



APPLICATION FOR INITIAL GLIDER TOWING ENDORSEMENT

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|--|---------------------|----------------|
| Pilot's Name: | | |
| Licence Type: | CASA ARN/RA-Aus No: | GFA No: |
| Gliding Club: | | |
| Fixed Wing Aeroplane Hours (including RA-Aus): | | Gliding Hours: |

C **Competent** in all aspects of the competency to be demonstrated

NYC **Not yet competent.** Requires more training

NOTE: A Glider Towing Endorsement must not be issued until the candidate has demonstrated competency in all elements listed below

INITIAL GLIDER TOWING ENDORSEMENT ELEMENTS OF COMPETENCY

NORMAL PROCEDURES

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| GFA Operational Regulations, the Manual of Standard Procedures and the Aerotowing Manual, Civil Aviation Legislation. | |
| Pre-flight inspection | |
| GFA Safety Management System | |
| Human factors for tow plane pilots | |
| Threat and Error Management for tow plane pilots | |
| Situational Awareness and use of radio | |
| Assessing take-off performance using published information | |
| Tow Ropes and Weak Links | |
| Glider speeds and wing-loading variations. | |
| Pre-launch traffic separation, hook-on, observation of signals and taking-up slack. | |
| Ground-run and directional control. | |
| Use of correct take-off technique and grading of initial climb. | |
| Selection of suitable climb-out path. | |
| Monitoring mirrors. | |
| Positive lookout and clearing aircraft's blind spots during climb. | |
| Accurate attitude and speed control in straight flight and turns. | |
| Maintaining stable platform with glider out of position. | |
| Executing appropriate towing pattern taking into account: wind, sun, lift/sink, airspace requirements, tow plane/glider performance and instructor/pilot briefing. | |
| Positively confirming release of glider before commencing descent. | |
| Correct engine handling during initial descent phase. | |
| Positive lookout and clearing aircraft's blind spots during descent. | |
| Maintaining correct IAS and RPM during descent. | |
| Correct circuit join, and traffic separation including appropriate radio calls. | |
| Normal approach and landing with rope attached. | |

ABNORMAL PROCEDURES

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|--|--|
| Stop signal during take-off run. | |
| Managing the non-manoeuving area | |
| Partial power-failure during take-off run. | |
| Glider airbrakes open in flight (rudder waggle). | |
| Engine failure below 500' AGL | |
| Emergency release (wing waggle). | |
| Glider unable to release. | |
| Cruising on tow. | |
| Descending on tow. | |
| Landing on tow (optional). | |

GENERAL REMARKS (If any)

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DECLARATION BY GLIDER TOW PILOT EXAMINER

The applicant has been trained and assessed in glider-towing operations in accordance with the GFA Aerotowing Manual. I have examined the applicant's logbooks and certify that he/she has logged the aeronautical experience recorded above.

I am satisfied that the applicant is **COMPETENT / NOT YET COMPETENT** (*delete as appropriate*) to act as PIC for the purposes of towing a glider and has the required understanding of all normal and abnormal procedures and limitations for glider-towing operations in accordance with the GFA Operational Regulations, the Manual of Standard Procedures, the GFA Aerotowing Manual and Civil Aviation Legislation.

Examiner's Signature: Date:
Name:
Pilot Licence: Type: ARN: GFA No:

PILOT ACKNOWLEDGEMENT

I have been debriefed on the assessment of my competency for the issue of a GFA Glider Towing Endorsement.

Pilot's Signature: Date:

This assessment form should now be uploaded to a new 'Glider Towing' credential in the GFA Membership system at <https://gfa.justgo.com>. A copy must also be kept by the Glider Tow Pilot Examiner.

NOTE: Please also upload to the credential a copy of the Pilot's Flight Crew Licence or Pilot Certificate, together with a copy of their valid Medical Certificate.