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1924

# Steele's Pilot Log

No. 200

*With the prescribed methods for keeping  
a reliable record of flight time (see back pages of log).*



**PAN AMERICAN NAVIGATION SERVICE, INC.**

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NAME <u>CATES, A. E</u>		LOGBOOK NO. <u>4</u>
STREET ADDRESS _____		DATE FROM <u>MAR 73</u>
CITY, STATE, ZIP _____		DATE TO _____
TELEPHONE _____		
CERTIFICATES AND TYPE RATINGS HELD	CERTIFICATE NO.	DATE ISSUED

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DATE	DEPARTURE & ARRIVAL		AIRCRAFT		NO. OF TAKEOFFS		FULL-STOP LANDINGS		REMARKS, MANEUVERS, ENDORSEMENTS
	FROM	TO	MAKE & MODEL	IDENT. MARK	D	N	D	N	
19 <u>7-3</u>									
7 MAR	EDWARDS	AEB LCL	H 500	N9017F	20		20		TRANSITION TRAINING
7 "	"	"	H 500	N9103F	20		20		AUTOROTATIONS
8 "	"	"	H 500	N9017F	25		25		TAIL ROTOR FAILURES
8 "	"	"	H 500	N9103F	16		16		
9 "	"	"	H 500	N9017F	20		20		
9 "	"	"	H 500	N9103F	16		16		
10 "	"	"	H 500	N9103F	4		4		
10 "	"	"	H 500	N9017F	8		8		

FLIGHT TIMES (24-HR. CLOCK)		DURATION OF FLIGHT	TYPE OF PILOTING TIME					CONDITIONS OF FLIGHT					
FROM	TO		PILOT IN COMMAND	SOLO	SECOND IN COMMAND	INSTMNT. TRAINER	FLIGHT INSTRUCTION		DAY	NIGHT	ACTUAL INSTMNT.	SIMULATED INSTMNT.	CROSS-COUNTRY
							GIVEN	REC'D.					
		1.2						1.2	1.2				
		1.7						1.7	1.7				
		2.2						2.2	2.2				
		3.2						3.2	3.2				
		2.7						2.7	2.7				
		1.9						1.9	1.9				
		1.5	1.5	1.5				1.5	1.5				
		1.0						1.0	1.0			C.S.	
		15.4	1.5	1.5				13.9	14.4	1.0			
		-	-	-				-	-	-			
		15.4	1.5	1.5				13.9	14.4	1.0			

I CERTIFY THAT THE ENTRIES ON THESE PAGES ARE CORRECT:

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*[Handwritten Signature]*

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TOTAL TO DATE

DATE	DEPARTURE & ARRIVAL		AIRCRAFT		NO. OF TAKEOFFS		FULL-STOP LANDINGS		REMARKS, MANEUVERS, ENDORSEMENTS	
	FROM	TO	MAKE & MODEL	IDENT. MARK	D	N	D	N		
12 MAR 1973	EDWARDS	AFB	46L	H500P	N351X		20		20	TRANSITION TRAINING
12 "	"	"	"	H500P	N352X		20		20	INST WORK
13 "	"	"	"	H500P	N351X		28		28	
14 "	"	"	"	H600P	N351X		10		10	
14 "	"	"	"	H500P	N351X		10		10	
15 "	"	"	"	H500P	N9103F		8		8	
15 "	"	"	"	H500P	N351X		12		12	
16 "	"	"	"	H500P	N351X		12		13	

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FLIGHT TIMES (24-HR. CLOCK)		DURATION OF FLIGHT	TYPE OF PILOTING TIME					CONDITIONS OF FLIGHT				
FROM	TO		PILOT IN COMMAND	SOLO	SECOND IN COMMAND	INSTMNT. TRAINER	FLIGHT INSTRUCTION		DAY	NIGHT	ACTUAL INSTMNT.	SIMULATED INSTMNT.
						GIVEN	REC'D.					
		1.3					1.3			1.3		
		1.4					1.4			1.4		
		2.1					2.1			2.1		
		1.4					1.4			1.4		
		1.1	1.1				1.1			1.1		
		2.0					2.0	2.0				
		1.7					1.7			1.7		
		2.0					2.0			2.0		
		13.0	1.1				11.9	2.0	11.0			
		15.4	1.5	1.5			13.9	12.9	1.0			
		28.4	2.6	1.5			25.8	16.4	12.0			

