
The following amendments, together with Amendment Sheets 1 through 8, correct Civil Air Regulations Part 20.--Pilot Certificates (effective May 1, 1940, as amended), to July 15, 1941.

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AMENDMENT NO. 110: Dual Control Airplanes (effective May 23, 1941).

Section 20.616 is amended to read as follows:

20.616 DUAL CONTROL AIRPLANES. Airplanes equipped with fully or partially functioning dual controls shall not be operated with both control seats occupied unless one of such control seats is occupied (a) by a person possessed of at least a valid commercial pilot certificate, or (b) by a person possessed of at least a valid private pilot certificate and a valid instructor rating, or (c) by a person possessed of at least a valid private pilot certificate and whose Airman Rating Record has been endorsed by a duly authorized representative of the Administrator to the effect that such person has logged at least 200 hours of solo flight time and is competent to exercise the privilege granted by this section: Provided, That two persons may occupy such control seats if each such person is possessed of at least a valid private pilot certificate: Provided further, That where more than one passenger is carried for hire neither control seat shall be occupied by any person other than a properly certificated limited-commercial or commercial pilot.

AMENDMENT NO. 111: Instrument Instruction (effective May 27, 1941).

1. Section 20.211 is amended to read as follows:

20.211 AERONAUTICAL EXPERIENCE. Applicant shall be possessed of a valid private, limited-commercial, or commercial pilot certificate, and shall have logged at least 200 hours of solo flight time as prescribed in §§ 20.146, including at least 20 hours of instrument instruction and practice under actual or simulated flight conditions approved by the Administrator: Provided, That not less than 10 hours of such 20-hour requirement shall be in actual flight.

2. A new subsection is added after §§ 20.652 reading as follows:

20.653 INSTRUMENT INSTRUCTION. Instrument instruction in flight shall not be deemed flying instruction within the meaning of §§ 20.65[illegible] but no person shall give instrument instruction in flight unless possessed of a valid instrument rating.

AMENDMENT NO. 112: Simulated Instrument Flight Practice (effective May 27, 1941).

1. A new section is inserted after §§ 20.673 reading as follows:

20.68 SIMULATED INSTRUMENT FLIGHT. No person shall operate an aircraft under simulated instrument flight conditions unless:

(a) fully functioning dual controls are installed in the aircraft;

(b) a properly certificated pilot occupies the other control seat as safety pilot; and

(c) such safety pilot at all times has adequate vision from the aircraft: Provided, That if the vision of the safety pilot forward or to either side of the aircraft is obstructed, a competent observer must occupy such a position in the aircraft that his field of vision adequately supplements that of the safety pilot.

2. Strike "20.68 Foreign flights" from the table of contents and insert in lieu thereof "20.68 Simulated instrument flight".

AMENDMENT NO. 115: Aircraft Rating Classifications (effective August 1, 1941).

1. Strike the phrase ", weight and engine classification" in §§ 20.107 and insert in lieu thereof the phrase "and, in the case of an airplane, the airplane class and horsepower range".

2. Strike the phrase "airplane pilot and competent to pilot airplanes of a stated type, weight and engine classification." in §§ 20.129 and insert in lieu thereof the phrase "aircraft pilot and competent to pilot aircraft of a stated type and, in the case of an airplane, airplane class and horsepower."

3. Strike the phrase "airplane pilot at the time of his separation from the service and was at that time competent to pilot airplanes of a stated type, weight, and engine classification." in § 20.149 and insert in lieu thereof the phrase "aircraft pilot at the time of his separation from the service and was at that time competent to pilot aircraft of a stated type and, in the case of an airplane, airplane class and horsepower."

4. Strike the phrase "a class 1 airplane" in §§ 20.176 and insert in lieu thereof the phrase "an airplane of not more than 1,500 pounds standard weight."

5. Section 20.30, not including §§ 20.301 and 20.302, is amended to read as follows:

20.30 EXISTING AIRCRAFT RATINGS. Every person having a type, weight, and engine classification rating shall continue to operate aircraft in accordance with the limitations of such rating until the expiration, suspension or revocation of the certificate, or until an aircraft type and, in the case of an airplane, an airplane class and horsepower rating are prescribed on his Airman Rating Record 6 or pilot certificate.

20.300 AIRCRAFT RATING. The aircraft which the applicant is deemed competent to pilot will be prescribed on his Airman Rating Record or certificate by type and, in the case of an airplane, by airplane class and horsepower and,

in the case of unconventional airplanes such description as is appropriate to define clearly the competence of the applicant. Competence to pilot aircraft in solo flight shall be demonstrated in aircraft of the type and, in the case of an airplane, the airplane class and horsepower range for which rating is sought. A person holding a currently effective pilot certificate on August 1, 1941, may be rated without further test to fly (a) aircraft of a type in which he has logged the solo hours specified for periodic endorsement for his grade of certificate, and (b) airplanes of a class and a horsepower range determined on the basis of the class and specific horsepower of airplanes in which he has logged at least 5 hours of solo flight time within the endorsement period and for which he holds a currently effective weight and engine classification rating. *

*NOTE: For example, a pilot who is rated to fly class 2S land airplanes and who has logged at least 5 hours in one or more such airplanes of 220 hp may be rated to fly single-engine land airplanes of from 50 percent less, or 110 hp, to 50 percent greater, or 330 hp.

