

# NEWS BRIEFS

## GLIDER RATING REQUIREMENTS EASED FOR POWER PILOTS

Requirements for additional category ratings have recently been revised by amendment 20-4 to Civil Air Regulations Part 20, Pilot and Instructor Certificates. Effective October 24, 1957, power pilots who wish to obtain glider category ratings need acquire only two hours of glider flight time, which includes 10 solo flights, as the experience requirement and pass a flight test. Since September 1, 1957 it has been necessary to "meet *all* the aeronautical experience requirements for the original issuance of his grade of certificate with the category rating sought." The SSA was instrumental in bringing about the recent amendment when it was realized that the previous requirements did not appear to make sufficient allowance for the applicant's previous piloting experience and imposed an undue financial burden that was not fully justified in the interest of safety. The amendment was proposed as C.A.R. Draft Release 57-17 and met with no complaints after being circulated amongst interested persons. The actual text of the new paragraph parts that are of interest to people concerned with glider ratings follow: Paragraph 20.121 Additional Aircraft Ratings.

(a) Category rating.

(2) A pilot holding an airplane or rotorcraft category rating who applies for a glider category rating shall have acquired at least 2 hours of dual instruction and solo flight time in gliders which shall include at least 10 solo glider flights in which 360 degree right and left approaches have been made, and shall pass an appropriate flight test.

(3) A pilot holding a glider category rating who applies for an airplane or rotorcraft rating shall meet all the requirements for the original issuance of such category rating and shall pass an appropriate flight test.

It should be pointed out that pilots with glider category ratings can count some of their glider flight time in meeting the aeronautical experience requirements for airplane category ratings. Section 20.34, "Aeronautical Experience," (Airplane rating, Private pilot) is so worded that five of

the solo hours can be acquired in gliders, plus an unspecified amount of dual instruction time, depending upon the circumstances. Section 20.44, "Aeronautical Experience," (Airplane rating, Commercial pilot) provides for up to 100 hours of glider flight time toward the total 200 hours required.

A feature article covering all of the currently effective Civil Air Regulations as they pertain to glider pilots is being prepared by the SSA Technical Committee and will appear in the January-February, 1958 issue of SOARING.

## POLES BUILD GLIDER FACTORY IN CHINA

In April, a Warsaw newspaper announced that a new glider factory, built and equipped by the Poles, would start operations in Communist China on 1 May. According to the news release, this plant is located near Peiching in Hopei Province. It will assemble several gliders of Polish design, including the ABC, Salamandra, Jaskolka, and Bocian.

A 1955 Polish-Chicom agreement allowed the Poles to build and equip a glider factory in China. The site was selected by engineers from the Gielisko Glider Institute, and structural parts for the buildings, shop equipment, tools, and machinery were shipped to China during 1956. In addition to the factory, a training center staffed with Polish instructors has been set up. After completion of the glider project, the Poles will probably stay in China to supervise training and maintenance until the Chicom can take over.

## JACK LAISTER MOVES TO AERO

Aero Design & Engineering Co. of Bethany, Oklahoma, manufacturers of the Aero Commander executive plane, recently announced the appointment of John W. Laister as vice president of operations for the company.

Laister has had many years of experience in aviation. In 1941 he became president and general manager of the Laister-Kauffman Aircraft Corporation at St. Louis, Missouri. He recently resigned as vice president, manufacturing, for the Pacific Airmotive Corp., Burbank, Calif.

Laister was appointed to his present position at Aero Design in June of this year. He will direct and manage the manufacturing, procurement, quality control, and production flight operations for the company.

## BG-12A NEWS

As reported elsewhere in this issue the prototype BG-12A fuselage and empennage has flown with the original wing. Flight tests have been made and will be reported on in the next issue. The ship is now available at El Mirage for all qualified pilots to fly for just the cost of the tow.

A movie of the flight tests and other features of the ship has been prepared and is available for free showing by anyone in the U.S. Clubs will have priority on scheduling for the film. Extra copies will be made as demand warrants.

Engineering work toward certification of the design is progressing. Although each BG-12A now built must be licensed in the experimental category as amateur built under CAR Part 1, Jack Wolfe has lined up a number of individual builders so that he can offer completed ships with trailers for \$3000.00, guaranteeing delivery in eight months. Under current regulations a builder may sell only one ship of each design that is not certificated.

Due to limited facilities only 17 orders for kits have been accepted to date but increased production space and manpower should see that number increased appreciably in coming months.

All correspondence concerning the movie, kits or ships should be addressed to The SEAIR Company, Box 582, Newport Beach, Calif.

## REVISED CAM's 43 AND 20 AVAILABLE

A revised version of Civil Aeronautics Manual 43, General Operation Rules became effective on July 1, 1957. Of interest to all pilots, Manual 43 includes all of Civil Air Regulations, Part 43 (with the same title), amendments to Part 43, rules, policies and interpretations which CAA has issued regarding the Part and Special Civil Air Regulations adopted by CAB which affect the Part. Part 43 covers, among other things, rules on aircraft requirements, maintenance, instruments and equipment, piloting, student pilot limitations and private and commercial pilot privileges and limitations.

Under a new system, CAM's are grouped into eight volumes and the volumes are sold on an indefinite subscription basis. Volume I includes CAM numbers 43, 48, 49, 60 (Air Traffic Rules) and 62 (Notification and Reporting of Aircraft Accidents and Overdue Aircraft) and is sold