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

Civil Air Regulations Amendment 50-1
Effective: February 1, 1950
Adopted: October 31, 1949

ADVANCED GROUND SCHOOL CURRICULUM AND
HELICOPTER AND GLIDER FLYING SCHOOL RATINGS

Part 50 currently provides in part for the issuance of airman agency certificates with basic and advanced ground school ratings and establishes curricula for each such type of school. A basic ground school is required to offer 50 hours of classroom instruction, while an advanced ground school is required to offer 100 hours of classroom instruction. Part 50 further provides that the quality of instruction shall be such that at least 80 percent of the graduates of the school will, within 60 days after graduation, be able to qualify for the pilot ratings appropriate to the curriculum from which they were graduated.

Recently we have been advised that a considerable number of graduates of advanced ground schools, upon completion of the prescribed number of school hours, have been unable to accomplish successfully the written examination for pilot certificates with commercial ratings. Several schools, therefore, have been unable to show compliance with the requirements regarding quality of instruction until additional instruction of approximately 50 hours has been given. It is our opinion that the current written examination for a commercial pilot rating is a reasonable one and that the increasing number of examination failures indicates that the present 100-hour standard may be insufficient to qualify a student for such examination. Accordingly, this amendment increases the number of hours of classroom instruction required to be offered by an advanced flying school from 100 hours to 150 hours.

Part 50 also provides for the issuance of primary and commercial flying school ratings. It does not, however, specifically authorize the issuance of flying school ratings for helicopters or gliders even though the current provisions, which employ the general term "aircraft" (which by definition includes airplanes, gliders, helicopters, etc.), might be interpreted to mean that such provisions apply to helicopters and gliders. However, when such requirements were adopted, the word "aircraft" was considered to be synonomous with the word "airplane," and the requirements then established were considered as suitable only for flight training in airplanes. The increased use of helicopters and gliders in air commerce and the consequent need for trained personnel to pilot such aircraft has caused the Board to examine the current flying school requirements with respect to their adequacy for the necessary helicopter and glider pilot training. Based upon such an examination it is our opinion that the same number of flight hours currently required to be provided in spinnable airplanes by either a primary or commercial flying school should be provided a student undergoing flight training in a helicopter. Accordingly, this amendment provides for the issuance of a primary flying school rating to an applicant

whose curriculum calls for 35 hours of flying in helicopters and a commercial flying school rating to an applicant whose curriculum provides 160 hours of flying in such aircraft.

The Board also considers that an individual who has obtained a minimum of 8 hours of flight time in gliders should be able to qualify for a pilot certificate with a private glider rating and that an individual who has obtained a total of 20 hours of flight time in gliders should be able to qualify for a commercial glider rating. Therefore, this amendment provides that primary and commercial flying school ratings be issued to applicants who provide curricula of 8 hours and 20 hours, respectively, of flight time in gliders.

It will be noted that no change in the current requirements for instrument flying school and flight instructor school ratings is contemplated.

Interested persons have been afforded an opportunity to participate in the making of this rule, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 50 of the Civil Air Regulations (14 CFR, Part 50, as amended) effective February 1, 1950:

1. By amending paragraphs (c) and (d) of § 50.2 to read as follows:

50.2 School ratings. * * *

(c) Primary flying school.
(1) Airplanes,
(2) Helicopters,
(3) Gliders.

(d) Commercial flying school.
(1) Airplanes,
(2) Helicopters,
(3) Gliders.

2. By deleting from paragraph (b) of § 50.11 the words "100 hours of instruction" and inserting in lieu thereof the words "150 hours of instruction."

3. By amending paragraphs (a) and (b) of § 50.13 to read as follows:

50.13 Curriculum. * * *

(a) Primary flying school.
(1) Spinnable airplanes - 35 hours of flight time,
(2) Nonspinnable airplanes - 25 hours of flight time,
(3) Helicopters - 35 hours of flight time,
(4) Gliders - 8 hours of flight time.

(b) Commercial flying school.
(1) Airplanes - 160 hours of flight time,
(2) Helicopters - 160 hours of flight time,
(3) Gliders - 20 hours of flight time.

(Secs. 205 (a), 601, 602; 52 Stat. 984, 1007, 1008; 62 Stat. 1216; 49 U.S.C. 425 (a), 551, 552; Act of July 1, 1948)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

Part 50 last printed October 1, 1949.