

|  |
| --- |
| **NOTICE TO ALL APPLICANTS**  By applying for this insurance, the applicant is also applying for membership in Recreation Risk Retention Group, Inc., a risk retention group formed and operating pursuant to the Liability Risk Retention Act of 1986 (15 USC 3901 et. Seq.).  **NOTICE**  **This policy is issued by your risk retention group. Your risk retention group may not be subject to all of the insurance laws and regulations of your state. State insurance insolvency guaranty funds are not available for your risk retention group.** |

126 COLLEGE ST. STE. 400

BURLINGTON, VT 05401

802­383­1541 applications@recreationrrg.com

**Tow Device Supplement Application - AEROTOW DEVICE**

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Complete a Separate Tow Device Supplement Application for Each Tow Device Used in Applicant's Operations*** | | | | | | | | | | |
| **PLEASE READ EACH QUESTION CAREFULLY AND PROVIDE COMPLETE, TRUTHFUL AND ACCURATE RESPONSES. THE INFORMATION REQUESTED IN THIS APPLICATION IS IMPORTANT TO THE UNDERWRITING PROCESS. ANY MATERIAL MISREPRESENTATION MAY AFFECT THE INSURANCE POLICY ISSUED BASED ON THIS APPLICATION.** | | | | | | | | | | |
|  | | | | | | | | | | |
| **CHAPTER IDENTIFICATION** | | | | | | | | | | |
| NAMED INSURED: United States Hang Gliding And Paragliding Association, Inc. | | | | | | | | | | |
| **NAME OF USHPA EVENT THAT USES TOW DEVICE: 2018 Quest Air National Series** | | | | | | | | | | |
|  | | | | | | | | | | |
| **1. AERO TOW PLANE IDENTIFICATION AND INFORMATION** | | | | | | | | | | |
| **1.1 See attached** | | | | | | | | | | |
| Make: |  | | | Model: |  | | | Year: |  | |
| **1.2 See attached** | | | | | | | | | | |
| FAA Registration Number: | |  | | Registered Owner: | |  | | | | |
| **1.3 See attached** | | | | | | | | | | |
| Do you use a weak link? | | | | | | | Yes | | | No |
|  | If Yes, Describe the  Weak Link used  AND **Attach Photo(s)**: | |  | | | | | | | |
|  | |  | | | | | | | |
| If No, Please Explain: | |  | | | | | | | |
| **1.4 See attached** | | | | | | | | | | |
| Describe the Tow Release(s) used and **Attach Photo(s)**: | | |  | | | | | | | |
| **1.5 See attached** | | | | | | | | | | |
| Describe the Tow Bridle(s) used and **Attach Photo(s)**: | | |  | | | | | | | |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **1.6 See attached** | | | | |  | | |
| Do you use a Pre-Flight Checklist for the Tow Plane? | | | | |  | Yes | No |
|  | If Yes, **Attach Copy** |  | | |  | | |
| If No, Please Explain: |  | | |  | | |
| **1.7 See attached** | | | | |  | | |
| Do you keep maintenance logs for your Tow Plane? | | | | |  | Yes | No |
|  | If Yes, **Attach Copy** |  | | |  | | |
| If No, Please Explain: |  | | |  | | |
| **1.8 See attached** | |  | | |  | | |
| Describe the Tow Line used  (Material, Strength, Length, Etc...)  **AND Attach Photo(s)**: | |  | | |  | | |
|  | | | | |  | | |
| **2. AERO TOW PILOTS (All tug pilots MUST be listed)** | | | | |  | | |
| NAME | | | AGE | LIST EXPERIENCE FLYING TUG | FAA LICENSE # (Attach Copy) | | |
| See attached | | |  |  |  | | |
|  | | |  |  |  | | |
|  | | |  |  |  | | |
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|  | | |  |  |  | | |
|  | | |  |  |  | | |
|  | | | | |  | | |
| **3. LAUNCH EQUIPMENT** | | | | |  | | |
| **3.1 See attached** | | | | |  | | |
| Do you use a Written Pre-Launch Checklist? | | | | |  | Yes | No |
|  | If Yes, **Attach Copy** |  | | |  | | |
|  | If No, Please Explain: |  | | |  | | |
| **3.2 See attached** | | | | |  | | |
| Describe tow dolly used, including, angle of attack adjustment mechanism, cart to-glider hold down system, etc. . . .  **AND Attach Photos**: | |  | | |  | | |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | | | | | | |
| **4. HANG GLIDING EQUIPMENT** | | | |  | | |
| **See attached** | | | |  | | |
| Describe each of the following Glider Systems as you utilize them in your towing operation **AND Attach Photos** | | **SOLO GLIDERS ON TOW** | | **TANDEM GLIDERS ON TOW** | | |
| **4.1** Wheel Systems | |  | |  | | |
| **4.2** Tow Bridle | |  | |  | | |
| **4.3** Attachment Points | |  | |  | | |
| **4.4** All Release Mechanisms | |  | |  | | |
| **4.5**  Harness(es) | |  | |  | | |
| **4.6** Accessory Equipment  Mounted on Glider(s)  (for example, cameras, varios,  wind meters, hook knives, etc . . .) | |  | |  | | |
|  | | | |  | | |
| **5. AEROTOW PROCEDURES** | | | |  | | |
| Do you have an Aerotow Training Syllabus which you utilize in your operation? See attached | | | |  | Yes | No |
|  | If Yes, **Attach Copy** |  | |  | | |
| If No, Explain: |  | | | | |
|  | | | | | | |
| **6. VIDEO OF AEROTOW OPERATIONS** | | | | | | |
| **6.1** Provide **Video footage** of your typical **TANDEM** launch | | | | | N/A | |
|  | |  | | | | |
| **6.2** Provide **Video footage** of your typical **SOLO** launch | | | | |  | |
| See attached | | | | | | |
| **I understand the information submitted herein becomes a part of USHPA's Insurance Application, and is subject to the same warranty and conditions.**  ***Any person who knowingly and with intent to defraud any insurance company or other person, files an application for insurance containing any false information, or conceals for the purpose of misleading, information concerning any fact material thereto, commits a fraudulent insurance act.*** | | | | | | |
| SIGNATURE OF USHPA OFFICER: | | | TITLE | | DATE | |
| **SIGNATURE OF COMPETITION ORGANIZER:** | | | **TITLE: Meet organizer** | | **DATE:** | |

