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Supersedes
C&I Instruction
No. 62

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

November 13, 1941

SAFETY REGULATION INSTRUCTION NO.83 Same as Release

SUBJECT: Flying School Rating

PREPARED BY: General Inspection Division

REFERENCE: Amendments Nos. 87 and 113 to the Civil Air Regulations, Part 50

In order to assist you in bringing your copy of Civil Air Regulations, Part 50, as amended November 1, 1940, up to date, the referenced amendments are quoted below for your convenience:

(a) Amendment No. 87, effective December 20, 1940, added a new section as follows:

"50.45 Revocation. No person whose flying school certificate has been revoked shall apply for or be issued a flying school certificate of any rating for a period of one year after the revocation, except as the order of revocation may otherwise provide."

(b) Amendment No. 113, effective May 27, 1941, amended Section 50.30 to read as follows:

"50.30 Commercial pilot flight curriculum shall be satisfactory to the Administrator and shall consist of not less than 160 hours of flight time."

Attached hereto are revision sheets to pages 4, 5, 6, and 14 of Civil Aeronautics Manual 50, dated December 1940. These revision sheets mainly incorporate changes required to bring the Manual into conformity with Civil Air Regulations Amendment No. 113, the amendments made to the Manual by the Administrator as forwarded to you in Certificate and Inspection Division Instruction No. 62, dated April 14, 1941 (which may now be destroyed) and to provide for the following additional amendments made by the Administrator:

(a) To provide a written set of traffic rules which would include the auxiliary fields used by certificated flying schools.

(b) To provide for seaplane training which was not covered in Manual 50.

(c) A reduction from 300 miles to 200 miles in the cross country flight required of advanced school graduates.

Attachments

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Add to Section 1, Paragraph B, 1:

"The applicant must provide a written set of rules satisfactory to the Administrator, which shall be appropriate for the type of operations conducted on such landing area, including flight patterns and procedures applying to traffic both on the ground and in the air."

Add to Section 1, Paragraph B, 6:

"If seaplanes are used for flight instruction, life preservers equivalent to those used by the United States Navy must be worn by all occupants. In addition, if such flights are made away from the immediate instruction area of the operators base, mooring ropes and paddles must be carried."

Add to Section 1, Paragraph B, 9, a:

"If flight instruction is given in a seaplane, the following ground instruction also should be given each student: explanation of float action, retracting water rudders, determination of wind direction, fundamentals of water handling, use of life preservers, fundamentals of aviation seamanship, general care of seaplanes, and the study of Part IV of Bulletin 23, 'Seaplane Handling'."

Add to Section 1, Paragraph B, 9, c:

"If instruction is to be given in a seaplane, the 8 hours of dual instruction also should include both theoretical and practical instruction in:

(1) Taxiing (all phases of surface handling);
(2) Precision sailing (with and without power);
(3) Precision docking, beaching, and mooring;
(4) Surface handling with and without water rudders and under different wind conditions;
(5) Take-offs and landings under average water conditions;
(6) Instruction including take-offs with reduced power;
(7) Full stall landings;
(8) The proper use of engine handling while taxiing, turning down-wind to up-wind and turning from up-wind to down-wind; and
(9) Forced landing practice executed to buoy markers."

Add to Section 1, Paragraph B, 9, d:

"If instruction is given in seaplanes, a suitable amount of dual instruction, periodic check, and solo practice also should be given in:

(1) Semi-stall landings;
(2) Power approaches and power landings given under average water conditions and on glassy water; and
(3) Where practicable, landings and take-offs on various bodies of water such as a bay (tide action) and streams (currents)."

Section 2, Paragraph B, 9:

Change the phrase "175 hours" in third line on page 14 to read "160 hours".

Delete subparagraphs a. and b. on page 14 and

Add in lieu thereof:

"a. A minimum of 50 hours of dual and check time and 105 hours of supervised solo time must be given: Provided, That a curriculum which includes all of the Civil Aeronautics Administration controlled elementary, secondary, cross-country, and flight instructor courses may be accepted in lieu thereof.

"b. 8 hours of dual instruction must be given prior to solo flight"

Change the phrase "300 miles" in the third line of subparagraph d. on page 14 to read "200 miles".