

Motorized Glider Checkout Procedure

In 2006, the SAC insurance provider required all SAC pilots to participate in annual checkouts with their clubs. For the most, this is pretty straightforward for pilots flying non-powered gliders. However, for motor glider pilots the procedure for standard checkouts is not completely adequate. Through consultation with OSTIV countries, where motor glider use is prevalent, FTSC has developed additional check out procedures for initial and recurrent training on motor gliders. This information is included in Annex D to the revised Instructor Training Manual on the SAC website “documents” section. A copy has also been enclosed for your convenience.

Primarily, the handling of a motor glider in emergency situations can be simulated. A key element of motor glider performance is the resulting poor glide ratio caused by the drag of an engine out situation. This situation can be simulated safely in a conventional non-motorized two-seat trainer. Emergency abbreviated circuits, interrupted launches and failed engine restart situations can be practiced using near maximum air brakes to safely execute maneuvers and decision making. The FTSC recommendation is that these exercises be included as part of your annual checkout refresher rather than limiting the exercises to non motorized procedures only.

Some of these exercises can also be practiced solo in your own motor glider at altitude to explore you specific aircrafts handling in emergency situations. The aircraft manufactures handbook has vital information as does some other US or European publications on motor glider training. The attached procedures are intended to augment that information to address motor glider accidents that have occurred globally. This information has indicated higher risks when restarting the engine below circuit altitude and/or not over land able terrain. In addition, skill at landing with a deployed inoperative engine needs attention as does engine failures after take off. Experience has also shown that partial loss of engine power should be treated as a total power loss for emergency planning. You will notice in the annex that emergency procedures are simulated well above circuit height initially.

We recognize flying motor gliders requires more skill and experience. Therefore, motor glider pilots are in the best position to help tailor a checkout procedure with a local club CFI that will meet the insurance requirement and the challenges of the aircraft they fly. We request that you contact your local CFI and work out a checkout using the attachment as your guide. Please feel free to contact any member of the FTSC for assistance or clarification.

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