UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 20-3
Effective: August 15, 1949
Adopted: June 15, 1949

ELIMINATION OF SPIN TEST REQUIREMENTS

Part 20 currently requires that an applicant for a pilot certificate with a private or commercial rating in airplanes shall have dual flight instruction in recovery from spins. In addition, an applicant for a pilot certificate with a private rating in airplanes is required to demonstrate his competency with respect to recovery from a right and left spin of at least one turn each. An applicant for a pilot certificate with a commercial rating in airplanes is required to perform competently a 2-turn spin in each direction and effect recovery with an error of not more than plus or minus 10°. With respect to a pilot limited by his rating to nonspinnable airplanes, the presently effective regulations require that, prior to making application for removal of such limitation, he shall have at least 3 hours of certified dual instruction on spinnable airplanes for the purpose of receiving instruction in recovery from spins.

This amendment eliminates spins from the pilot certification requirements and, in lieu thereof, provides for dual flight instruction in the prevention of and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes. It is believed that the deletion of the spin requirement and the placing of greater emphasis upon the prevention of and recovery from stalls will result in greater air safety in two ways: (a) it will emphasize recognition of and recovery from stalls which, on the basis of available accident statistics, has proved to be the most dangerous maneuver to pilots; and (b) elimination of the required spin maneuver will act as an incentive for manufacturers to build and operators of schools to use spin-resistant or spin-proof aircraft.

Interested persons have been afforded an opportunity to participate in the making of this rule, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 20 of the Civil Air Regulations (14 CFR, Part 20, as amended) effective August 15, 1949:

1. By amending § 20.25(a) to read as follows:

20.25 Aeronautical experience.

(a) Powered aircraft. An applicant for a pilot certificate with a private rating in powered aircraft shall meet the requirements of either

(1) or (2), and (3) below. If the applicant meets the requirements of (2) but not (1), his certificate shall be appropriately endorsed by the Administrator.

(1) In spinnable aircraft he shall have at least 30 hours of solo flight time and at least 10 hours of dual instruction time given by a rated flight instructor.

(i) At least 2 hours of the dual instruction time shall have been after solo.

(ii) The dual instruction shall include instruction in the prevention of and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

(iii) If the applicant is the holder of a private or commercial pilot certificate with a glider rating, he may receive credit for not more than 15 hours of the required solo flight time for the flight time had in gliders; or

(2) in nonspinnable aircraft he shall have at least 20 hours of solo flight time and at least 7 hours of dual instruction time given by a rated flight instructor.

(i) At least 2 hours of the dual instruction time shall have been after solo.

(ii) If the applicant is the holder of a private or commercial pilot certificate with glider rating, he may receive credit for not more than 10 hours of the required solo flight time for the flight time had in gliders; and

(3) in either spinnable or nonspinnable aircraft he shall have at least 3 hours of solo cross-country flight time which shall include at least one solo flight to a point not less than 50 miles distant from the point of departure with at least 2 full-stop landings at different points along the course.

2. By amending § 20.26 (a) (5) to read as follows:

(5) recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes;

3. By rescinding § 20.26 (a) (6).

4. By rescinding § 20.36 (a) (4).

5. By amending § 20.36 (a) (5) to read as follows:

(5) straight climbs, climbing turns, slips, manouvers at minimum controllable speeds, and emergency maneuvers such as simulated forced landings and recovery from power-on and power-off stalls entered

from all normally anticipated flight attitudes.

6. By amending § 20.40 to read as follows:

20.40 Aircraft rating competence.

(a) An applicant for any additional aircraft rating subsequent to the original issuance of a pilot certificate shall demonstrate competency in aircraft of the category and class and, if the aircraft has a maximum certificated take-off weight of over 12,500 lbs., of the type for which the rating is sought.

(b) A pilot limited by his rating to nonspinnable aircraft, when applying for removal of this restriction, shall have had at least 30 solo hours, and shall have had at least 3 hours of certified dual instruction in spinnable aircraft which shall include instruction in recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

(c) A pilot limited by his rating to gliders, when applying for a pilot rating in powered aircraft, shall meet the aeronautical knowledge, experience, and skill requirements appropriate to the pilot rating sought.

(Secs. 205 (a), 601, 602, 52 Stat. 984, 1007, 1008; 49 U.S.C. 425 (a), 551, 552)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

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