6. Strike the phrase "weight and engine classification" in the note to § 20.30 and insert in lieu thereof "type, class, and horsepower".

7. Section 20.34 (c) (1) and (2) is amended to read as follows:

(1) 15 hours of solo flight time within the endorsement period in aircraft of each type [9] for which endorsement is sought. To secure endorsement for one or more airplane classes [9], 5 hours of solo flight time shall have been logged in airplanes of each such class without regard to horsepower rating. The solo flight time required in each airplane class may be included in the 15 hours required for the endorsement of an airplane type of aircraft.

(2) A private pilot who does not meet the 15 hours of solo flight time requirement may log in lieu thereof within the 60 days immediately preceding the expiration of the endorsement period, a total of 5 hours flight time, including at least 2 hours of dual flight instruction from a certificated instructor in each aircraft type for which endorsement is sought: Provided, That the certificated instructor certifies on the application for endorsement that such private pilot satisfactorily practiced and performed with such instructor all the maneuvers required in the flight test for the original issuance of a private pilot certificate and, if an airplane, in each class for which endorsement is sought, giving the dates of such flights, and the aircraft type, and in the case of an airplane, the airplane class and the identification mark of the aircraft in which each such flight was acquired.

8. Strike Note 9 to §§ 20.34 (c) (1) and substitute in lieu thereof the following:

[9] NOTE: See §§ 20.54 and 20.55 for distinction between aircraft types and airplane classes.

9. Section 20.34 (d) (1) is amended to read as follows:

(1) 10 hours of solo flight time within the endorsement period in aircraft of each type for which endorsement is sought. To secure endorsement for one or more airplane classes, 5 hours of solo flight time shall have been logged in airplanes of each such class without regard to horsepower rating. The solo flight time required in each airplane class may be included in the 10 hours required for the endorsement of an airplane type of aircraft.

10. Section 20.34 (e) (1) is amended to read as follows:

(1) 10 hours of solo flight time within the endorsement period in aircraft of each type for which endorsement is sought. To secure endorsement for one or more airplane classes 5 hours of solo flight time shall have been logged in airplanes of each such class without regard to horsepower rating. The solo flight time required in each airplane class may be included in the 10 hours required for the endorsement of an airplane type of aircraft. A commercial pilot employed as a second pilot in scheduled air carrier operation may be deemed to have met the above requirement if he shall have logged 20 hours of solo flight time as a second pilot in such operation within the endorsement period, but after endorsement he shall not carry any passengers except in air carrier operations as second pilot or certificated airmen in air carrier aircraft in furtherance of their official duties, and such limitations shall be entered on his Airman Rating Record.

11. Strike the phrase ", weight, and engine classifications" in §20.35(a) and insert in lieu thereof the phrase "and, in the case of an airplane, the airplane class and horsepower range."

12. Strike the phrase ", weight, and engine" in § 20.35 (b) and insert in lieu thereof the phrase "and, in the case of an airplane, the airplane class and horsepower"

13. Sections 20.54 and 20.55 are amended to read as follows:

20.54 AIRCRAFT TYPE RATING. For purposes of specifying the type of aircraft which the applicant is deemed competent to pilot and for convenience in examining and rating the applicant with respect thereto, aircraft are typed as follows:

(a) Airplane;
(b) Autogiro;
(c) Glider;
(d) Lighter-than-air aircraft.

20.55 AIRPLANE CLASS AND HORSEPOWER RATING.

20.550 AIRPLANE CLASS RATING. For purposes of specifying the class of airplane which the applicant is deemed competent to pilot and for convenience in examining and rating the applicant with respect thereto, airplanes are classed as follows:

(a) Single-engine, land;
(b) Single engine, sea;
(c) Multi-engine, land;
(d) Multi-engine, sea;
(e) Unconventional.

20.551 HORSEPOWER RATING. For purposes of specifying the horsepower of airplanes which the applicant is deemed competent to pilot and for convenience in examining and rating the applicant with respect thereto, pilots are rated as follows:

(a) A certificated pilot shall be rated to fly airplanes of 80 or less horsepower if competence * has been demonstrated in airplanes certificated for a maximum, except take-off, of 80 or less horsepower.

(b) Except where subsection (a) hereof is applicable a certificated pilot shall be rated to fly airplanes of a range of horsepower extending from 50 percent less to 50 percent greater than the total maximum, except take-off, horsepower for which the airplanes in which competency * was demonstrated were certificated.

*NOTE: Competence may be demonstrated either by (1) a flight test or (2) by logging the solo flight time required for rating prescribed in §20.300.

(c) A certificated pilot eligible for 2 or more horsepower range ratings shall be rated for one continuous range extending from the lowest to the highest horsepower for which he has qualified.

20.552 MULTIPLE AIRPLANE CLASS AND HORSEPOWER RATINGS. The horsepower rating shall apply to all airplane class ratings without the necessity of a separate flight test in each combination of such ratings. An applicant who has demonstrated competence in both single and multi-engine airplanes and in both land and sea airplanes may be rated for all airplane classes * except unconventional.

