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

Civil Air Regulations Amendment 20- 8
Effective: November 10, 1947
Adopted: October 10, 1947

GLIDER FLIGHT TIME

Revision of existing regulations to permit the logging of glider flights in terms of hours and minutes as an alternate to the present standard, which is in terms of number of flights, is justified by the increasing use of airplane tow for the launching of such flights. The airplane tow method permits longer flights and greater resultant experience per flight than other launching methods, but it is also more expensive. Thus, the present standard which only takes account of the number of flights regardless of total flight time creates an undue economic burden on some persons attempting to gain the experience required for glider pilot ratings on flights launched by airplane tow without increasing the desired safety standard. The purpose of this regulation is, therefore, to provide a more equitable system of logging glider flight time.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and full consideration has been given to all relevant matters presented.

Pursuant to the Civil Aeronautics Act of 1938, as amended[1], particularly §§ 205 (a), 601 and 602 thereof, the Civil Aeronautics Board hereby amends Part 20 of the Civil Air Regulations (14 CFR, Part 20, as amended) effective November 10, 1947:

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

20.25 (b) Glider. Applicant for a glider rating shall have had at least 100 glider flights, or 10 hours of glider flight time including at least 50 glider flights. At least 25 flights must have included a 360° turn.

2. By amending § 20.35 (b) to read as follows:

20.35 (b) Glider. Applicant shall have had at least 250 glider flights, or 25 hours of glider flight time including at least 125 glider flights. At least 5 flights must have been made within 60 days preceding the date of

application. Applicant also shall have had at least one hour of flight instruction in recovery from stalls and spins. An applicant who is the holder of a private or commercial rating for a powered aircraft who has had not less than 100 glider flights, or 10 hours of glider flight time including at least 50 glider flights, will be deemed to have met the requirements of this section.

1/ 52 Stat. 984, 1007; 49 U.S.C. 425, 551.

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

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