DATE	DEPARTURE & ARRIVAL		AIRCRAFT		NO. OF				REMARKS, MANEUVERS, ENDORSEMENTS
					TAKEOFFS		FULL-STOP LANDINGS		
	FROM	TO	MAKE & MODEL	IDENT. MARK	D	N	D	N	
19 73									
16 MAR			H500	N9103F 03NF					
19 MAR			H500P	N351X					
20 MAR			H500P	N351X					
20 MAR			H500	N9103F					
21 MAR			H500P	N351X					
22 MAR			H500P	N351X					
23 MAR			H500	N9017X					
23 MAR			H500P	N351X					

FLIGHT TIMES (24-HR. CLOCK)		DURATION OF FLIGHT	TYPE OF PILOTING TIME					CONDITIONS OF FLIGHT						
			PILOT IN COMMAND	SOLO	SECOND IN COMMAND	INSTMT. TRAINER	FLIGHT INSTRUCTION		DAY	NIGHT	ACTUAL INSTMT.	SIMULATED INSTMT.	CROSS- COUNTRY	
FROM	TO	GIVEN					REC'D.							
		1.8												
		2.3												
		2.0												
		1.8	1.8	1.8										
		0.9						0.9	0.9					
		2.7	2.7	2.7										
		1.6												
		1.6												
		14.7	4.8	1.8										
		28.4	2.0	1.0										
		43.1	1.0	1.0										

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DATE	DEPARTURE & ARRIVAL		AIRCRAFT		NO. OF TAKEOFFS		FULL-STOP LANDINGS		REMARKS, MANEUVERS, ENDORSEMENTS
	FROM	TO	MAKE & MODEL	IDENT. MARK	D	N	D	N	
19 73 26 MAR	EDW	LAX-PTN	H 500	N9103F	4	7	4	'	
26 MAR	EDW	LAL EDW	H 500	N9017F		8		8	
26 MAR	"	" "	H 500P	N351X		10		10	
27 MAR	"	" "	H 500P	N351X		10		10	
28 MAR	"	" "	H 500	N9103F	6	8		6	
29 MAR	"	" "	H 500P	N352X		4		4	
29 MAR	"	" "	H 500P	N351X		4		4	

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FLIGHT TIMES (24-HR. CLOCK)		DURATION OF FLIGHT	TYPE OF PILOTING TIME					CONDITIONS OF FLIGHT					
FROM	TO		PILOT IN COMMAND	SOLO	SECOND IN COMMAND	INSTMT. TRAINER	FLIGHT INSTRUCTION		DAY	NIGHT	ACTUAL INSTMT.	SIMULATED INSTMT.	CROSS-COUNTRY
							GIVEN	REC'D.					
		3.2	3.2						3.2				
		2.0	2.0	2.0						2.0			
		1.8					1.8			1.8		1.8	
		1.9					1.9			1.9		1.9	
		2.3	2.3						2.3				
		2.0						2.0		2.0		2.0	
		1.0						1.0		1.0		1.0	
		14.2	7.5	2.0			6.7		5.5	8.7			
		43.1	7.1	6.0			36.0		17.3	25.8			
		57.3	14.6	8.0			43.7		22.8	34.5			

DATE 19 <u>53</u>	DEPARTURE & ARRIVAL		AIRCRAFT		NO. OF TAKEOFFS		FULL-STOP LANDINGS		REMARKS, MANEUVERS, ENDORSEMENTS
	FROM	TO	MAKE & MODEL	IDENT. MARK	D	N	D	N	
3 APR	EDW-LAL-EDW		H500P	N352X					
5 APR	"	"	H500P	N351X					
5 APR	"	"	H500P	N352X					
10 APR	"	"	H500P	N351X					
11 APR	"	"	H500P	N351X					

**AIR AMERICA INC.**  
 THIS LOGBOOK INSPECTED  
 AND CERTIFIED CORRECT  
 15 May 1 73 *W. King*  
Sup. Insp. Dept.

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*E. C. Cates*

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TOTAL TO DATE

FLIGHT TIMES (24-HR. CLOCK)		DURATION OF FLIGHT	TYPE OF PILOTING TIME					CONDITIONS OF FLIGHT					
FROM	TO		PILOT IN COMMAND	SOLO	SECOND IN COMMAND	INSTMNT. TRAINER	FLIGHT INSTRUCTION GIVEN REC'D.		DAY	NIGHT	ACTUAL INSTMNT.	SIMULATED INSTMNT.	CROSS- COUNTRY
		2.2	2.2	2.2					2.2				
		2.0	2.0							2.0		2.0	
		1.5	1.5							1.5		1.5	
		1.4	1.4							1.4		1.4	
		1.7	1.7							1.7		1.7	
→		8.8	8.8	2.2						8.8		8.8	
→		57.3	14.2	5.0						57.3		57.3	
→		66.1	23.4	8.8						66.1		66.1	

For prescribed methods of filling out log, see following pages.