# Section 1.1, 1.2, and 2.0 Summery Table

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Make** | **Model** | **Manu** | **FAA Reg** | **Owner** | **Authorized pilots** |
|  |  | **Date** |  |  |  |
| Bailey-Moyes | 582 Dragonfly Experimental | 2001 | N575KH | Entertainment ETC LLC | All except Gregg Ludwig\* |
| Bailey-Moyes | 914 Dragonfly Experimental | 2004 | N2646C | Russel Brown | All except Gregg Ludwig\* |
| Bailey-Moyes | 914 Dragonfly Experimental | 2001 | N2647C | Russel Brown | All except Gregg Ludwig\* |
| Bailey-Moyes | 914 Dragonfly Experimental | 1994 | N2650C | Russel Brown | All except Gregg Ludwig\* |
| Bailey-Moyes | 914 Dragonfly Experimental | 2005 | N2630C | Russel Brown | All except Gregg Ludwig\* |
| Bailey-Moyes | 582 Dragonfly Light Sport | 2010 | N942DF | Robert Bailey | All except Gregg Ludwig\* |
| Bailey-Moyes | 582 Dragonfly Experimental | 2007 | N800HG | Joel Froehlich | All except Gregg Ludwig\* |
| Aeros | XC Cross Country Experimental | 2003 | N5004D | Gregg Ludwig | Gregg Ludwig |
| Bailey-Moyes | 532 Dragonfly Experimental | 2007 | N70679 | Gregg Mcnamee | All except Gregg Ludwig\* |
| Bailey-Moyes | 582 Dragonfly Experimental | 1997 | N346FL | KHK Morningside | All except Gregg Ludwig\* |
| Bailey-Moyes | 912S Dragonfly Experimental | none | N618FR | James Tindle | All except Gregg Ludwig\* |

**\*All includes the following:**

April Mackin, Mitch Shipley, Jim Prahl, Russell Brown, Jonny Thompson, Rhett Radford, Derrick Turner, Bobby Bailey, Joel Froehlich, Steve Flynn, EVGENIYA LARITSKAYA, and Mick Howard.

