

August 21, 1950

Mr. Robert N. Cook,  
Executive Secretary,  
Airports Advisory Committee  
Department of Commerce  
Civil Aeronautics Administration  
Washington 25, D. C.

Dear Bob:

Regarding your letter of August 17th containing recommended "Proposed Changes in Private Pilot Knowledge, Experience, and Skill Requirements", we concur in these proposed changes and recommend that they be adopted by the Civil Aeronautics Board.

Very truly yours,

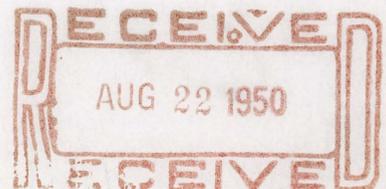


M. H. HUFFMAN  
EXECUTIVE DIRECTOR

MHH:nsk

CC - Mr. Amon G. Carter ✓

Mr. A. B. Curry  
Miami International Airport  
Miami, Florida



C O P Y

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON 25

August 17, 1950

Mr. Maury H. Huffman  
Executive Director  
Fort Worth Air Terminal, Inc.,  
1914 Fort Worth National Bank Bldg.,  
Fort Worth, Texas

Dear Maury:

Reference is made to Recommendation (13) of Mr. A. B. Curry's report dated July 17, 1950.

The Administrator has asked me to seek your comments or suggestions on the attached "Proposed Changes in Private Pilot Knowledge, Experience, and Skill Requirements" on or before August 31, 1950 as the Administration contemplates on recommending the attached to the Civil Aeronautics Board for adoption.

Also attached is a Press Release on the consolidation of tower-communications activities at 16 airports. As you are aware this action was recommended in the Airports Advisory Committee Report dated February 20, 1950 and contained in Recommendation (5).

Very truly yours,

/s/ Bob

Robert N. Cook  
Executive Secretary  
Airports Advisory Committee

Attachments

We recommended that the private pilot cross-country requirements be materially increased. It is our opinion that student pilots should have a total of fifteen hours, including at least three hours of dual cross-country before any solo cross-country flight. Applicants for private ratings should be required to have flown at least ten hours of solo cross-country, including a trip with a landing at least one hundred miles from base. No flight should be logged as cross-country to meet this requirement which does not include a landing at a point at least twenty-five miles from the point of original departure. The requirements for two-control and three-control airplanes should be identical.

The recommended flight time requirements would effect the following changes in present regulations:

<u>Minimum</u>	<u>Present</u>	<u>Proposed</u>
Total time	40	40
Dual time	10	15
Dual after first solo	2	5
Dual cross-country	0	5
Solo time	30	25
Solo cross-country	3	10
Experience before first solo X-C	10 hrs. solo and instructor's endorsement.	15 hrs. total, 3 hrs. dual X-C and instructor's endorsement.
Cross-country distance	One flight to point 50 miles distant with 2 landings en route	All X-C flights include landing 25 mi. from base. One flight with landing 100 mi. from base.

Airways procedures and elementary use of instruments and radio for navigation, air route and airport traffic control, should be included in cross-country instruction, but elementary instrument flying is not considered necessary or desirable. We feel that the small amount of time which could be devoted to instrument instruction for private pilots would be inadequate to provide any proficiency, and might prove dangerous by encouraging inadequately trained pilots to attempt instrument flying.

We proposed a brief, practical written examination arranged in only one section, and entitled "Private Pilot Written Examination," or the equivalent. Questions based on four general subjects, CAR, Weather Recognition, Pilotage, and General Operation of Aircraft, would make up the one section of the examination.

We proposed that CAA prepare, and make available to applicants, a list of questions and answers covering each subject on items which any pilot planning a cross-country flight should know. Questions and answers for the examination will be taken from the list verbatim to prevent misunderstanding or the necessity for interpretation.