DATE	DEPARTURE & ARRIVAL		2 AIRCRAFT		4 NO. OF TAKEOFFS AND LANDINGS				REMARKS, MANEUVERS, ENDORSEMENTS
	FROM	TO	MAKE & MODEL	IDENT. MARK	D	N	D	N	
19 70									
June 4	VNY	VNY	C-172	N1234P	10		6		BLOWN TIRE
June 5	VNY	SFO	C-172	N1234P	1		1		SUNSET 2040 PDT <i>John Doe</i> CFI 1234-56
June 6	SFO	BUR	B-127	N12345	1		1		ILS APRCH BUR
July 4	BUR	BUR	LINK GAT-4						DOE AVIATION <i>John Doe</i> IGI#1234-67
July 5	BUR	BUR	PA-28-180	N1236H	1		1		OBSV. PILOT R.ROE
Aug 20	LAX	LAX	McCulloch J-2	N1234R	5		5		STUDENT MARY MOE
Aug 25	VNY	VNY	F-51	N2564A	1		1		OWE CLUB \$50.00 AEROBATICS
Sept 4	<i>Pea Patch Ft. Strip</i>	LAX	BELL JET RANGER	N1234G	4		4		Proficiency - <i>John Doe</i> CFI 1234-56

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TIME BROUGHT FORWARD

TOTAL TO DATE

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*Robert Page*

sample

FLIGHT TIMES (24-HR. CLOCK)		DURATION OF FLIGHT	8 TYPE OF PILOTING TIME				12		13 CONDITIONS OF FLIGHT			16	17
FROM	TO		PILOT IN COMMAND	SOLO	SECOND IN COMMAND	INSTANT. TRAINER	FLIGHT INSTRUCTION		DAY	NIGHT	ACTUAL INSTMNT.		
1530Z	1710Z	1.7	1.7	1.7					1.7				
0240Z	0655Z	4.2					4.2	1.0	3.2				4.2
1620Z	1716Z	0.9		0.9				0.9		0.3			0.9
2100Z	2210Z	1.2				1.2							
1500Z	1700Z	2.0	2.0					2.0			1.7		
1630Z	1745Z	1.3	1.3				1.3	1.3					
1815Z	1915Z	1.0	1.0	1.0				1.0					
2000Z	2100Z	1.0	.2				.8	1.0					
→		12.1	6.4	2.7	0.9	1.2	1.3	5.0	8.9	3.2	0.3	1.7	5.1
→		970.4	800.3	155.1	80.0	23.2	40.4	90.1	944.6	25.8	20.7	25.3	60.1
→		982.5	806.7	157.8	80.9	24.4	41.7	95.1	953.5	29.0	21.0	27.0	65.2

## YOUR FLIGHT TIME — LOG IT, DON'T LOSE IT

Regulations require that the time used to meet experience requirements for any pilot or flight instructor certificate or rating—or to meet recent flight experience requirements—must be shown by a reliable record. A reliable log is one characterized by legibility, consistency, absence of erasures, initialled corrections, entries in ink, accurate totals, and valid signatures. *Steele's Pilot Log No. 200* provides for the proper entry of all required time and is designed to make it easier for the pilot to keep a reliable record.

Logbook requirements are set forth but not clearly explained in Part 61.39 of the Federal Aviation Regulations. Following here in these few pages is an explanation in some detail of the prescribed method of keeping an accurate log. Remember, correctly logged time will be accepted readily for a higher certificate or rating, or for recent experience requirements, but improperly logged time may be rejected and lost.

## POINTERS ON USING THIS LOGBOOK

*For each entry discussed here, refer to the correspondingly numbered column on the preceding sample log pages.*

**1** **Departure and arrival points** are the geographical locations of the takeoff and landing points between which the flight time was logged. Use official three-letter location identifiers, available from most FAA facilities.

