CIVIL AERONAUTICS AUTHORITY
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Regulations
Serial Number 126

At a session of the Civil Aeronautics Board of the Civil Aeronautics Authority held at its office in Washington, D. C., on the 15th day of November, 1940.

Acting pursuant to the authority vested in it by the Civil Aeronautics Act of 1938, as amended, particularly sections 205(a) and 601(a) 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 SECTIONS 21.1500(a), 21.174(e) AND STRIKING SECTION 21.45

Amendment No. 81 to C. A. R.

Insert following p. 2, Part 21

Effective. November 15, 1940

Effective November 15, 1940, Part 21, as amended, of the Civil Air Regulations, is amended by:

1. Amending Section 21.1500(a) to read as follows:

"21.1500(a) The provisions of Parts 01, 21, 27, 40, 60, 61, and 98, together with such Parts of the provisions of Part 04 as are pertinent to the operations of air carrier aircraft."

2. Amending Section 21.174(e) to read as follows:

"21.174(e) Altitudes and permissible errors in §§ 21.170 through 21.173 are applicable when flight tests are conducted in aircraft of a gross weight in excess of 10,000 pounds, otherwise those in 20.147 apply."

3. Striking Section 21.45 and attendant note.

By the Civil Aeronautics Board:

/s/ Thomas G. Early

Thomas G. Early
Secretary

(S E A L)

DU913

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

Civil Air Regulations Amendment 21-1
Effective: October 14, 1942
Adopted: October 14, 1942

Part 21 of the Civil Air Regulations is amended as follows:

1. Strike section 21.29 and insert in lieu thereof the following:

"**21.29. Reexamination.** (a) An applicant who has failed any prescribed theoretical examination may apply for reexamination at any time after the expiration of 30 days from the date of such failure or after he has received not less than 5 hours instruction in each subject failed from a person employed by an airline to instruct in such subject or from whichever one of the following persons is appropriate:

(1) A certificated airline transport pilot;

(2) A certificated ground instructor rated for the subject;

(3) A person qualified to instruct in the theory of instrument flight.

(b) An applicant who has failed to pass any prescribed practical examination or test may apply for reexamination only after (1) he has logged at least 5 additional hours of flying solely by instruments and at least 5 additional hours of dual flight instruction with a certificated flight instructor or a certificated airline transport pilot, or (2) he has acquired such part of the above practice or instructions as may, in the opinion of the Administrator, warrant reexamination. Upon meeting the requirements of this subsection (b) an applicant for reexamination shall be deemed to meet the 5 hours solo flight time requirements set forth in § 21.161(b)

(c) Applicant shall present a statement from the instructor indicating that he has given the required instruction and that he deems the applicant qualified to pass the flight test or that part of the theoretical examination in which such instruction was given, whichever is appropriate."

2. Amend the table of contents to conform to this amendment.

By the Civil Aeronautics Board:

/s/ *Darwin Charles Brown*

Darwin Charles Brown
Secretary

(SEAL)

Part 21 last printed October 1, 1942

5-24477