

NEW CIVIL AIR REGULATIONS

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On August 23, 1956 the Civil Aeronautics Board adopted a revised C.A.R Part 20, "Pilot and Instructor Certificates." The changes over the previously effective Part 20, as they affect glider pilots, are summarized below.

Many of the changes were proposed as a Draft Release No. 55-12 last year to which interested parties were invited to comment. The new Part 20 has an unusual optional compliance provision whereby the old provisions will be used to issue certificates and ratings until March 1, 1957, if the applicant so desires. The requirements for the various ratings of pilot certificates have been grouped together in the new Part 20 and most of the material affecting the Glider Rating are in Subpart D. Terminology was altered so that the previous private, commercial and instructor "ratings" will now be referred to as "certificates" and a pilot certificate will be for a particular aircraft rating, i.e., either (1) airplane, (2) rotorcraft or (3) glider.

The only acceptable pilot certificates now will be those of the photographically reproduced type, which means that all pilots who never got around to exchanging their old types will have to pass all the tests again to get the new type.

ID cards are no longer required to be issued or carried while piloting an aircraft. Those who have them may discard them.

Paragraph 20.121 "Additional aircraft ratings" has been altered so that "All the aeronautical experience requirements for the original issuance of his grade of certificate with the category rating sought" must be met by the applicant. This means that little credit is given for experience gained in power planes to an airplane (power) pilot desiring to obtain a similar glider rating and conversely for a glider pilot who is working for an airplane (power) rating. Specifically it means that a private airplane pilot must obtain the full 100 glider flights (or one of the alternate combinations of flights and total time) before he can apply for a glider rating on his private certificate. A commercial airplane pilot must obtain the

full 20 hours of flight time in gliders, including 100 flights, in order to apply for a glider rating on his commercial certificate. Obviously if you are an airplane (power) pilot who has been postponing getting a glider rating it would behoove you to do it before March 1, 1957 under the old rules. An effort is being made to get C.A.B. to amend this requirement to a level of one-fourth to one-half of the full requirements.

Twenty and fifty-four hundreds now refines flight area limitations for the student glider pilot, allowing him to go cross country after his certificate is so endorsed by an instructor who feels him competent to do so and has found him to have (1) become familiar with obtaining and evaluating weather reports and (2) had flight instruction in cross-country navigation by reference to aeronautical charts.

Applicants for a private pilot certificate glider rating, are now given optional methods of meeting the aeronautical experience requirements. These are listed in 20.94 (a) along with the previous ones. It reads: "100 glider flights which shall include 25 flights during each of which a 360° turn was made; or 10 hours of flight time which shall include 50 glider flights or 30 flights if flight training has been accomplished using aero tows; or 3 hours dual instruction in light airplanes directed toward glider training and 7 hours of glider flight time which shall include 50 gliding flights; and (b)...."

The aeronautical experience requirements for the commercial pilot certificate, glider rating, have been revised and are given in 20.104 which now reads: "An applicant shall have acquired at least 25 hours flight time and meet the following minimum experience requirements: (a) 20 hours flight time in gliders; (b) 2 hours of flight instruction in gliders in preparation for the commercial pilot flight test; (c) 100 flights in gliders as pilot in command; and (d) 25 glider flights with 360° right and left approaches."

The material to be covered in the written tests for aeronautical knowledge is stated more specifically in

the new regulations and leans toward more practical aspects of glider operation; weather, cross-country, general safety practices, etc. Evidently written tests need not be taken by applicants for additional category ratings, only (*all* of) the aeronautical experience requirements must be met.

Two kinds of flight instructor certificates are defined in the new regulations, limited and (implied) regular. The limited one is for new applicants and puts them on a probation period of at least one year before they can get the unlimited kind. It is good for two years and renewable. In addition to having held a limited certificate for one year an applicant for a regular one must also have trained 5 successful candidates for pilot certificates (students). The students must be examined by a CAA Aviation Safety Agent rather than a designated flight examiner. Present holders of flight instructor ratings (old term) have until July 1, 1958 to exchange them for the new regular flight instructor certificates without further showing of competence.

The new Part 20 omits the old definition of how to compute flight time for gliders (20.13 b) which allowed 10 short-patterned flights to count as one hour of flight time, or 6 minutes for each flight which measured 6 minutes or less. Presumably CAA will interpret the new rules to allow the same kind of adjustment.

Required entries in log books have been stated explicitly in the new 20.16 for flight time used to meet experience requirements. It must include (1) date (2) duration (3) cross-country distance and destination (4) type of aircraft (make and model) (5) registration number of aircraft, whether it was (a) pilot-in-command, (b) second pilot (c) dual instruction, including the procedures and maneuvers, or (d) synthetic trainer. An indication of the conditions of flight is also necessary, i.e. day VFR, night VFR, actual or simulated IFR.

20.136 lists requirements for flight instructor records; (a) He shall sign the student's log book for each period of flight instruction (b) Make a record containing the name of each student whose certificate he has endorsed and to whom he has given flight instruction, the type of endorsement and the date of each endorsement or flight instruction period. The record must be kept at least 3 years, unless he no longer exercises the privilege of his flight instructor certificate.