# Section: 1.1,2 TOW PLANE IDENTIFICATION AND INFORMATION:

**FAA Registration Number: N575KH**

**FAA REGISTRY**

**Aircraft Description**

|  |  |  |  |
| --- | --- | --- | --- |
| **Serial Number** | 1RWT | **Status** | Valid |
| **Manufacturer Name** | MOYES | **Certificate Issue Date** | 12/12/2011 |
| **Model** | DRAGONFLY | **Expiration Date** | 12/31/2017 |
| **Type Aircraft** | Fixed Wing Single-Engine | **Type Engine** | 2 Cycle |
| **Pending Number Change** | None | **Dealer** | No |
| **Date Change Authorized** | None | **Mode S Code (base 8 / oct)** | 51660745 |
| **MFR Year** | 2001 | **Mode S Code (base 16 / hex)** | A761E5 |
| **Type Registration** | Corporation | **Fractional Owner** | NO |

**Registered Owner**

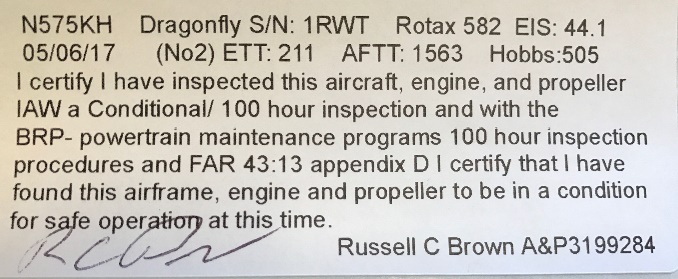
|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | ENTERTAINMENT ETC LLC | | |
| **Street** | 17921 PHIL C PETERS RD | | |
|  |  | | |
| **City** | WINTER GARDEN | **State** | FLORIDA |
| **County** | POLK | **Zip Code** | 34787-9740 |
| **Country** | UNITED STATES | | |

**Airworthiness**

|  |  |  |  |
| --- | --- | --- | --- |
| **Engine Manufacturer** | ROTAX | **Classification** | Experimental |
| **Engine Model** | 582 | **Category** | Reg. Prior to 01/31/08 |
| **A/W Date** | 04/21/2011 |  | |

**Section: 1.7**



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April states that her plane has not been flown since the Midwest 2017 and is still within the 100 hours.

**Section: 1.1,2 FAA Registration Number: N2646C**

|  |
| --- |
| **FAA REGISTRY** |

**Aircraft Description**

|  |  |  |  |
| --- | --- | --- | --- |
| **Serial Number** | 0017 | **Status** | Valid |
| **Manufacturer Name** | BROWN RUSSELL C | **Certificate Issue Date** | 08/28/2007 |
| **Model** | BAILEY-MOYES DRAGONF | **Expiration Date** | 02/28/2018 |
| **Type Aircraft** | Fixed Wing Single-Engine | **Type Engine** | 4 Cycle |
| **Pending Number Change** | None | **Dealer** | No |
| **Date Change Authorized** | None | **Mode S Code (base 8 / oct)** | 50510406 |
| **MFR Year** | 2004 | **Mode S Code (base 16 / hex)** | A29106 |
| **Type Registration** | Individual | **Fractional Owner** | NO |

**Registered Owner**

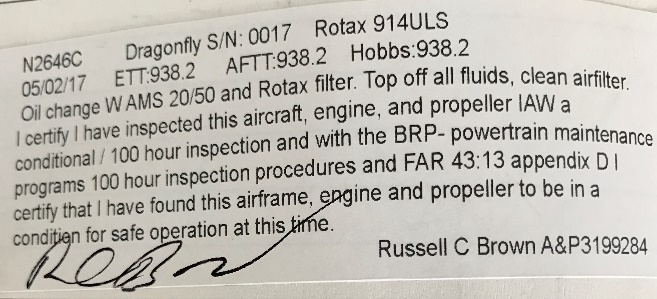
|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | BROWN RUSSELL C | | |
| **Street** | 6217 DEWEY ROBBINS RD | | |
|  |  | | |
| **City** | HOWEY IN THE HILLS | **State** | FLORIDA |
| **County** | LAKE | **Zip Code** | 34737-4017 |
| **Country** | UNITED STATES | | |

**Airworthiness**

|  |  |  |  |
| --- | --- | --- | --- |
| **Engine Manufacturer** | ROTAX | **Classification** | Experimental |
| **Engine Model** | 914 (SERIES) | **Category** | Reg. Prior to 01/31/08 |
| **A/W Date** | 02/12/2010 |  | |

