

*(Continued from Previous Page)*

and officially signed for in the student's log book (43.43d). The flight instructor may administer the pre-solo written test to students (a copy of the test with answer sheet may be obtained from the CAA office. 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 (makes and models) of gliders (43.64c).

Dual flight instruction may not be given unless the instructor meets the recent experience requirements for passenger carrying, five take-offs and landings in the type (make and model) of glider to be used for passenger carrying in the last 90 days and if aero-towed only if he has made six aero-towed flights in the preceding 12 months which aggregate one hour (43.68a). Both the flight instructor and the student log dual flight time, the instructor logging his as pilot in command (instructional) time for meeting the recent instruction time requirements.

A power pilot with a flight instructor rating for powered airplanes may get a flight instructor rating for gliders by taking the complete written and flight tests for the glider category of aircraft (20.41d).

#### Miscellaneous Information

Glider flight time should be logged either as number of flights or duration, preferably both, with 10 short patterned flights counted as one hour (20.13b). Each flight of less than six minutes duration may then be logged as six minutes and any flight over six minutes logged for the actual flight time.

Glider pilots with private or commercial ratings may count up to 10 hours of their solo glider flight time as part of the solo flight time requirement toward a private power rating (20.25a).

#### References and Recommended Literature

Civil Air Regulations — Part 20 — Pilot Certificates; 5c from U. S. Government Printing Office, Washington 25, D. C. As amended to September 1, 1954.

Civil Aeronautics Manual 20—Pilot Certificates.— June, 1954. Includes Supplement No. 1 issued Nov. 30, 1954. 75c from U. S. Government

## SOARING NEWS BRIEFS . . .

THE BRITISH NATIONAL GLIDING Competition is to be organized by the Surrey Gliding Club and held at Lasham Aerodrome, July 23rd through August 1st. Rules include, among other things, requirements for Third Party Insurance, landing wheels on all contesting gliders, valid FAI Competitors Licences, and all competitors must become temporary members of the Surrey Gliding Club.

THE SECRETARIAT GENERAL of Civil and Commercial Aviation of France announces four training courses at French National Centers during 1955, running from May 2nd through November 30th. They include training from beginning courses through advanced training for gold and diamond attempts, and are to be held at Challes Les Eaux, Saint-Auban-Sur-Durance-Fayence, Pont-Saint-Vincent and La Montagne Noire.

Printing Office, Washington 25, D. C. recently published to present the CAA's policies and interpretations of the regulations, Part 20. In it each paragraph of the regulations is stated in full in bold type followed by any policies or interpretations which are identified by consecutive dash numbers appended to the regulation section number. Particular emphasis is placed on exactly what is expected in each of the various flight tests with the maneuvers and degree of proficiency required for each described in some detail.

Civil Air Regulations — Part 43 — General Operation Rules. 5c from U. S. Government Printing Office, Washington 25, D. C. As amended to Oct. 1, 1954.

Civil Air Regulations—Part 60— Air Traffic Rules. 10c from U. S. Government Printing Office, Washington 25, D. C. As amended to Aug. 1, 1949, includes six amendments since then.

Questions and Answers for Private Pilots (both power and glider). 25c from U. S. Government Printing Office, Washington 25, D. C., or from any airport office.

Flight Instruction Manual — CAA Technical Manual No. 100 — April, 1951. \$1.50 from U. S. Government Printing Office, Washington 25, D. C., or from any airport office.

CIVIL AIR PATROL International Exchange Cadets this year, as in the past, will bring many young European gliding enthusiasts to America. Some of these will be entertained by the C.A.P. in areas where gliding clubs are active. The Swiss Cadets will visit Dallas-Fort Worth, and will be given a taste of Texas soaring by T.S.A. Other U.S. clubs can learn by inquiring of C.A.P. whether or not European Cadets will be in their area during the summer.

THE NATIONAL AVIATION EDUCATION COUNCIL has become an affiliate of N.A.A., much the same as the S.S.A. is. The N.A.E.C. has also employed a full time Secretary in the person of Dr. Evan Evans, former Superintendent of Schools in Overland, Kansas, and a former President of N.A.E.C. Dr. Evans is a very good friend of soaring, as is Dr. Phil S. Hopkins, current President of N.A.E.C.

The N.A.E.C. will receive financial support of \$30,000.00 a year, for three years, from the N.A.A.

CAB has extended for one year Special Civil Air Regulation SR-404 which permits the Mississippi State College Glider Club to give glider training to high school students down to the age of 13.

SOUTH AFRICA'S leading soaring personality, Helli Lasch will visit the U.S.A. in August and September. He is expected to visit several of our principal soaring sites including Elmira and will attempt completion of his Diamond "C" requirements in Texas with T.S.A.

SOARING Magazine is operating a back issue exchange for those who have extra issues of SOARING to exchange, or for those who need certain copies to complete their set.

Those interested in the exchange plan should make an inventory of their magazine, listing the extras and the ones that are needed. When this list is complete, send it to: 3106 Fairmount Street, Dallas, Texas. These lists will be checked, and those having extra copies needed by others, will be notified to send them directly to the person needing them. etc.