Having made the examination questions and answers available to the applicant, it will be expected that the passing grade will be raised from the usual 70% to at least 80%. It is also planned to require correct answers to certain specified critical questions. This will be consistent with the present practice in all flight tests.

The examination will be designed to be educational and qualifying rather than definitive of applicants who are capable of advancement to higher ratings.

Attached are examples of questions from each of the subjects as proposed for the written examination.

We recommended that the flight test be amended to require that accuracy landings be accomplished with the use of gradually-reduced power all the way from the beginning of the approach to the point of final approach at which the pilot feels sure of hitting his spot. The present requirement of a 180° approach with the engine throttled all the way is a carry-over from the days when engine failures were more common. Today, we believe more accidents are caused by engines dying after having been throttled for an approach than result from bona fide power failure. The use of power throughout approaches is necessary in certain large airplanes, and is common practice in all modern higher-performance airplanes now available to private pilots. We believe that its use in training and private flying will effect a substantial reduction of accidents.

With the institution of the use of power approaches for all normal landings, demonstrations of power-off landings on airports and landings from slips would be required as emergency maneuvers.

Modification of the flight test would also include emphasis on planning a cross-country flight. Part of the flight test will be to have the applicant fly the first 15 minutes of his planned cross-country flight to determine his ability to carry out his plan.

These recommendations were the result of much consideration, and many conferences within Aviation Safety, and we believe that their adoption would be a positive step in our accident prevention program, as well as a large step forward in modernizing the private pilot rating.

(Example Questions and Answers)

1. The operation of approved position lights is required on aircraft:  
When flying between sunset and sunrise.
2. For VFR flight on a civil airway, the visibility must be at least:  
3 miles.
3. A written report of all aircraft accidents causing major damage or serious injury is required. This notice must be given to:  
The Civil Aeronautics Board through the nearest CAA Aviation Safety Office or communications station.
4. When approaching without radio a strange airport where one believes a control tower is in operation, he should: Circle in a normal traffic pattern, watching the tower for a red or green light signal.
5. Hourly reports of the weather at all nearby airports can be obtained:  
By tuning in to the nearest radio range station.
6. Down drafts are to be expected: On the downwind side of hills and obstructions.
7. Special trip forecasts may be obtained by: Calling the nearest CAA Communications Station or Weather Bureau Office an hour or so in advance.
8. While on a cross-country flight you come upon a solid line of thunderstorms across your path. The best procedure to follow is to:  
Turn around and return to the last suitable airport you passed and wait for the storms to pass.
9. The map recommended for pilots flying VFR in an airplane with a cruising speed of about 100 miles per hour is: United States Aeronautical Sectional Chart.
10. If you wish to fly a light airplane which cruises at 70 miles per hour and uses 5 gallons of fuel per hour on a trip of 210 miles you would expect: To use 15 gallons of fuel.
11. On United States Aeronautical Sectional Charts the variation in color from light green to tan represents: Differences in elevation.
12. You have an airplane which cruises at 100 miles per hour. If you fly 150 miles directly downwind with wind velocity of 50 miles per hour, it will take you one hour. The return trip under the same conditions will take: 3 hours.
13. While flying at a constant altitude, a steady drop in manifold pressure or a slow drop in engine rpm would indicate: Ice is forming in the carburetor.

14. The correction for the above condition would be to: Apply full carburetor heat immediately.
15. The effect of exceptionally high midday temperatures in the summertime, on airplane performance is: Increased landing and take-off areas required, plus reduced engine performance.
16. The maximum load an airplane may carry can be determined by: Reference to the approved airplane flight manual or operations record placard.
17. A rapid rise in oil temperature and a slow drop in oil pressure would indicate: That you were dangerously low on oil.
18. In United States civil aircraft, the airworthiness certificate indicates that: The airplane met all airworthiness requirements on the date of the certificate.
19. If one is planning a flight to a strange town where he knows nothing about airport facilities, his best source of information is: The CAA Airman Guide and Flight Information Manual.