



Finger Lakes Soaring, Inc.

TOW PILOT APPLICATION

The heart of any successful soaring activity is a smooth and well-organized field operation. Towing is, of course, a major element in operations, and we believe the FLS has developed a safe and efficient towing practice that is well suited to our needs, capabilities, equipment, and field environment. The success of our towing activities depends on having mature, well trained pilots who thoroughly understand what is happening at both ends of the rope.

The following describes the general process of becoming an FLS tow pilot, and the more important privileges and responsibilities of that position.

APPLICATION PROCESS

A prospective tow pilot is asked to complete the attached application and return it to the current FLS President, who will review the application with the Board of Directors. Applicants must meet the minimum requirements of the FAR's, paragraph 61.38, and the current FLS insurance policy. They must be proficient in, and previously signed off for, tail dragger aircraft similar to the Citabria and Pawnee used for towing. In addition, general flying experience and history are considered in selection of tow pilots who best meet club needs.

After Board approval, and if there is an opening, the Chief Tow Pilot will be asked to arrange for a checkout in our towplane. Assuming all goes well, we look forward to having you as a member of our club! If there is not a current opening, you will be notified of this and your application kept on file for the future.

CLUB MEMBERSHIP

FLS equipment, including the towplanes, can only be operated by FLS members - either Regular or Special Tow Pilot. Prospective tow pilots apply by filling out a membership application, getting it signed by four of six Board members, and sending it to the Club president.

TOWING SCHEDULE

Once a pilot has been placed on the active roster of tow pilots, they should anticipate that they will be scheduled once or twice a month throughout the soaring season of April through November. On assigned days, the tow pilot should be on the field with the tow plane checked out and ready to go by 9:30 am. If a tow pilot cannot take his assigned turn, he should personally arrange an exchange with another pilot. As a last resort, he should contact the Chief Tow Pilot.

Many times the FLS operations has a flight queue of an hour or more, and is tow plane limited. Therefore, the tow pilot should make every reasonable effort to maximize tows per hour, especially during the “prime time” of the day, when the waiting list is longest. Returning to the field as promptly as safety and good flying will permit, planning fuel stops, and arranging for substitutes when they want a break can significantly increase the tow rate. The Operations Manager’s job is to have the next glider in line ready to go when the tow plane is ready.

SAFETY

The tow pilot is often the most experienced pilot on the field, and frequently has more flying experience than the Operations Manager. The tow pilot will select the end of the field for operations. If, in his judgment, the weather conditions do not permit a safe operation, he shall notify the Operations Manager and return the tow plane to the hangar. At no time should they tow when weather or equipment conditions present a safety hazard to pilots or spectators.

ACTION TO TAKE

If, after reading the above, you wish to become an FLS tow pilot, please complete an application and return it to:

Richard Klingenberger
4144 Clover Street
Honeoye Falls, NY 14472

We will then be in contact with you. Thanks for your interest.

TOW PILOT APPLICANT INFORMATION

NAME (Please Print): _____

ADDRESS: _____

CITY, STATE: _____ ZIPCODE: _____

PHONE (HOME): _____ PHONE (WORK): _____

EMAIL: _____

LICENSES AND RATINGS HELD PRIVATE COMMERCIAL CFI

SINGLE ENGINE LAND: _____

GLIDER: _____

CERTIFICATE NUMBER: _____

LAST MEDICAL CERTIFICATE:

DATE: _____ CLASS: _____ LIMITATIONS: _____

LAST FLIGHT REVIEW DATE: _____

TOTAL TIME PIC SEL - TRICYCLE GEAR: _____ HOURS

TOTAL TIME PIC SEL - TAIL DRAGGER: _____ HOURS (Citabria ONLY _____ HRS)

TOTAL TIME PIC GLIDERS: _____ HOURS

ACCIDENTS/INCIDENTS/FAA VIOLATIONS (Date/Description) - Use other side if necessary:

FLYING REFERENCES (INSTRUCTOR, FLYING PARTNER, ETC)

NAME: _____ ADDRESS: _____

PHONE: _____

NAME: _____ ADDRESS: _____

PHONE: _____

I hereby apply for membership in the Finger Lakes Soaring Club (“the Club”) which I know to be a charitable organization. If accepted, I will abide by Club rules and all applicable FAA rules and regulations.

In consideration of my desire to fly, my membership in and anticipated flight(s) with the Club, I intend to be and know that I am hereby legally bound by this agreement that the tow pilot, winch operator, instructor and/or the Finger Lakes Soaring Club shall not be liable for my death, personal injury or any loss to my property caused in any manner, whether attributable to the negligence of the tow pilot, winch operator, line person, instructor and/or the Club for any reason occurring during the time of my membership.

- 1) I waive any right of action against the tow pilot, winch operator, line person, instructor and/or Finger Lakes Soaring Club for any and all causes.
- 2) On behalf of myself, my heirs, successors and assigns I further covenant not to sue or participate in any action against the tow pilot, instructor and/or the Club on any such cause or claim.
- 3) I am aware that there are risks associated with flying and with my proximity to propeller driven aircraft and Winches and I agree to assume all these risks.
- 4) I understand that in case of an accident I will be personally responsible for the deductible of club provided insurance.

SIGNED: _____

DATE: _____

APPROVED BY BOARD - DATE: _____

CHECKED OUT BY: _____ DATE: _____