UNITED STATES OF AMERICA

CIVIL AERONAUTICS BOARD

WASHINGTON, D. C.

Regulations
Serial Number 149

At a session of the Civil Aeronautics Board held at its office in Washington, D. C., on the 25th day of February, 1941.

Acting pursuant to the authority vested in it by the Civil Aeronautics Act of 1938, as amended, particularly sections 205(a), 602(a) and 602(b) of said Act, and finding that its action is desirable in the public interest and is necessary to carry out the provisions of, and to exercise and perform its powers and duties under, said Act, the Civil Aeronautics Board amends the Civil Air Regulations as follows:

TITLE: AMENDING AERONAUTICAL SKILL REQUIREMENTS FOR PRIVATE AND COMMERCIAL PILOT CERTIFICATES.

Amendment No. 101 to C. A. R., amending Sections 20.127, 20.147, 20.60 and 21. 174.

Insert following p. 4, Part 20

Effective March 11, 1941

Effective March 11, 1941, the Civil Air Regulations are amended as follows:

1. By amending section 20.127 to read as follows:

"20 127 Aeronautical skill. Applicant shall satisfactorily demonstrate his ability to pilot aircraft in solo flight and, in addition to normal take-offs, turns, and landings, to perform satisfactorily the following maneuvers:

(a) A series of three landings from an altitude not to exceed 1,000 feet, with engine throttled and a 180 degree turn, the aircraft touching the ground in normal landing attitude beyond and within 300 feet of a line or point designated by the examining inspector for the Administrator.

(b) A spiral in each direction of not less than three full turns, in a banked attitude of not less than 60 degrees, with engine throttled.

(c) The following three maneuvers: (1) three shallow figure eights either "on pylon" or "around pylon"; (2) three steep figure eights either "on pylon" or "around pylon"; and (3) one 720 degree power turn in each direction in a banked attitude of at least 60 degrees. During each of these maneuvers the total variation in altitude shall not exceed 200 feet.

(d) A right-hand and a left-hand spin, each of at least one full turn[4]

(e) Coordination exercises, straight climbs, climbing turns, slips and emergency maneuvers such as simulated forced landings, recovery from stalls entered from both level and steeply banked attitudes, and such other maneuvers as the examining inspector for the Administrator may deem necessary and appropriate to demonstrate the competency of the applicant for the certificate or rating sought.

(f) Under ordinary circumstances, none of the maneuvers provided for in § 20.127 shall be disregarded, but any such maneuver may be modified or eliminated by the examining inspector for the Administrator if such action is appropriate to the special characteristics of the aircraft used in the test. In any such case the applicant shall be limited to the particular makes and models, or general types, of aircraft specified in his Airman Rating Record."

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4 At his discretion, the examining inspector may ride with the applicant during these maneuvers or may permit a certificated instructor to do so.

2. By amending section 20.147 to read as follows:

"20.147 Aeronautical skill. Same as in § 20.127 except as follows:

(a) In the maneuvers required by § 20.127(a), the aircraft shall touch the ground within 200 feet beyond the line or point designated.

(b) In each of the maneuvers required by § 20.127(c) the total variation in altitude shall not exceed 100 feet.

(c) In the spins required by § 20.127(d), the applicant shall perform a two-turn spin in each direction with an error of not more than plus or minus 10 degrees."

3. By striking Note 13 to § 20.60(b) and substituting in lieu thereof the following:

"13. This section does not permit a person limited to the operation of aircraft incapable of spinning under §§ 20.107 and 20.127(f) to operate aircraft which are capable of spinning, nor does it permit persons, who, by reason of physical deficiencies or for other reasons, have been limited under § 20.124 to the operation of a particular make or model of aircraft or a general type of aircraft, to operate other makes or models or other general types."

4. By amending section 21.174(e) to read as follows:

"21.174(e) Sections 21.170 through 21.173 shall be applicable when the flight tests are conducted in aircraft of a gross weight in excess of 10,000 pounds; otherwise the pilot shall be required to demonstrate his aeronautical skill in accordance with § 20.147."

By the Civil Aeronautics Board:

/s/ *Donald W. Nyrop*

Donald W. Nyrop
Acting Secretary

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UNITED STATES OF AMERICA

CIVIL AERONAUTICS BOARD

WASHINGTON, D. C.

Regulations

Serial Number 156

TITLE: SPECIAL ISSUANCE OF INSTRUMENT RATING TO FOREIGN PILOTS

Amendment No. 107 to C. A. R. amending Section 20.69

Insert following p. 18, Part 20.

Effective April 19, 1941

At a session of the Civil Aeronautics Board held at its office in Washington, D. C., on the 19th day of April, 1941.

Acting pursuant to the authority vested in it by the Civil Aeronautics Act of 1938, as amended, particularly sections 205(a), 601 and 602 of said Act, and finding that its action is desirable in the public interest and is necessary to carry out the provisions of, and to exercise and perform its powers and duties under, said Act, the Civil Aeronautics Board amends the Civil Air Regulations as follows:

Effective April 19, 1941, subsections (a) and (c) of section 20.69 of the Civil Air Regulations are amended to read as follows:

"(a) An applicant for a private pilot certificate or an instrument rating, upon a satisfactory showing to the Administrator that he is a member of a military or naval service of a foreign country on flying status, or is a holder of a pilot certificate of competency issued by a foreign country, the privileges of which are not less than those of a private pilot, may be deemed by the Administrator to have met the requirements prescribed in this Part for a private pilot certificate. A person who holds a private pilot certificate issued under this section, and a valid instrument rating issued by the Army, Navy, Marine Corps, or Coast Guard may be deemed by the Administrator to have met the requirements prescribed in this Part for an instrument rating."

"(c) Any person issued a private pilot certificate under the provisions of this section, before being eligible to pilot civil aircraft of the United States, shall offer proof satisfactory to the Administrator, or his duly authorized representative, that he is the duly authorized representative of a foreign person or nation contemplating the purchase of aircraft manufactured in the United States, or that he is the duly authorized representative of the competent aeronautical authorities of the foreign nation in which such aircraft will be registered, and such private pilot shall not pilot any civil aircraft of the United States except aircraft which a foreign person or nation contemplates purchasing, and then only in accordance with such terms and conditions as the Administrator may prescribe: Provided, That if such certificate authorizes instrument flight, such terms and conditions shall include a requirement that the holder be familiar with the let-down through procedures for all airports into which he proposes to operate under instrument flight conditions."

By the Civil Aeronautics Board:

/s/ *Thomas G. Early*

Thomas G. Early
Secretary

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