

C.A.R.

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and instruction are less stringent than for the private glider certificate, a condition which should be corrected in the regulations. As it is an applicant who by-passes the private certificate to get a commercial does not have to be so specific about his logged time, although the time requirement is greater and the flight test is more exacting.

Flight test—May be administered by any CAA examiner or CAA designated commercial 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 100 feet beyond a designated line or point. Spoilers and/or slips may be used in making the spot landings. Three turn spirals of 45 degree bank or greater must be demonstrated in both directions; an auto tow or a winch tow must be made to demonstrate satisfactory towing technique by that method; and an airplane tow, including positions around the towplane slipstream, must be made to demonstrate satisfactory towing technique by that method. Stalls must also be demonstrated and for this one item the examiner must ride dual with the applicant. All other items may be flown solo. Stalls may be demonstrated in a powerplane if desired or if the flight test is being taken in a single-place glider (20.36b). 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 (20.36-4 and page 40).

Passengers may be carried by a commercial glider pilot for hire (43.61) or pleasure in any *type* (make and model, 43.70, *type*) of glider 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 to carry passengers (43.68a). Passengers may not be carried on aero-towed flights if the commercial glider pilot has not made six aero-towed flights in the last twelve months which aggregate one 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

(43.61) and officially signed for by commercial glider pilots in student's log books (43.43d). Being officially recognized as glider instructors the commercial glider pilot may also administer the pre-solo written exam to students (a copy of the test with answer sheet may be obtained from the CAA, however it is preferred that the instructor make up his own test from the regulations and type of operation encountered locally) and authorize students to solo by signing the student's certificate for solo in particular types (make and model) of gliders (43.64c). A commercial glider pilot may not exercise the privilege of an instructor unless he has given 10 hours of flight instruction in the preceding 12 months. To reinstate this privilege once it has lapsed he must again take a proficiency flight test (43.68c). No more than eight hours of instruction may be given in any one day and no more than 36 hours of instruction may be given in any seven-day period (43.64b). Both the commercial glider pilot acting as instructor and the student log the dual flight time, the commercial glider pilot logging his as pilot in command (instructional) time for meeting the recent instruction time requirements as required.

A commercial power pilot may obtain a commercial glider rating by taking a proficiency flight test with a CAA agent or commercial 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 a rating (20.40). A private power pilot receives no credit for his experience when applying for a commercial glider rating even though he may have obtained a private glider rating; he must still meet all of the above requirements including 250 glider flights or 25 hours of glider flight time which includes 125 flights. This is also a condition which should be corrected in the regulations.

Because of the nature of glider operations and the lack of rated glider flight instructors it has been deemed safe to allow commercial glider pilots to act as instructors in gliders with all of the associated privileges. However, it is felt that the gliding interests could best be served by full fledged glider flight instructors so that eventually glider flight instruction could be raised to the status of

other aircraft categories where only rated flight instructors give official instruction. All commercial glider pilots who are giving instruction are urged to elevate themselves to the full instructor status by taking the little extra effort it involves.

Glider Flight Instructor Rating

Age—18 years minimum (20.41a).

Experience requirement — Applicant must have a commercial glider pilot rating or a private glider pilot rating with the experience requirements of a commercial glider rating (20.41c).

Written test—Consists of two sections, 50 multiple choice questions each, passing grade 70% (20.41b); four-hour time limit (20.41-1). The first section is on fundamentals of flight instruction, the second on instructing for glider operations. If either part is failed the applicant must wait 30 days before re-applying or have received five hours of instruction on each subject failed from a certified ground instructor (20.64c). The test results are good for two years. Recommended text: CAA Technical Manual No. 100 (Flight Instruction Manual), \$1.50 from the U. S. Government Printing Office, Washington 25, D. C.

Flight test — May be administered only by CAA agents. A flight test must be passed for each *category* of aircraft the applicant wishes to instruct in — in this case just gliders (20.41d). Other categories are airplane and helicopter, which power pilots can get ratings in but glider pilots may only obtain flight instructor ratings in gliders. One flight test in any type (make and model) of glider enables the instructor to instruct in all types (makes and models) of gliders (20.41d). If the flight test is failed the applicant must obtain 20 additional flights before re-applying (20.64d). CAM 20 (20.41-6) describes the maneuvers to be demonstrated in the flight test.

The pilot with a glider flight instructor rating must have given at least 10 hours of glider instruction in the preceding 12 months in order to exercise the privileges of an instructor otherwise he must again take a proficiency flight test (43.68c). No more than eight hours of instruction may be given in any one day and no more than 36 hours of instruction may be given in any seven-day period (43.64b).

Flight instruction may be given

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