

and 62 of Civil Air Regulations (20.24b). Passing grade is 90%, one hour time limit; 50 true or false questions (20.24-1) all taken from the 25c blue pamphlet "Questions and Answers for Private Pilots" obtainable from the U. S. Government Printing Office, Washington 25, D. C., or any airport office. The test may be taken generally on any Wednesday, Thursday or Friday between 8 a.m. and 4:30 p.m. at any CAA office or from CAA men when they visit various airports on their regular monthly itinerary. Appointments to take such tests and a schedule of the itinerary may be obtained from any CAA office. The private certificate must be obtained within 24 months after passing the written test or the test must be taken again (20.24). If the written test is failed the applicant must let 30 days pass or obtain five hours of instruction on each subject failed from a certified ground instructor before being able to take the test again (20.64c).

Flying experience requirements—100 glider flights or 10 hours of glider flight time which includes 50 flights—25 flights must have included 360 degree turns. Two hours of the flight time must have been solo and three hours of it obtained in a glider suitable for cross-country soaring. An hour of signed-for instruction in stall recovery from all normally anticipated flight attitudes is also a requirement and this may be fulfilled in a power plane (20.25b).

Flight test—May be administered by any CAA examiner or CAA designated private glider pilot examiner. The test will include at least two flights, one of which shall include a 360 degree approach to the right and

the other to the left, touching down (landing) each time within 200 feet beyond a designated line or point. Spoilers and/or slips may be used in making the spot landings. Demonstration of stalls, slow flight and turns must also be given but the stalls may be demonstrated in a power plane (20.26b). The flight test may be demonstrated in solo flight with the examiner observing from the ground except for the stalls which must be dual with the examiner (20.26-3). Any type of towing may be used for the flight test. If the flight test is failed the applicant must obtain 20 additional flights before re-applying (20.64d). Refer to CAM 20 for a detailed description of maneuvers to be covered and the degree of proficiency expected in each phase of the flight test (20.26-3, pages 7 and 29).

A private glider pilot shall not pilot a glider for hire (43.60).

Passengers may be carried by a private glider pilot in any *type* (make and model) of glider (43.63) if he has made five take-offs and landings in the preceding 90 days in the *type* (make and model) of glider which will be used for the passenger carrying (43.68a). Passengers may not be carried on aero-towed flights if the private glider pilot has not made six aero-towed flights in the preceding 12 months which aggregate on hour (43.68a). These six aero-towed flights do not have to be made in any one particular type of glider with respect to the type used for passenger carrying.

Flight instruction may be given dual by private glider pilots; however, the time cannot be logged by the student. The private pilot logs it as pilot in command time. Private glider pilots

cannot authorize anyone to solo a glider, even if the student is owner of the glider.

A private power pilot or a commercial power pilot may obtain a private glider pilot certificate by taking a proficiency flight test with a CAA agent or a private glider pilot examiner for this different category (airplane, glider, helicopter, etc.) of aircraft without meeting any of the above written or experience requirements, the flight test consisting of whatever the examiner feels necessary to demonstrate proficiency for such rating (20.40b).

Commercial Glider Pilot

Physical requirement—Same as for student and private; a signed statement certifying the applicant has no known physical defect which renders him incompetent to pilot a glider (20.33b). The statement signed when obtaining the student certificate applies if still true.

Age—18 years minimum (20.30).

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

Written test—Covers parts 43 and 60 of the Civil Air Regulations (20.34b). This is the part of the commercial power pilot written test pertaining to CAR. Passing grade is 70% (20.34-2), 30 questions. The test may be taken generally on any Wednesday, Thursday or Friday between 8 a.m. and 4:30 p.m. at any CAA office or from CAA men when they visit various airports on their regular monthly itinerary. Appointments to take such tests and a schedule of the itinerary may be obtained from any CAA office. The commercial certificate must be obtained within 24 months after passing the written test or the test must be taken again. If the written test is failed the applicant must let 30 days pass before being able to take it again, or have received not less than five hours of instruction on each subject failed from a certificated ground instructor (20.64c).

Flying experience requirements—250 glider flights or 25 hours of glider flight time which includes 125 flights; 25 flights must have included 360 degree turns. One hour of signed-for instruction in recovery from stalls entered from all normally anticipated flight attitudes is also needed (20.35b). Note that experience requirements regarding types of flying

