

PACIFIC AEROSPORT, LLC

GROB 109 MOTORGLIDER

Pilot Requirements

FAA PILOT Requirements:

- To be Pilot-In-Command of a Motorglider, the pilot must be rated as a Glider Pilot, with either Private or Commercial privileges, and have an endorsement in their logbooks from an authorized Glider Instructor for "self launch". See FAR 61.31 (j)
- If the pilot is already an airplane pilot, the pilot still must add the glider category rating to fly as PIC of a motorglider, even if you never turn the motor "off".
- To add the Glider rating, the FAA minimum training per FAR 61.109 (f) (2) for a pilot with at least 40 hours of flight time in heavier-than-air aircraft requires at least 3 hours of flight training and 10 solo flights for a Private Glider rating, or 20 solo flights for a Commercial Glider rating. No medical is required. No written test is required. Pilots with less than 40 hours in heavier-than-air aircraft must meet slightly higher minimum training requirements. See FAR 61.109 (f) (l).
- In Glider, there are three FAA definitions of takeoffs or "launch procedures". Each requires an endorsement by an authorized instructor before solo:
 1. Aero tow, behind an airplane
 2. Ground tow, using a winch or a "auto-tow".
 3. Self-Launch, as a powered glider.*
- The minimum training required by FAR 61.31 (j) only states that the person has "satisfactorily accomplished ground and flight training on self-launch procedures and operations, and has received an endorsement from an authorized instructor who certifies in the pilot's logbook that the pilot has been found proficient in self-launch procedures and operations". This is a one-time endorsement. Anyone with a launch procedure stated on their pilot certificate before August 4, 1997 is considered to be in compliance with FAR 61.31 (j). The type of launch is no longer printed on the FAA pilot certificate. It is now just an endorsement. Glider pilots must comply with the currency requirements to carry passengers (FAR 61.57), and receive a biennial Flight Review (FAR 61.56).

* "Authorized" means that the CFIG himself must be endorsed for "self-launch". There are a limited number of CFIG's who can give the "self-launch" endorsement. Refer to FAA Advisory Circular 61-94 (a FAA "recommended" training syllabus) "Pilot Transition Course for Self-Launching or Powered Gliders".

Additional Pacific AeroSport PILOT Requirements: (for renting MOTORGLIDERS with more than one seat)

- **Pilots With Out Glider Certificates or Ratings:**

Any pilot not having a glider pilot certificate or rating must receive no fewer than 25 flights of dual instruction in the same make and model motorglider being flown while accompanied by an appropriately certified flight instructor prior to solo flight and has received the instructor's appropriate written endorsement of the student's certificate and logbook for solo flight in motorglider of the same make and model being flown.
- **Private or Commercial Glider Pilots:**

Any pilot maintaining a private or more advanced pilot certificate having a minimum of 15 glider flights in the same make and model motorglider being flown and has demonstrated to the named insured's appropriately certified flight instructor the piloting skill required for the motorglider being flown. In lieu of 15 glider flights in same make and model motorglider being flown, 10 flights in the same make and model motorglider being flown while accompanied by an appropriately certified flight instructor.