

Cancelled
Federal Aviation Agency



AC NO: 61-19

AIRMEN

EFFECTIVE :

December 4, 1964

SUBJECT : SAFETY HAZARD ASSOCIATED WITH SIMULATED INSTRUMENT FLIGHTS

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1. **PURPOSE.** This circular emphasizes that a hazardous lack of visibility may result from the use of any device which unduly restricts or limits the visibility of the safety pilot while simulated instrument flight is being conducted.
 2. **BACKGROUND.**
 - a. Federal Aviation Regulations Part 91.21(b)(2), General Operating and Flight Rules, requires, for simulated instrument flight, an appropriately rated safety pilot who has adequate vision forward and to each side of the aircraft.
 - b. Federal Aviation Regulations Part 61, Certification: Pilots and Flight Instructors, requires that an effective means be provided to exclude outside visual reference from the pilot taking an instrument flight test.
 - c. Use of slats, a hood, light polarizing material, or other effective means (satisfactory to the examiner conducting an instrument flight test) for excluding outside visual reference from the applicant is acceptable. In recent years use of the visor-type hood has been widespread because of its convenience and the fact that it does not unduly obstruct the visibility of the safety pilot.
 - d. It has been brought to the attention of the Federal Aviation Agency that nontransparent materials have been placed over portions of windshields and windows to reduce the possibility of outside visual reference. In certain instances these materials may restrict the safety pilot's view and thus introduce a safety hazard that could be unacceptable.
 - e. Use of such materials may alter the original aircraft type to the extent that the aircraft could be considered unairworthy. In certain instances where an individual has modified the aircraft
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2. BACKGROUND e. (continued)

and is not sure of its airworthiness, he should contact the local FAA inspector who will offer guidance, assistance, and the help of engineering personnel if necessary.

3. RECOMMENDATION. It is recommended that no material be placed in the windshields or windows of an aircraft which will in any way reduce the field of vision of the safety pilot below what it would be without the presence of such material.


for George S. Moore
Director
Flight Standards Service