

PROSPECTIVE TOW PILOTS

Welcome to LESC and thank you for your interest in towing for us. You'll find LESC to be an interesting place to fly with a group of fun people. Once you qualify to tow, you will be welcomed as an LESC member! If you're not glider rated, we can assist you with that in very short order, however that is not necessarily a requirement to tow.

In order to checkout for towing privileges, you must meet both the insurance requirements and the stipulations of 14 CFR 61.69 as described herein:

INSURANCE:

LESC is covered by the Soaring Society of America's Groups Insurance Plan. All members, including tow pilots must be members of the SSA. If you don't meet the open pilot insurance clause, you are not necessarily disqualified from towing. Our insurance underwriter will review your qualifications on a case-by-case basis and once satisfied they will add you as a named pilot on the insurance policy. So by no means feel that if you don't meet the open pilot clause are you automatically disqualified. Typical qualifications have been about 50% of the experience of the open pilot clause. There may be a fee for adding you to the policy.

OPEN PILOT CLAUSE:

Any pilot maintaining a Private or more advanced pilot certificate who has flown a minimum total pilot in command time in powered aircraft of 500 hours of which no fewer than 100 hours have been in single engine aircraft having the same type of fixed landing gear (either conventional tail wheel or tricycle) as the aircraft being flown with at least 10 takeoffs and landings in aircraft of the same make and model being flown and has completed not less than 10 flights while towing sailplanes.

OPEN PILOT CLAUSE EXPLAINED:

Private or Commercial pilot SEL and current class III (or higher) medical
500 hours PIC in powered aircraft. (Underwriter will consider you at about 250).
100 hours PIC in tail wheel aircraft. (Underwriter will consider you at about 50).
10 takeoffs and landings in Callair A-9 aircraft.
10 glider tows accomplished in any aircraft.

Again, if you don't meet any or all of these criteria, we can assist you in doing so. Not many people have 10 cycles in a Callair A9, and we can assist there as well.

14 CFR 61.69

You must meet the requirements of FAR 61.69 in order to be qualified to tow gliders. Essentially this requires a logbook endorsement from a CFIG (Glider CFI) that you have been given ground and flight training in the safe operation of glider towing. Our CFIG staff can accomplish that for you. You must also have received a logbook endorsement from a qualified tow pilot that you have conducted with that person three actual or simulated dual glider tows. We can assist you with that as well. You must also remain current with the annual experience requirements of 61.69, which are very easy to accomplish.

You will also need a high performance aircraft endorsement and a tail wheel aircraft endorsement.

Interested in towing for us? Please follow the attached instructions.

Questions? Please see our Chief Tow Pilot. Thank you for your interest in towing for LESC.

INSTRUCTIONS

Interested in towing for LESC? Please fill out the attached Pilot Record Form and email it to LESC's Chief Tow Pilot at chief.tow.pilot@lescsoaring.com

Someone will be contacting you shortly.

Please include copies of your:

Drivers license or other ID

Pilot's license (both sides)

Current medical

Logbook endorsement for last Flight Review

Logbook endorsement for PIC of a Tail wheel aircraft

Logbook endorsement for PIC of High Performance Aircraft

14 CFR FAR 61.69 (a) (3) Glider and (a) (5) Dual Tow endorsements (if applicable)

Logbook record of accomplishing 10 tow's (if applicable)

Logbook record of 10 takeoff's and landings in Callair A9's (if applicable)

Again, if you are light on any of the above (most new applicants won't have the FAR 61.69 endorsements); we can assist you achieving them quite easily. If you're light on Tail wheel or High Performance endorsements, we can refer you to a qualified CFI who is also capable of signing you off on FAR 61.69 for the Tow Pilot endorsement.

Also, for you new tow pilot applicants, it would be greatly beneficial for you to complete the online Soaring Safety Foundation's Tow Pilot course, and include a copy of your completion certificate. You can find the SSF website at: www.soaringsafety.org, Select the distance learning menu pick, and then select the tow pilot course. Once complete, you may take the final examination and print out a copy of the completion certificate.

PILOT RECORD FORM

1. Pilot: _____
2. Street Address: _____
3. City: _____ State: _____ Zip: _____
4. Residence phone: _____ Business: _____ Fax _____
5. Birth Date: _____ Age: _____ Occupation: _____
6. Pilot's license number: _____ Date of last BFR: _____
7. Glider licenses: Student Private Commercial Other _____
8. Have you been under a Doctor's care for any physical or mental disorder within the last three years? No Yes If yes, explain: _____

9. Power licenses: Student Private Commercial Other _____
10. Date of last medical: _____ Class: _____
11. Total hours: Glider: _____ Power: _____ Motorglider: _____
12. Glider Flights (if applicable)
 - a. Total number of flights in all gliders: _____
 - b. Number of flights in 34:1 or less glide ratio: _____
 - c. Number of flights in 35:1 or greater glider ratio: _____
 - d. If applicable, total flights in make and model being insured: _____
13. Tow Planes (if applicable)
 - a. Total power tail wheel time _____
 - b. Total time in make and model _____
 - c. Total tow's given _____ In make and model _____
14. What percentage of your flying in the next twelve months do you anticipate being in contests? _____
15. Any aviation accidents or violations? No Yes If yes, explain: _____

16. During the past three years, has any insurer cancelled or declined any insurance issued or requested by the applicant: No Yes If yes, explain: _____

17. Do you use the insured aircraft for other than personal pleasure? No Yes If yes, explain: _____

Signature: _____ Date: _____