

# FEDERAL AVIATION AGENCY AND THE SAILPLANE PILOT PILOT CERTIFICATES

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In August, 1958, the Congress of the United States passed the Federal Aviation Act which was signed into law by the President creating the Federal Aviation Agency (FAA), an independent branch of the Government. The FAA is responsible for writing safety rules and regulations, for allocating and regulating airspace, for managing air traffic and for conducting research and development. The Administrator, officed in Washington, D.C., established seven regions in the United States. Each of these Regions have several General Aviation District Offices which deal with the pilots located in their area. General Aviation Inspectors in the Operations section of these local offices are concerned with, among other duties, the testing for and issuance of pilot certificates.

The Federal Aviation Agency issues three grades of pilot certificates (often mis-called "licenses") which will interest the sailplane pilot ("glider" pilot as he is referred to in all the rules and regulations). The Student pilot certificate is provided for persons having no other pilot certificates and desiring to take instruction and fly solo (after authorized) in preparation for obtaining the Private pilot certificate. The Private is the certificate provided for the pilot who wishes to fly and take passengers (not for hire). This is the most commonly held certificate. The Commercial pilot certificate requires a higher level of competence and experience and is required for those pilots wishing to fly for hire and, in the case of gliders, give dual flight instruction. The FAA also issues a Flight Instructor certificate entirely separate from any of the three mentioned above. It requires a still higher level of experience and skill along with a knowledge of instructing techniques.

A Private or Commercial *airplane* pilot may add a glider rating of the same grade to his present certificate in accordance with the requirements given below in the section on Additional Ratings. The Civil Air Regulation and paragraph number from which the following information was taken is given for reference.

## STUDENT PILOT — GLIDER

The Student pilot certificate is provided for the beginner who has no other pilot experience and wishes to learn glider flying. It is issued upon application provided:

AGE: the applicant must be at least 14 years of age (20.80).

MEDICAL REQUIREMENTS: the applicant shall certify he has no known physical defect which renders him incompetent to pilot a glider (20.82).

REQUIREMENTS FOR SOLO (20.83):

1. A written test given by the flight instructor covering applicable Civil Air Regulations.

2. Must have received flight instruction in take-offs, landings, glides, gliding turns and stalls.

3. A flight instructor must have OK'd the student for solo and signed his Student pilot certificate indicating that fact.

DURATION: the Student pilot certificate expires after 24 months but is renewable (20.11).

RESTRICTIONS: the following three restrictions apply:

1. The Student pilot must not leave the local flight area until (20.84):

a. He is familiar with weather conditions affecting glider flight.

b. He has received flight instruction in cross-country navigation.

c. His Student pilot certificate is endorsed for cross-country by his instructor.

2. A Student pilot must not carry passengers or fly for hire, or make international flights (43.52).

3. A Student pilot may fly only that make and model glider endorsed on his certificate by his instructor (43.55).

## PRIVATE PILOT — GLIDER

AGE: at least 16 years of age (20.90).

MEDICAL REQUIREMENTS: same as the Student requirement. The applicant shall certify he has no known physical defect which renders him incompetent to pilot a glider (20.92).

AERONAUTICAL KNOWLEDGE: to be demonstrated by a written test

given by the FAA Inspector at his office or during one of his scheduled visits to your airport. The test will include questions based on (20.93):

1. Civil Air Regulations.
2. The practical aspects of cross-country flying.
3. Recognition of dangerous weather and evaluating weather.
4. General safety practices in the operation of gliders.

AERONAUTICAL EXPERIENCE: the applicant must have his Student pilot certificate endorsed for solo and cross-country and have the following flight experience recorded in his log-book (20.94):

1. 100 glider flights including 25 with 360° turns; or ten hours of glider flight time including 50 glider flights or 30 flights if by airplane tow; or 3 hours dual instruction in light air planes directed toward glider training and 7 hours of glider flight time including 50 glider flights.

2. One hour of flight instruction in recovery from stalls (may be obtained in glider or powered plane).

AERONAUTICAL SKILL: the applicant must demonstrate to an FAA Inspector, or person designated by the FAA to give flight tests, the following (20.95):

1. Preparatory flight procedures.

2. At least 2 flights, of which one shall include a 360° approach to the left and one to the right, landing each time beyond and within 200 feet of a designated line.

3. Recovery from stalls entered from all normally anticipated attitudes.

(Only one type of tow is required.)

RESTRICTIONS: A Private glider pilot shall not pilot a glider for compensation or hire unless he is a glider salesman demonstrating a glider in flight, in which case he must have logged at least 200 hours of flight time (43.60).

RECENT EXPERIENCE (43.68):

1. To carry passengers, a Private glider pilot must have made at least 5 take-offs and landings within the preceding 90 days in a glider of the same make and model to be flown. If you have been flying mainly in L-K's and want to give rides in a 2-22C, you must make the required number of landings in a 2-22 or a 2-22C before taking a passenger for a ride.

2. To pilot a glider carrying passengers in aero-tow flight, you must have, within the preceding 12