CAR PART 61.--SCHEDULED AIR CARRIER RULES (INTERSTATE)

The following amendments, together with Amendment Sheet No. 1, correct Civil Air Regulations Part 61.--Scheduled Air Carrier Rules (Interstate), (as amended to January 1, 1941) to March 1, 1941.

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AMENDMENT NO. 97: Logging of Flight Time by Second Pilots (effective April 1, 1941).

Section 61.523 is amended to read as follows:

61.523 LOGGING FLIGHT TIME.

(a) A second pilot possessed of an airline transport pilot certificate and a type, weight and engine classification rating for the aircraft flown may log the total flight time during which he is on duty as second pilot. In addition, he may log all such flight time not logged previously which he acquired since May 5, 1932, during the period he held an aircraft rating for the aircraft flown, and either an airline transport pilot certificate, an airline pilot certificate, or a scheduled air transport rating;

(b) A second pilot not possessed of an airline transport pilot certificate and a type, weight and engine classification rating for the aircraft flown may log 50 percent of the total actual flight time or he may log the full flight time during which he was the sole manipulator of the controls: PROVIDED, That if such time be in excess of 50 percent of the total flight time, the time so flown by the second pilot shall be certified by the first pilot.

AMENDMENT NO. 100: Requiring Altitude Recording Device (effective April 1, 1941).

Section 61.34 is amended by adding a new subsection reading as follows:

61.341 ALTITUDE RECORDING DEVICE. No aircraft with a gross weight in excess of 10,000 pounds shall be operated in scheduled air transportation of passengers after January 1, 1942, unless it is equipped with a device or devices which make a record of the altitude of the aircraft and the use of the aircraft's radio transmitter at all times during flight. This device shall be so constructed and installed as to afford substantial protection of the record in the event of an accident to the aircraft.

AMENDMENT NO. 102: Revising the Regulations Governing Instrument Flight (effective February 25, 1941).

Section 61.7720 (not including sections 61.77200(a), 61.77201(b), and 61.77202(c)) is amended to read as follows:

61.7720 COMMUNICATIONS FAILURE. In the event of inability to maintain two-way communication with the appropriate communications station or in the event that the pilot does not receive radio signals sufficient to permit him to maintain instrument flight to any point cleared to or otherwise specified in the approved flight plan, one of the following procedures shall be observed:

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