or flight instructor glider pilots and must be signed for by them as instructors (43.43). Flight time with private glider pilots cannot be logged or counted toward experience requirements for any pilot certificates.

Private Glider Pilot

Physical requirement—same as for student; a signed statement certifying the applicant has no known physical defect which renders him incompetent to pilot a glider (20.23b). The statement signed when obtaining the student certificate also applies for all later glider pilot certificates if still true.

Age—16 years minimum (20.20b).

ID card—That obtained as a student must be carried on the person of the private glider pilot at all times when exercising the privileges of the private certificate (20.58).

Written test—Covers parts 43, 60