

FILE

AC 61-19A

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ADVISORY CIRCULAR



DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

Subject: SAFETY HAZARD ASSOCIATED WITH SIMULATED INSTRUMENT FLIGHTS
AND THE USE OF VIEW-LIMITING DEVICES ON AIRCRAFT

1. PURPOSE. This advisory circular emphasizes that a hazard may exist by the use of any device which unduly restricts or limits the visibility of the safety pilot while simulated instrument flight is being conducted.

2. CANCELLATION. AC 61-19, Safety Hazard Associated with Simulated Instrument Flights, dated 12/4/64, and AC 91-17, The Use of View Limiting Devices on Aircraft, dated 2/20/68, are canceled.

3. BACKGROUND.

a. Federal Aviation Regulations Section 91.21(b), Flight instruction; simulated instrument flight and certain flight tests, states, in part, "No person may operate a civil aircraft in simulated instrument flight unless - (1) An appropriately rated pilot occupies the other control seat as safety pilot; (2) The safety pilot has adequate vision forward and to each side of the aircraft, or a competent observer in the aircraft adequately supplements the vision of the safety pilot; and (3) Except in the case of a lighter-than-air aircraft, that aircraft is equipped with functioning dual controls."

b. Federal Aviation Regulations Section 61.45(d), Simulated instrument flight equipment, states, "An applicant for any flight test involving flight maneuvers solely by reference to instruments must furnish equipment satisfactory to the examiner that excludes the visual reference of the applicant outside of the aircraft."

c. Use of slats, a hood, light polarizing material, or other effective means for excluding outside visual reference from the applicant may be accepted by the examiner so long as it does not obstruct the visibility of the observer. 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.

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d. In some instances, 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. Use of such materials may alter the original aircraft configuration to the extent that the aircraft could be considered unairworthy. In instances where an individual has modified the aircraft and is not sure of its airworthiness, they should contact the local FAA district office for assistance in determining the airworthiness status.

4. 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. In addition, sun visors, aircraft curtains, instrument simulation slats or other view-limiting devices should be removed or placed in the retracted position when not actually needed and being used to limit the pilot's outside reference.

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