**2** **Aircraft make** is best indicated by the manufacturer's name; the *model* is usually a number—sometimes a name. Aircraft category, class, type, horsepower, type of engine, etc., are, for practical purposes, readily evident from this entry alone.

**3** **Aircraft identification mark** is the number or marking assigned by the official government agency with which it is registered (in the U.S., the FAA).

**4** **Takeoffs and full-stop landings** are a recent-flight-experience requirement for carrying passengers. Five takeoffs and five landings (three if a certificated airline, air taxi, or other commercial operation) must be made

within the preceding 90 days in an aircraft of the same category (airplane, rotorcraft, glider, or lighter-than-air aircraft), class (airplanes: single-engine land or sea, multiengine land or sea; rotorcraft: helicopter or gyroplane), and type (specific make and basic model including modifications that do not change its handling characteristics) as the passenger-carrying aircraft.

To carry passengers at night (the period beginning one hour after sunset and ending one hour before sunrise), within the preceding 90 days you must have logged five night takeoffs and five night landings to a full stop. These night takeoffs and landings may be made in any type of aircraft, but if you confine them to the same category, class, and type of aircraft in which you carry the passengers, you will in effect be "killing two birds with one stone."

**5** **Remarks, maneuvers, and endorsements.** There are no required entries for this space except the official endorsements that a certificated flight instructor (CFI) must enter in the logbook of a person to whom he has given flight instruction. *Note:* Only a student pilot can be the holder of a student pilot certificate. Even when taking flight instruction the holder of any other valid pilot certificate (private, commercial, etc.) is not con-

sidered a student pilot.

The required CFI endorsements:

1. A CFI must sign the logbook of the person to whom he gives flight instruction, for each period given.

2. For any solo flight by a student pilot the CFI must certify that the student pilot has received instruction from him in the category of aircraft involved within the past 90 days, and that he (the CFI) has found him competent for solo flight:

*"Found competent for solo flights in Cessna 150.  
4/23/69 /s/ John Doe 1234-56 CFI  
(expires 1/31/70)."*

This endorsement becomes necessary before flight even for the student pilot possessing an unlimited endorsement (paragraph 5, following) if he fails to meet the recent experience requirement of having soloed, within the preceding 90 days, an aircraft of the same make and model as endorsed on his student pilot certificate by his CFI.

3. For each solo cross-country flight the CFI must certify that he has reviewed his student pilot's preflight preparations, equipment, and planning, and found them adequate under existing circumstances. One endorsement

may cover a round-robin flight or an extended trip with several stops, but a separate endorsement is required for each trip. The instructor is responsible for checking the student pilot's competency, planning, equipment, and knowledge of where to obtain weather information, technical guidance, and aircraft servicing. The endorsement should specify route, authorized alternates, and dates:

*"Qualifications and preparations found adequate for solo flight from Midtown, Ark., to Tulsa, Okla., and return, with landings at Fort Smith and Joplin, in Piper PA 28-140, between 4/25/69 and 4/30/69. 4/23/69 /s/ John Doe 1234-56 CFI (exp. 1/31/70)."*

4. For repeated solo flights over a 50-mile course, an endorsement may be used for solo flights from a remote airport or strip to an airport where flight instructors' endorsements are available. Before making such an endorsement the instructor must give the student instruction over the route in both directions, including landings at both landing areas involved:

*"Found qualified for repeated solo flights between Perkins Ranch Flight Strip and Midtown Airport. 4/23/69 /s/ John Doe 1234-56 CFI (exp. 1/31/70)."*

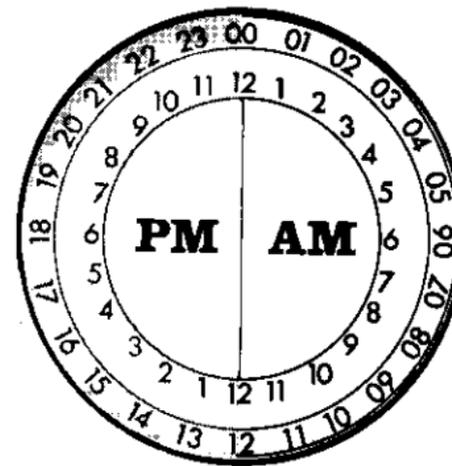
5. For unlimited solo and solo cross-country privileges, a student pilot who meets all flight experience require-

ments for a private pilot certificate, including the prescribed instruction, may be endorsed for solo and/or solo cross-country flights, without the endorsements previously described, as long as he meets the recent-experience requirements. FAA recommends that student pilots with the experience required for these endorsements be encouraged to qualify for a private pilot certificate rather than operating indefinitely as student pilots. These endorsements (unlimited) do not relieve a student pilot of the recent experience requirement to have made a solo flight within the preceding 90 days.

