OPMF 80 HANG GLIDER AEROTOW RATING

RATING PROCEDURES

- Prior to commencement of any applicants first tow, an Aerotow rated OSO or Instructor must assess that the pilot is competent with the requisite skills *and* review the applicants answers to the Aerotow examination *and* tutor the pilot on any knowledge gaps identified.
- The Aerotow rating is not to be granted until the pilot is fully competent with the prescribed skills and all requisite towed flights have been competently flown.
- The number of assessed Aerotows a rating applicant is required to complete varies according to their experience and the NZHGPA ratings they already hold. Two different levels of qualifying prerequisites apply, recognising that pilots who have a Tow Rating *(surface tow)* and who have accumulated adequate airtime experience, will require less practical repetition to gain the requisite rating competency.

  Level A: Pilots holding NZHGPA Intermediate (or above) *and* the NZHGPA Tow Rating (surface tow) *and* who have logged at least 100 flights *and* 50 hours airtime.

  Level B: Pilots who are ineligible for Level A.
- The first three flights for Level A pilots and five flights for Level B pilots are assessment flights and must be directly supervised *and* assessed by an NZHGPA Aerotow rated Instructor. To verify competency with circuit procedures these initial assessment flights must finish with the applicant landing within sight of the supervising Instructor. These flights only count if they have been performed both competently and safely.
- Subsequent training tows may be supervised by an Advanced Aerotow rated pilot with glider out landings being acceptable.

Applicant details

Pilot Name……..…….. PIN……..

Address……..……Club…….

……..…….

……..…….

Aerotow Rated Instructor or Aerotow Rated OSO

Name……..…… PIN……. Club……..

Signature……..…….. Date……..……...……..

Assessment PRIOR TO FIRST TOW (Assessment must be done by an Aerotow rated Instructor)

Demonstrated skills	Inst. Initial	PIN
Pilot Level is: (Tick relevant box ☑) **Level A** ☐ or **Level B** ☐		
Pilot is competent with the setup and operation of their aerotow equipment.		
Pilot understands and can perform all radio and non-radio communications for the glider, tug and ground personnel.		
Pilot understands aerodrome operating procedures as required.		
Pilot has completed theory Examination competently *and* been tutored where needed		

Qualifying, competently flown Aerotows

Pilot Category	Initial	PIN
Level A: Five completed Aerotows, of which one must be in thermic conditions. (First three supervised by Aerotow rated Instructor) ☑*Tick off the tows* ☐ ☐ ☐ ☐ ☐		
Level B: Ten completed Aerotows, of which two must be in thermic conditions. (First five supervised by Aerotow rated Instructor) ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐		

Final Assessment of Applicant Skills (Assessed by an Aerotow rated OSO or Instructor)

Demonstrated skills	Initial	PIN
Pilot competently performs own set up of aerotow release, tow rope and weak-link.		
Pilot competently performs all radio and non-radio communications for the glider, tug and ground personnel.		
Pilot competently establishes and maintains appropriate glider circuit with due regard for other airfield users.		
Pilot aerotows with competence and demonstrates a safety conscious attitude towards all tow activities.		

Aerotow Theory Examination

1. What are the glider/ ground crew signals to tug and their meanings?
2. What are the air to air signals and their meanings?
3. What are the radio commands for the above?
4. Describe the setup and operating procedures for the launch dolly.
5. Describe in writing the take off procedure and the initial climb.
6. Describe the onset of a "lock-out" and what actions you would take should you encounter one.
7. While the weak-link can be relied upon to prevent over-tensioning on the towline, why is it not safe to assume it will prevent the lockout situation becoming dangerous?
8. If you, as the glider pilot, experience a weak-link break or release at the tug end, what is the recommended procedure?
9. What position should the glider be in relation to the tug during the tow?
10. Describe in writing the release and direction to turn after release.
11. When should the tug pilot release the towline whilst under tow?
12. When should the glider pilot release from the towline?
13. What is the minimum and maximum tow line length allowed?
14. What is the recommended weak link size for the forward and rearward ends?
15. What is the minimum strip length required for Aerotow use, and what precautions are necessary prior to takeoff.
16. How and why will control inputs on Aerotow differ from:
    a. Surface tow?
    b. Normal flight?
17. With regard to vertical and horizontal positioning and required control inputs, how does the HG pilot attempt to position their glider relative to the tug throughout a turn when:
    a. Tug initiates the turn?
    b. Tug climbs higher than HG?
    c. Tug descends lower than HG?

CHECKLIST ☑: (Submitting Aerotow rated OSO or Instructor)

☐ Checked the applicant's log book and assessed them with regard to the appropriate Level.

☐ Reviewed the applicant's answers to examination and tutored the pilot on any errors prior to commencement of first flight.

☐ Attached the applicant's marked written answers and any further comments.