

FAA GUIDE FOR GLIDER PILOT FLIGHT TESTS

The latest in the series of flight test guides being issued by the Federal Aviation Agency covers the standards for Private and Commercial level flight tests for glider ratings.

The preface to the guide acknowledges the assistance of the SSA in the preparation of the draft upon which the official pamphlet is based. A first draft was prepared by Tom Page; after extensive comment by experienced instructors, an SSA proposal for such a guide was submitted as a completed draft with the approval of Paul Bikle, SSA President. The cover even follows the draft by including a sailplane motif in the design.

Issuance of the glider guide forced the FAA to take a close look at the previous flight test standards found in Civil Aeronautics Manual 20. The result is both simplification and modernization of the requirements. The requirements for both Private and Commercial proficiency are now the same except for (1) the higher level of performance and precision required generally for Commercial, (2) specifically, the 100-foot margin for accuracy landings for Commercial (instead of 200 feet for Private), and (3) the 3-turn precision spirals for Commercial pilots alone.

Three even more basic changes now prescribe the 180° side approach to landing (instead of the ambiguous 360° overhead; C.A.R. Part 20 has been amended accordingly, as reported elsewhere in this issue), demonstration of low tow position on airplane tow, and forward slips for both classes of certificates.

This is the first published example of the fruits of collaboration by the SSA with an FAA newly receptive to suggestions from small but expert branches of aviation. The result is an improved guide, a higher level of proficiency, and a much clearer guide to instructional goals.

Because of the importance of this new pamphlet, *Flight Test Guide — Glider, Private and Commercial Pilot*, the complete text is reproduced here in this issue. The pamphlet may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., for 15 cents. The GPO catalog No. is FAA 5.8/2:F64/6.

PREFACE

This guide has been published by the Flight Standards Service, Federal Aviation Agency, to assist the private or commercial glider pilot applicant in preparing for his certification or rating flight test.

It is designed to give the glider pilot applicant information concerning applicable procedures and standards.

Both the flight instructor and the applicant should find the guide helpful in flight test preparation.

The Flight Standards Service acknowledges the interest of the Soaring Society of America which assisted in the preparation of this booklet.

BASIC REQUIREMENTS

The private and commercial glider pilot flight tests will be given in three phases. The failure of any part of a phase will cause the examinee to fail that phase, and the whole test. The phase or phases failed must be satisfactorily completed before the issuance of the pilot certificate or rating sought.

The flight test may be discontinued at any time by the examiner or by the applicant when he fails a required item which makes the successful completion of the test impossible. In such cases, credit will be allowed only for the whole phase successfully completed.

An applicant's performance will be evaluated by the examiner on the basis of the judgment, knowledge, smoothness, and the accuracy displayed. A competent performance of a flight maneuver is one in which the pilot is obviously the master of his glider, and the successful outcome of the maneuver is never in doubt.

The applicant must meet the requirements of section 20.14 and subpart D, of Part 20, of the Civil Air Regulations.

He shall provide an appropriately certificated glider or sailplane equipped at least with an air-speed indicator, an altimeter, and approved safety belts. A two-place glider with dual controls is preferable but not required.

The flight test will be accomplished in gliders or sailplanes and no

credit will be given for flight maneuvers completed in airplanes. Flight tests will be conducted during the hours of daylight only.

If the examiner so specifies, the applicant must supply a suitable powered aircraft from which the examiner may observe the flight maneuvers performed by the applicant in a single place glider.

NOTE: The observer aircraft is necessary only when the flight maneuvers in a single place glider cannot be performed in the immediate vicinity of the landing area where they can be readily observed from the ground.

The applicant will be required to demonstrate competent performance in procedures and flight maneuvers. These requirements are described under Phases I, II, and III. The commercial pilot applicant should demonstrate professional capability and will be required to maintain closer performance tolerances and greater proficiency than the private pilot applicant.

PHASE 1. ORAL OPERATIONAL EXAMINATION

1. Aircraft documents

The applicant shall present and explain the aircraft registration, airworthiness, and equipment documents required to be carried in the glider.

2. Airworthiness records

The applicant shall present and explain the aircraft logbook and airworthiness inspection records.

3. Aircraft performance and operation

The applicant must display a practical knowledge of the operating limitations, placard notices, and performance capabilities of the glider and shall be familiar with the adverse effect on glider performance caused by high temperature, high density altitude, and operations at full gross weight. He shall demonstrate familiarity with proper airspeeds for best performance in the glider used, and the importance of proper airspeed control shall be emphasized. He shall demonstrate knowledge of weight and balance for the aircraft furnished.

4. Aircraft preflight check

The applicant shall use an orderly procedure in making the preflight check. He shall know the significance of each item checked, and shall overlook no obvious unairworthy item. He shall demonstrate knowledge of