*"Found qualified and competent to make solo flights without periodic flight instructor endorsements. 4/23/69 /s/ John Doe 1234-56 CFI (exp. 1/31/70)."*

**6** **Flight times:** The time when an aircraft first moves under its own power for the purpose of flight and the time it comes to rest at the next point of landing. This is *block-to-block time* and must be distinguished from maintenance record *time in service*, which is the time from liftoff to touchdown at the next point of landing. You should enter your flight times according to the 24-hour clock because it's a much more convenient system than the A.M.-P.M. method. Bear in mind that 0000-1200

hours is A.M. and 1300-2400 is P.M. on the 24-hour clock.



Many pilots also prefer Greenwich (Z) time. It employs the 24-hour system, and it is being adopted more and more widely throughout the aviation world. If you use Greenwich time, identify it with a Z. If Greenwich is not used, local time is assumed. In most states, daylight saving time extends from the last Sunday in April to the last Sunday in October.

To Convert From:	To Greenwich Mean Time:
Eastern Standard Time	Add 5 hours
Eastern Daylight Time	Add 4 hours
Central Standard Time	Add 6 hours
Central Daylight Time	Add 5 hours
Mountain Standard Time	Add 7 hours
Mountain Daylight Time	Add 6 hours
Pacific Standard Time	Add 8 hours
Pacific Daylight Time	Add 7 hours

Few logbooks provide for the entry of takeoff and landing times, but a record of these times can be invaluable—for example, if you have to show proof of the time for which you are claiming recent flight experience for carrying passengers at night. This log space provides convenient means to record the takeoff and landing times as they occur.

**7** **Duration of flight** is simply the total of the hours and minutes in the span between the flight departure and arrival times entered in the preceding two spaces. *Exception:* Do not include instrument trainer time in the totals of this column at the bottom of the page; instrument trainer time is *not* flight time.

*How to record time:* Whatever way you prefer is acceptable—for example, 1:40 or 1+40. The trend, however, is to enter the time in hours and tenths of hours to the nearest tenth. Every six minutes is a tenth of an hour; thus, one hour and 40 minutes would be nearest to one and seven-tenths hours, written 1.7. This system makes it much easier to total the columns and balance the log. It also conforms to the time shown on most aircraft flight-time clocks.

**8 Pilot-in-command time.** Only one person may log any given span of flight time as pilot in command. A private or commercial pilot may log as pilot in command only the flight time during which he is the sole manipulator of the controls of an aircraft for which he is rated or the flight time during which he is the only occupant of the aircraft (logged also as solo time). A flight instructor may log as pilot in command all flight time during which he is serving as a flight instructor.

**9 Solo time is pilot in command time.** A student, private, or commercial pilot may log as solo only that flight time during which he is the *only* occupant of the aircraft.

**10 Second-in-command time.** A private or commercial pilot may log as second-in-command time that time during which he is performing the duties of a second in command. Fifty percent of this time may be included by a commercial pilot only, in the total flight time requirement for a higher certificate or rating. A private pilot may include only 50 hours of this type of time toward the total. This emphasizes one of the benefits of having a commercial pilot certificate.

Before flight time may be logged as second-in-command time, the aircraft, as a condition of the certificate under which it is being operated, must be flown by two or more pilots. Also, the second-in-command pilot, when required, must be appropriately rated as to aircraft category, class, and type, and he must be instrument rated. Only one person may log any given span of flight time as second in command. Moreover, notwithstanding the number of pilots required to fly the aircraft, only one may be considered as manipulating the controls for the purpose of determining which one may log pilot-in-command, second-in-command, or instrument time. Copilot time is no longer used by the informed pilot.

