UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
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[Reg. Docket No. 1189; Reg. No. SR-451]

## PART 20—PILOT AND INSTRUCTOR CERTIFICATES

## PART 43—GENERAL OPERATION RULES

### Special Civil Air Regulation; Requirements for Solo Flight in Single-Place Rotorcraft of Gyroplane Class by Holders of Student Pilot Certificates

The Federal Aviation Agency has received requests for relief from the presolo requirements for rotorcraft by individuals who (1) hold a student pilot certificate; (2) have made many flights in gyrogliders while being towed by a surface vehicle or boat; (3) wish to obtain authority to solo gyroplanes during powered flight; (4) are unable to obtain instruction in gyroplanes capable of carrying at least two persons because at the present time there are but 12 such certificated gyroplanes in the country (manufactured and certificated as autogiros); and (5) find that dual flight instruction in a helicopter (which is a class of rotorcraft and consequently would count toward dual flight instruction requirements), is not significant with respect to gyroplane techniques, and is consequently an economic burden not related to safety.

When Part 20 was revised on August 23, 1956, it provided for a single rotorcraft category instead of previous category ratings designated as helicopter and autogiro. This was done because no autogiros had been built for many years. Since then, amateur-built gyrogliders have come into common use. They are single-place and flown by towline attached to a surface vehicle or boat. Some of these have been modified to incorporate a powerplant, and thus the amateur-built, single-place gyroplane has come into use.

The policy of the Agency until recently was to classify gyrogliders as kites when confined to flights at the end of a towline from the surface. On April 5, Part 48 was amended, effective June 4, 1962, by revising the definition of "kite" to include a gyroglider attached by towline to a vehicle on the surface. Therefore, under this policy and under Part 48 as amended (1) a pilot certificate is not required, and (2) the towed flights are subject to the requirements of Part 48.

Under the present regulations, a person who wishes to solo a gyroplane under the terms of a student pilot certificate has no means for qualifying, practically speaking, since there are so few gyroplanes available that are capable of carrying two persons. It is possible to meet the regulatory requirements by receiving dual instruction in a helicopter following which a certificated flight instructor with a rotorcraft rating could endorse the student pilot certificate for the particular make and model of gyroplane to be soloed, provided he has determined that the student is competent to exercise such privileges with safety as required by § 43.64(c).

Since the flight characteristics of helicopters and gyroplanes are different in fundamental respects, the flight instructor would still be obliged to use some means other than the dual instruction given in a helicopter to make this determination. It is thus apparent that the present requirements are impractical, and burdensome upon a person who holds a student pilot certificate.

Following the type certification of gyroplanes capable of carrying at least two persons, and because of the present interest in them, it is expected that their use may become sufficiently common so that it will be practical in the future for gyroplane student pilots to obtain dual flight instruction in gyroplanes. In the meantime, this special regulation will permit a certificated flight instructor holding a pilot certificate with an airplane or rotorcraft category rating to endorse a student pilot certificate for solo flight in a single-place gyroplane during powered flight if he has witnessed a certain number of towed flights and determined that the student pilot is

familiar with the general and visual flights rules of Part 60. He would also be required to determine that the student pilot has been instructed in preparatory and flight procedures such as preflight inspection; starting, warming up, operating, and stopping the engine; and taxiing and parking.

In view of these standards for determining student pilot competence in single-place gyroplanes, it is believed that a flight instructor with either an airplane or rotorcraft rating would be equally competent to judge the proficiency of the student pilot.

Since this special regulations grants relief and imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, the following Special Civil Air Regulation is hereby adopted to become effective June 12, 1962:

1. Contrary provisions of § 20.53 of Part 20 of the Civil Air Regulations notwithstanding, a student pilot may solo a particular make and model of the single-place gyroplane if his pilot certificate has been endorsed by a certificated flight instructor, holding a pilot certificate with either an airplane or rotorcraft rating, who has examined him and found that he has met the following requirements, and is otherwise competent to make a solo flight in such gyroplane:

(a) He is familiar with the general and visual flight rules of Part 60 of the Civil Air Regulations;

(b) He has received instruction from such flight instructor in preparatory and flight procedures such as preflight inspection; starting, warming up, operating, and stopping the engine; taxiing and parking; and emergency procedures, including engine failure;

(c) He has competently performed at least three takeoffs and landings to a full stop in a gyroglider or gyroplane attached by a towline to a vehicle on the surface, that have been observed by a certificated flight instructor holding an airplane or rotorcraft category rating, and the flights have been logged in the student pilot's logbook and certified by the flight instructor.

2. A gyroglider or a gyroplane not using its powerplant, attached by a towline to a vehicle on the surface, is a kite within the meaning of Part 48 of the Civil Air Regulations, and is subject only to the provisions of that part.

3. *Definitions.* As used in this regulation—

"Glider (or Gyroglider)" means a heavier-than-air aircraft the free flight of which does not depend principally upon a power-generating unit.

"Gyroplane" means a rotorcraft which depends principally for its support upon the lift generated by one or more rotors which are not power driven, except for initial starting, and which are caused to rotate by the action of the air when the rotorcraft is in motion. The propulsion is independent of the rotor system and usually consists of conventional propellers.

"Rotorcraft" means any aircraft deriving its principal lift from one or more rotors.

4. This special regulation shall terminate June 12, 1964, unless sooner superseded or rescinded.

(Secs. 313(a), 601, 602; 72 Stat. 752, 775, 776; 49 U.S.C. 1354, 1421, 1422)

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N. E. HALABY,
*Administrator.*

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