**Section: 1.7**





**Section: 1.1,2 FAA Registration Number: N2647C**

|  |  |
| --- | --- |
| **FAA REGISTRY** | |
|  |  |

**Aircraft Description**

|  |  |  |  |
| --- | --- | --- | --- |
| **Serial Number** | 0016 | **Status** | Valid |
| **Manufacturer Name** | BROWN RUSSELL C | **Certificate Issue Date** | 08/28/2007 |
| **Model** | BAILEY-MOYES DRAGONF | **Expiration Date** | 02/28/2018 |
| **Type Aircraft** | Fixed Wing Single-Engine | **Type Engine** | 4 Cycle |
| **Pending Number Change** | None | **Dealer** | No |
| **Date Change Authorized** | None | **Mode S Code (base 8 / oct)** | 50510451 |
| **MFR Year** | 2001 | **Mode S Code (base 16 / hex)** | A29129 |
| **Type Registration** | Individual | **Fractional Owner** | NO |

**Registered Owner**

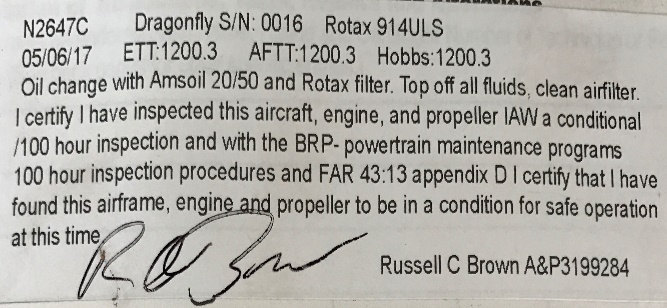
|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | BROWN RUSSELL C | | |
| **Street** | 6217 DEWEY ROBBINS RD | | |
|  |  | | |
| **City** | HOWEY IN THE HILLS | **State** | FLORIDA |
| **County** | LAKE | **Zip Code** | 34737-4017 |
| **Country** | UNITED STATES | | |

**Airworthiness**

|  |  |  |  |
| --- | --- | --- | --- |
| **Engine Manufacturer** | ROTAX | **Classification** | Experimental |
| **Engine Model** | 914 (SERIES) | **Category** | Reg. Prior to 01/31/08 |
| **A/W Date** | 02/12/2010 |  | |

**Section: 1.7**

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**Section: 1.1,2 FAA Registration Number: N2650C**

|  |
| --- |
| **FAA REGISTRY** |

**Aircraft Description**

|  |  |  |  |
| --- | --- | --- | --- |
| **Serial Number** | 0019 | **Status** | Valid |
| **Manufacturer Name** | BAILEY ROBERT | **Certificate Issue Date** | 08/28/2007 |
| **Model** | BAILEY-MOYES DRAGONF | **Expiration Date** | 02/28/2018 |
| **Type Aircraft** | Fixed Wing Single-Engine | **Type Engine** | 4 Cycle |
| **Pending Number Change** | None | **Dealer** | No |
| **Date Change Authorized** | None | **Mode S Code (base 8 / oct)** | 50511753 |
| **MFR Year** | 1994 | **Mode S Code (base 16 / hex)** | A293EB |
| **Type Registration** | Individual | **Fractional Owner** | NO |

**Registered Owner**

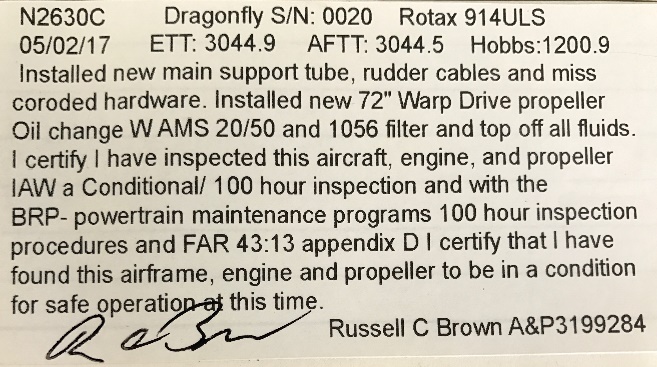
|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | BROWN RUSSELL C | | |
| **Street** | 6217 DEWEY ROBBINS RD | | |
|  |  | | |
| **City** | HOWEY IN THE HILLS | **State** | FLORIDA |
| **County** | LAKE | **Zip Code** | 34737-4017 |
| **Country** | UNITED STATES | | |