*NOTE: For example, a pilot may be rated under § 20.550 for single engine land airplanes and under § 20.551 (a) and (b) for 180 or less horsepower by reason of flight tests in land planes of 50 hp and 120 hp. If he subsequently passes a rating flight test in a multi-engine seaplane of 450 hp, he will be rated under § 20.550 for single or multi-engine land or sea airplanes, and therefore, will be eligible to fly single or multi-engine land or sea airplanes of 675 or less horsepower.

14. Section 20.60 (a) and (b) is amended to read as follows:

(a) the holder of a valid commercial pilot certificate may pilot airplanes as a second pilot without an airplane class and horsepower rating for the particular airplane operated;

(b) the holder of a valid private, limited commercial or commercial pilot certificate may pilot airplanes of a class or within a horsepower range other than that specified in his Airman Rating Record, but shall not carry any person other than a certificated instructor rated for the airplane operated or any member of the crew thereof. 13

15. Strike Note 12 to Section 20.60.

16. A new section is added reading as follows:

20.618 PASSENGER CARRYING. A certificated pilot shall not pilot any aircraft carrying any person other than a certificated instructor rated for the aircraft operated or any member of the crew, thereof, unless, within the 90 days immediately preceding, he shall have made at least 3 take-offs, and 3 landings to a full stop, in an aircraft of the same type (§ 20.54) and if an airplane, within the same class (§ 20.550) as that of the aircraft in which any such person is carried.

17. Strike the phrase ", weight and engine classification" in section 20.671 and insert in lieu thereof the phrase "and, in the case of an airplane, its airplane class and horsepower".

18. Strike from the table of contents "20.30 Existing pilot certificates", "20.54 Aircraft type classification.", "20.55 Aircraft weight and engine classification." and insert in lieu thereof,,respectively, "20.30 Existing aircraft ratings.", "20.54 Aircraft type rating.", and "20.55 Airplane class and horsepower rating.".

AMENDMENT NO. 117: Military and Periodic Endorsement Physical Requirements (effective June 13, 1941).

1. Strike the last sentence of §§ 20.129 and 20.149 respectively.

2. Section 20.34 (a) (2) is amended to read as follows:

(2) A physical examination showing at least the same physical condition as that required for the issuance of a student pilot certificate within the 14 months preceding the expiration of the endorsement period.

3. Section 20.34 (b) is amended to read as follows:

(b) (Unassigned).

4. Section 20.34(c)(3) is amended to read as follows:

(3) A physical examination showing at least the same physical condition as that required for the issuance of a private pilot certificate within the 14 months immediately preceding the expiration of the endorsement period.

5. Strike the period at the end of § 20.34 (c) (4) and add the following:

, except that the required physical examination shall have been obtained within the 14 months immediately preceding the expiration of the endorsement period.

6. Section 20.34 (d) (2) is amended to read as follows:

(2) A physical examination showing at least the same physical condition as that required for the issuance of a commercial pilot certificate within the 60 days immediately preceding the expiration of the endorsement period.

7. Section 20.34 (e) (2) is amended to read as follows:

(2) A physical examination showing at least the same physical condition as that required for the issuance of a commercial pilot certificate within the 60 days immediately preceding the expiration of the endorsement period.

8. Strike §20.52 and insert in lieu thereof the following:

20.52 PHYSICAL EXAMINATIONS. The following rules will govern the physical examinations given in connection with any pilot certificate:

(a) The appropriate physical examination prescribed for the original issuance of a pilot certificate shall be accomplished before any practical or theoretical test or other examination will be given, and shall be completed within the 9 months preceding application for a private pilot certificate, or within the 4 months preceding application for a commercial pilot certificate.

(b) In lieu of a physical examination conducted by an authorized medical examiner of the Administrator, a certificate from a medical officer on active duty with the United States Army, Navy, Marine Corps or Coast Guard, who is authorized to conduct physical examinations for flying stating that he examined the applicant, giving the date of the physical examination and certifying that at the time of the examination the applicant was on flying status and met the physical requirements for flying prescribed for his military

service, will be accepted for any pilot certificate provided for in this Part: Provided, That the physical qualifications of such military examination are not less than those required by these regulations for the grade of pilot certificate applied for.

(c) A pilot holding a certificate of a lower grade and applying for a certificate of a higher shall pass satisfactorily a new physical examination for the grade applied for unless his prior physical examination was for the higher grade and was passed within the time limit prescribed in § 20.52 (a).

AMENDMENT NO. 118: Student Flight Limitations (effective June 13, 1941).

1. Section 20.610 is amended to read as follows:

20.610 STUDENT. A student pilot shall not operate aircraft for hire or carry anyone other than a certificated instructor. A student pilot who has not flown an aircraft within 90 days shall not operate aircraft in solo flight until he has passed a satisfactory flight check given by a certificated instructor and that fact has been endorsed on his student pilot certificate.

2. Section 20.611 is amended to read as follows:

20.611 (Unassigned).
