

## **So you want to be a Tow Pilot:**

### **Per our insurance policy, here is the Pilot Warranty Endorsement.**

"When in flight, the aircraft will only be operated by the pilots specified in the policy who are members of the Spokane Soaring Society and possess the current and valid ratings and certificates for the aircraft to be flown and if required to have a current and valid medical certificate.

For powered aircraft while used for sailplane towing Not for Hire: Must have a private pilot certificate or more advanced pilot certificate with total command pilot time in powered aircraft of 500 hours, of which no fewer than 100 hours have been in single engine aircraft of the same type of fixed landing gear as the aircraft being flown, with at least 10 take offs and landings in the aircraft of the same make and model being flown and has completed not less than 10 flights while towing sailplanes."

If you meet all requirements except the 10 takeoffs and landings in our 235hp Pawnee and 10 flights while towing sailplanes, you can complete these with Willamette Valley Soaring in Hillsboro Oregon using their 2-place Pawnee. Contact them for information.

### **Per FAA requirements:**

Sec. 61.69

Glider and unpowered ultralight vehicle towing: Experience and training requirements.

**(a)** No person may act as pilot in command for towing a glider or unpowered ultralight vehicle unless that person-

[(1) Holds a private, commercial or airline transport pilot certificate with a category rating for powered aircraft;]

**(2)** Has logged at least 100 hours of pilot-in-command time in the aircraft category, class and type, if required, that the pilot is using to tow a glider or unpowered ultralight vehicle;

**(3)** Has a logbook endorsement from an authorized instructor who certifies that the person has received ground and flight training in gliders or unpowered ultralight vehicles and is proficient in--

**(i)** The techniques and procedures essential to the safe towing of gliders or unpowered ultralight vehicles, including airspeed limitations;

**(ii)** Emergency procedures;

**(iii)** Signals used; and

**(iv)** Maximum angles of bank.

**[(4)** Except as provided in paragraph (b) of this section, has logged at least three flights as the sole manipulator of the controls of an aircraft while towing a glider or unpowered ultralight vehicle, or has simulated towing flight procedures in an

aircraft while accompanied by a pilot who meets the requirements of paragraphs (c) and (d) of this section.]

**(5)** Except as provided in paragraph (b) of this section, has received a logbook endorsement from the pilot, described in paragraph (a)(4) of this section, certifying that the person has accomplished at least 3 flights in an aircraft while towing a glider or unpowered ultralight vehicle, or while simulating towing flight procedures; and

**[(6)** Within 24 calendar months before the flight has--]

- (i) Made at least three actual or simulated tows of a glider or unpowered ultralight vehicle while accompanied by a qualified pilot who meets the requirements of this section; or
- (ii) Made at least three flights as pilot in command of a glider or unpowered ultralight vehicle towed by an aircraft.

**(b)** Any person who, before May 17, 1967, has made and logged 10 or more flights as pilot in command of an aircraft towing a glider or unpowered ultralight vehicle in accordance with a certificate of waiver need not comply with paragraphs (a)(4) and (a)(5) of this section.

**(c)** The pilot, described in paragraph (a)(4) of this section, who endorses the logbook of a person seeking towing privileges must have-

- (1)** Met the requirements of this section prior to endorsing the logbook of the person seeking towing privileges; and
- (2)** Logged at least 10 flights as pilot in command of an aircraft while towing a glider or unpowered ultralight vehicle.

**(d)** If the pilot described in paragraph (a)(4) of this section holds only a private pilot certificate, then that pilot must have- (1) Logged at least 100 hours of pilot-in-command time in airplanes, or 200 hours of pilot-in-command time in a combination of powered and other-than-powered aircraft; and

- (2)** Performed and logged at least three flights within the 12 calendar months preceding the month that pilot accompanies or endorses the logbook of a person seeking towing privileges -
  - (i)** In an aircraft while towing a glider or unpowered ultralight vehicle accompanied by another pilot who meets the requirements of this section; or
  - (ii)** As pilot in command of a glider or unpowered ultralight vehicle being towed by another aircraft.