**Airworthiness**

|  |  |  |  |
| --- | --- | --- | --- |
| **Engine Manufacturer** | ROTAX | **Classification** | Experimental |
| **Engine Model** | 914 (SERIES) | **Category** | Reg. Prior to 01/31/08 |
| **A/W Date** | 02/12/2010 |  | |

**Section: 1.7**





**Section: 1.1,2 FAA Registration Number: N2630C**

|  |
| --- |
| **FAA REGISTRY** |

**Aircraft Description**

|  |  |  |  |
| --- | --- | --- | --- |
| **Serial Number** | 0020 | **Status** | **Valid** |
| **Manufacturer Name** | BAILEY ROBERT | **Certificate Issue Date** | 08/28/2007 |
| **Model** | BAILEY-MOYES DRAGONF | **Expiration Date** | 02/28/2021 |
| **Type Aircraft** | Fixed Wing Single-Engine | **Type Engine** | 4 Cycle |
| **Pending Number Change** | None | **Dealer** | No |
| **Date Change Authorized** | None | **Mode S Code (base 8 / oct)** | 50506175 |
| **MFR Year** | 2005 | **Mode S Code (base 16 / hex)** | A28C7D |
| **Type Registration** | Individual | **Fractional Owner** | NO |

**Registered Owner**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | BROWN RUSSELL C | | |
| **Street** | 6217 DEWEY ROBBINS RD | | |
|  |  | | |
| **City** | HOWEY IN THE HILLS | **State** | FLORIDA |
| **County** | LAKE | **Zip Code** | 34737-4017 |
| **Country** | UNITED STATES | | |

**Airworthiness**

|  |  |  |  |
| --- | --- | --- | --- |
| **Engine Manufacturer** | ROTAX | **Classification** | Experimental |
| **Engine Model** | 914 (SERIES) | **Category** | Reg. Prior to 01/31/08 |
| **A/W Date** | 02/12/2010 | **Exception Code** | No |

**Section: 1.7  
  
  
  
Information regarding the Annual/100 hour inspection will be completed by 3-15-18**

**Section: 1.1,2 FAA Registration Number: N942DF**

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| **FAA REGISTRY** |

**Aircraft Description**

|  |  |  |  |
| --- | --- | --- | --- |
| **Serial Number** | **PA-582-112** | **Status** | Valid |
| **Manufacturer Name** | **PITMAN EDGAR D DBA PITMAN AIR** | **Certificate Issue Date** | **11/13/2014** |
| **Model** | **DRAGONFLY 582** | **Expiration Date** | **11/30/2020** |
| **Type Aircraft** | **Fixed Wing Single-Engine** | **Type Engine** | **2 Cycle** |
| **Pending Number Change** | **None** | **Dealer** | **No** |
| **Date Change Authorized** | **None** | **Mode S Code (base 8 / oct)** | **53212347** |
| **MFR Year** | **2010** | **Mode S Code (base 16 / hex)** | **AD14E7** |
| **Type Registration** | **Individual** | **Fractional Owner** | **NO** |

**Registered Owner**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | **BAILEY ROBERT E** | | |
| **Street** | **6548 GROVELAND AIRPORT RD** | | |
|  |  | | |
| **City** | **GROVELAND** | **State** | **FLORIDA** |
| **County** | **LAKE** | **Zip Code** | **34736-9685** |
| **Country** | **UNITED STATES** | | |

**Airworthiness**

|  |  |  |  |
| --- | --- | --- | --- |
| **Engine Manufacturer** | **ROTAX** | **Classification** | **Light Sport** |
| **Engine Model** | **582UL** | **Category** | **Airplane** |
| **A/W Date** | **02/26/2014** | **Exception Code** | **No** |

**Section: 1.7  
  
A picture containing grass, outdoor, sky, field

Description generated with very high confidence**

**Information regarding the Annual/100 hour inspection will be provided by 3-15-18**

**Section: 1.1,2 FAA Registration Number: N800HG**

|  |
| --- |
| **FAA REGISTRY** |

**Aircraft Description**

|  |  |  |  |
| --- | --- | --- | --- |
| **Serial Number** | 100 | **Status** | Valid |
| **Manufacturer Name** | LITEFLITE PTY LTD | **Certificate Issue Date** | 11/20/2007 |
| **Model** | DRAGONFLY MODEL C | **Expiration Date** | 12/31/2018 |
| **Type Aircraft** | Fixed Wing Single-Engine | **Type Engine** | 2 Cycle |
| **Pending Number Change** | None | **Dealer** | No |
| **Date Change Authorized** | None | **Mode S Code (base 8 / oct)** | 52561223 |
| **MFR Year** | 2007 | **Mode S Code (base 16 / hex)** | AAE293 |
| **Type Registration** | Individual | **Fractional Owner** | NO |