**11 Instrument trainer time** is a type of piloting time, but is not considered flight time. Instrument trainer time

is obtained in a synthetic trainer or flight simulator. Instrument trainer time may be counted (with limitations) toward the requirements for obtaining an instrument rating and toward the recent flight experience needed to keep one's instrument rating current. To help authenticate this time, always enter the name and address of the owner/operator of the trainer, and have the instructor or panel operator sign in the remarks space for each period of trainer time logged.

**12 Flight instruction** is either *received* from a CFI (in the case of airplanes, rotorcraft, and gliders), or from an appropriately rated commercial pilot (in the case of airships), or from an appropriately rated private pilot (airship class) or commercial pilot (in the case of free balloons). If you are a flight instructor and were acting as such during the period, you would log the time in the *given* space as well as logging the time as pilot in command.

If the pilot to whom a CFI is giving flight instruction is a private or commercial pilot rated in the aircraft, and is also the sole manipulator of the controls, the pilot would still log that time as flight instruction *received*, and the CFI would log it as pilot in command and flight instruction *given*. (Compare the second sentence under the topic

*of pilot in command, and remember that only one pilot may log pilot-in-command time.*)

Instrument flight instruction *given* may not be logged as instrument time, except for that time the instructor is the sole manipulator of the controls in flying the aircraft solely by reference to instruments. The fact that the instruction was instrument flight instruction is worth recording in the remarks column to indicate, for example, experience toward being promoted to chief flight instructor of a school. In other words, instrument flight instruction *given* is not usable to satisfy the recent flight experience requirements or for a higher certificate or rating.

*Caution:* Be sure that the instructor signs your logbook with his name and certificate number for each period of instruction. If he fails to sign, the given instruction time will not be credited by the FAA. Regulations put the responsibility for this signature on both the student pilot and the CFI.

**13 Daytime** is the time between the beginning of morning civil twilight and the end of evening civil twilight, as published in the *American Air Almanac*, converted to local time.

**14 Nighttime** is the time between the end of evening

civil twilight and the beginning of morning civil twilight, as published in the *Air Almanac*.

**15 Actual instrument time.** The one pilot manipulating the controls of an aircraft during the time it is flown solely by reference to instruments under actual instrument weather conditions or simulated instrument flight conditions may log only that time as instrument flight time. Interpreted, this means:

(1) Under no circumstances can more than one pilot log as instrument flight time any given span of time during which the aircraft is flown solely by reference to instruments.

(2) Instrument time includes only that time the aircraft or instrument trainer is flown solely by reference to flight instruments. (*Remember, instrument trainer piloting time is not flight time.*)

(3) Operations in IFR conditions, which are those below the minimum for flight under visual flight rules, and/or flight under the instrument flight rules, in themselves do not qualify a pilot to log instrument time. These factors only help to describe the conditions under which the instrument time is obtained. The single defining requirement is that the aircraft be flown *solely by reference to instruments*.

(4) Instrument flight time may not be logged for the entire duration of the flight. Although it is obvious that even under the worst weather conditions some of the block-to-block time must be allotted for taxiing (as yet not done solely by reference to instruments), FAA inspectors are continually finding pilots who log the whole period as instrument time. This problem is especially prevalent in the logging of instrument flight instruction *received*.

**16 Simulated instrument conditions** are artificially created by means of hoods, polaroid glass, etc., which completely limit the pilot's view outside the aircraft. For this time to be valid (1) the aircraft must have fully functioning dual controls, (2) an appropriately rated pilot, who can take over if necessary, must occupy the other control seat as safety pilot, and he must have adequate vision forward and to each side of the aircraft. Solo simulated instrument flight is not authorized even if an observer pilot flying a chase aircraft, and in direct radio communication, is used.

**17 Cross-country** is not officially defined, nor is it classified as either a type of piloting time or a condition of

flight, but it would seem to be more logically a condition of flight. Since it is an experience requirement for obtaining pilot (but not student) and flight instructor certificates, it must be valid and logged. Keep in mind, however, that for time on a flight to be acceptable cross-country experience toward meeting the requirements for private, commercial pilot, and flight instructor certificates, each flight must have included at least one landing more than 25 miles from the place of departure.

**Inspection of pilot logbooks.** A pilot who keeps a regulation logbook must present it for inspection upon the request of, and after reasonable notice by, the Administrator of the FAA (this includes authorized representatives), an authorized representative of the National Transportation Safety Board, or any State or local law enforcement officer.

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