3. He must have trained at least 5 successful candidates for pilot certificates. To qualify as one of the five candidates trained, a student must have received all of his required dual flight test *preparation* (minimums are 1 hr. for Private glider ratings and 2 hr. for Commercial glider ratings) and a *written recommendation* for the flight test from the Limited Flight Instructor).

4. The holder of a Flight Instructor certificate with an airplane rating may add a glider rating to it by taking the appropriate parts of the written and practical flight tests.

5. RECENT EXPERIENCE: A flight instructor (either grade) shall not exercise the privileges of the instructor rating unless within the preceding 12 calendar months he has either (a), given at least 10 hours of flight instruction while appropriately rated, or (b), demonstrated his continued proficiency to the FAA (43. 68c).

ADDITIONAL RATINGS

A pilot holding a Private or Commercial pilot certificate with an airplane or rotorcraft category rating who wishes to apply for a glider category rating of the same grade shall (20.121):

1. 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° right and left approaches have been made.

2. Pass an appropriate flight test. No written test is required.

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.

References

The reader may wish to purchase from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., copies of Civil Aeronautics Manual 20, "Pilot and Instructor Certificates," (Catalog No. FAA 1.34:20), for $1.25, and Civil Aeronautics Manual 43, "General Operation Rules," (Catalog No. FAA 1.34:43), for $1.25. These manuals include the related parts of the actual Civil Air Regulations together with the policies and interpretations FAA has established to implement the regulations, such as exactly what is expected in flight tests, etc. The prices for these two manuals includes a subscription service to all changes thereto for approximately one year.

LICENSING FOREIGN SAILPLANES IN THE U.S.

Potential buyers of foreign sailplanes should be aware that they may enounter problems when presenting such sailplanes to FAA for licensing. In the end, the final actions will be taken by the buyer's local FAA agent so he should be contacted prior to making a purchase to make sure that sufficiently lenient operations limitations can be issued for the sailplane to make it economically worth while to own.

Basically, all foreign sailplanes may be licensed in one of two categories, standard (with approved type certificates or ATC's) or experimental (for those not ATC'd). The only ones that may be licensed standard are those from countries with reciprocal licensing agreements with the U.S. that are ATC'd in the country of origin and for which sufficient information has been supplied to FAA by the manufacturer such that an FAA Specification Sheet can be issued. Countries with reciprocal licensing agreements are listed in Civil Aeronautics Manual 10 and were published in the March and July, 1961, issues of *Soaring*. Local FAA agents have copies of CAM 10 and Spec. Sheets for all approved sailplanes.

All other foreign sailplanes must be licensed in the experimental category for "exhibition and racing." The more liberal amateur-built classification cannot be used. The operations limitations that will be written for these sailplanes will depend on the level of enlightenment about soaring of the local FAA agent. Many are vary liberal while others, because they do not know much about soaring, are inclined to severely restrict the aircraft, which is their prerogative.

Civil Aeronautics Manual 1 contains the regulations for licensing experimental aircraft and the rules and policies adopted by FAA to supplement the regulations. Copies of this manual, titled "Certification, Identification and Marking of Aircraft and Related Products," may be obtained for $2.00 from the Superintendent of Documents. U.S. Government Printing Office. Washington 25, D.C. Specify Catalog No. FAA 1.34:1.

Because SSA is not in a position to test and pass judgment on any or all sailplanes, it has adopted the policy of requiring that all advertisements in *Soaring* by manufacturers of sailplanes include some mention of how the sailplanes may be licensed in the U.S., i.e., ATC'd; experimental, amateur-built; or experimental, exhibition-racing. This policy is carried over into SSA's mimeographed lists of U.S. and foreign sailplanes available, item #'s 8 and 37.

HIGH-POWERED RADIO

Skycrafters, Inc., 1365 Gladys Ave., Long Beach, California, has announced the availability of a new high-powered model AM-122 VHF Multiphone.

This crystal-controlled portable VHF Multiphone meets the needs of a number of specilized VHF communication requirements. It may be used in the following aviation services: Unicom, Airport Ground Control (in field vehicles), Flight School (including soaring), Engineering Flight Test, etc.

The Model AM-122 draws no more primary current than the average 1.0 watt mobile radiotelephone, yet provides performance equal to or better than 10 watt units now on the market. This is due to the voice controlled carrier feature, a special low-powered modulator. Just enough carrier is provided under "no modulation" conditions to open the squelch at the receiving and to hold it open between words.

The model AM-122 VHF Multiphone comes equipped with built-in loudspeaker, A.C. and D.C. power cords, microphone and car top antenna. Dual-channel kit and two extra crystals (transmit and receive) are optional extras.

The new high-powered Skycrafters model AM-122 VHF Multiphone transceiver.