**Registered Owner**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | FROEHLICH JOEL M | | |
| **Street** | PO BOX 1131 | | |
|  |  | | |
| **City** | MCQUEENEY | **State** | TEXAS |
| **County** | GUADALUPE | **Zip Code** | 78123-1131 |
| **Country** | UNITED STATES | | |

**Airworthiness**

|  |  |  |  |
| --- | --- | --- | --- |
| **Engine Manufacturer** | ROTAX | **Classification** | Experimental |
| **Engine Model** | 582UL | **Category** | Reg. Prior to 01/31/08 |
| **A/W Date** | 01/05/2010 |  | |

**Section: 1.7**

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**Information regarding the Annual/100 hour inspection will be provided by 3-15-18**

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**T Section: 1.1,2 FAA Registration Number: N5004D**

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| --- |
| **FAA REGISTRY** |

**Aircraft Description**

|  |  |  |  |
| --- | --- | --- | --- |
| **Serial Number** | MBP0308047 | **Status** | **Valid** |
| **Manufacturer Name** | AEROS | **Certificate Issue Date** | 08/22/2013 |
| **Model** | XC CROSS COUNTRY | **Expiration Date** | 08/31/2019 |
| **Type Aircraft** | Weight-shift-control | **Type Engine** | Reciprocating |
| **Pending Number Change** | None | **Dealer** | No |
| **Date Change Authorized** | None | **Mode S Code (base 8 / oct)** | 51436330 |
| **MFR Year** | 2003 | **Mode S Code (base 16 / hex)** | A63CD8 |
| **Type Registration** | Individual | **Fractional Owner** | NO |

**Registered Owner**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | LUDWIG GREGG A | | |
| **Street** | 29435 FOX RIVER DR | | |
|  |  | | |
| **City** | SPRING | State | TEXAS |
| **County** | MONTGOMERY | **Zip Code** | 77386-2396 |
| **Country** | UNITED STATES | | |

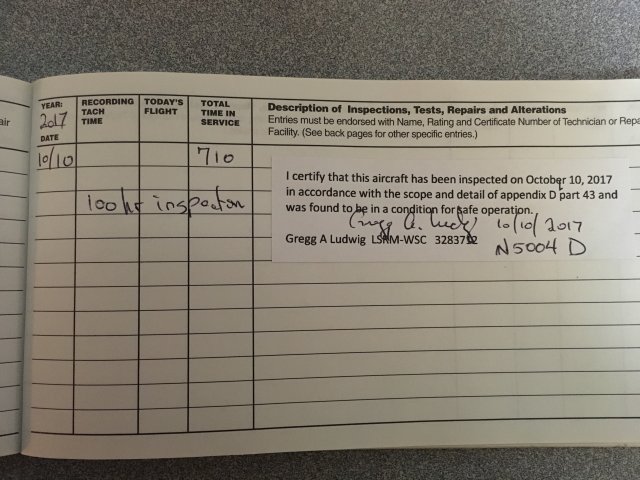
**Airworthiness**

|  |  |  |  |
| --- | --- | --- | --- |
| **Engine Manufacturer** | AMA/EXPR | **Classification** | Experimental |
| **Engine Model** | UNKNOWN ENG | **Category** | Reg. Prior to 01/31/08 |
| **A/W Date** | 09/22/2006 |  | |

**Section: 1.7**

**A picture containing outdoor, grass, motorcycle, parked

Description generated with very high confidence**

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**Section: 1.1,2 FAA Registration Number: N70679**

|  |
| --- |
| **FAA REGISTRY** |

**Aircraft Description**

|  |  |  |  |
| --- | --- | --- | --- |
| **Serial Number** | 02 | **Status** | **Valid** |
| **Manufacturer Name** | BAILEY/MOYES DRAGONFLY | **Certificate Issue Date** | 08/16/2007 |
| **Model** | A | **Expiration Date** | 04/30/2018 |
| **Type Aircraft** | Fixed Wing Single-Engine | **Type Engine** | 2 Cycle |
| **Pending Number Change** | None | **Dealer** | No |
| **Date Change Authorized** | None | **Mode S Code (base 8 / oct)** | 52267107 |
| **MFR Year** | 2007 | Mode S Code (base 16 / hex) | A96E47 |
| **Type Registration** | Individual | **Fractional Owner** | NO |

**Registered Owner**

|  |  |  |  |
| --- | --- | --- | --- |
| Name | MCNAMEE GREGG B | | |
| Street | 14141 SE 51ST AVE | | |
|  |  | | |
| City | SUMMERFIELD | **State** | FLORIDA |
| County | MARION | **Zip Code** | 34491-3101 |
| Country | UNITED STATES | | |

**Airworthiness**

|  |  |  |  |
| --- | --- | --- | --- |
| **Engine Manufacturer** | ROTAX | **Classification** | Experimental |
| **Engine Model** | 532 | **Category** | Reg. Prior to 01/31/08 |
| **A/W Date** | 12/29/2007 | **Exception Code** | No |

**Section: 1.7**

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**Information regarding the Annual/100 hour inspection will be provided by 3-15-18**

**Section: 1.1,2 FAA Registration Number: N346FL**

|  |
| --- |
| **FAA REGISTRY** |

**Aircraft Description**

|  |  |  |  |
| --- | --- | --- | --- |
| **Serial Number** | **034** | **Status** | **Valid** |
| **Manufacturer Name** | **BAILEY N MOYES** | **Certificate Issue Date** | **06/07/2012** |
| **Model** | **DRAGONFLY** | **Expiration Date** | **06/30/2018** |
| **Type Aircraft** | **Fixed Wing Single-Engine** | **Type Engine** | **2 Cycle** |
| **Pending Number Change** | **None** | **Dealer** | **No** |
| **Date Change Authorized** | **None** | **Mode S Code (base 8 / oct)** | **50752040** |
| **MFR Year** | **1997** | Mode S Code (base 16 / hex) | **A3D420** |
| **Type Registration** | **Corporation** | **Fractional Owner** | **NO** |

**Registered Owner**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | **KHK MORNINGSIDE LLC** | | |
| **Street** | **PO BOX 1839** | | |
|  |  | | |
| **City** | **NAGS HEAD** | **State** | **NORTH CAROLINA** |
| **County** | **DARE** | **Zip Code** | **27959-1839** |
| **Country** | **UNITED STATES** | | |

**Airworthiness**

|  |  |  |  |
| --- | --- | --- | --- |
| **Engine Manufacturer** | **ROTAX** | **Classification** | **Experimental** |
| **Engine Model** | **582UL** | **Category** | **Reg. Prior to 01/31/08** |
| **A/W Date** | **01/20/2010** |  | |

**Section: 1.7  
  
No picture – No N number on plane, no 100 hour sign off**

**Section: 1.1,2 FAA Registration Number: N618FR**

|  |
| --- |
| **FAA REGISTRY** |

**Aircraft Description**

|  |  |  |  |
| --- | --- | --- | --- |
| **Serial Number** | **20076181118MDF** | **Status** | **Valid** |
| **Manufacturer Name** | **MOYES BAILEY** | **Certificate Issue Date** | **02/28/2017** |
| **Model** | **DRAGONFLY** | **Expiration Date** | **02/29/2020** |
| **Type Aircraft** | **Fixed Wing Single-Engine** | **Type Engine** | **4 Cycle** |
| **Pending Number Change** | **None** | **Dealer** | **No** |
| **Date Change Authorized** | **None** | **Mode S Code (base 8 / oct)** | **52006403** |
| **MFR Year** | **None** | **Mode S Code (base 16 / hex)** | **A80D03** |
| **Type Registration** | **Individual** | **Fractional Owner** | **NO** |

**Registered Owner**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name** | **TINDLE JAMES E** | | |
| **Street** | **12671 E STATE ROAD 80** | | |
|  |  | | |
| **City** | **CLEWISTON** | **State** | **FLORIDA** |
| **County** | **HENDRY** | **Zip Code** | **33440-7595** |
| **Country** | **UNITED STATES** | | |

**Airworthiness**

|  |  |  |  |
| --- | --- | --- | --- |
| **Engine Manufacturer** | **ROTAX** | **Classification** | **Experimental** |
| **Engine Model** | **912S** | **Category** | **Operating Light-Sport Prev. issued cert under 21.190** |
| **A/W Date** | **01/28/2010** |  | |

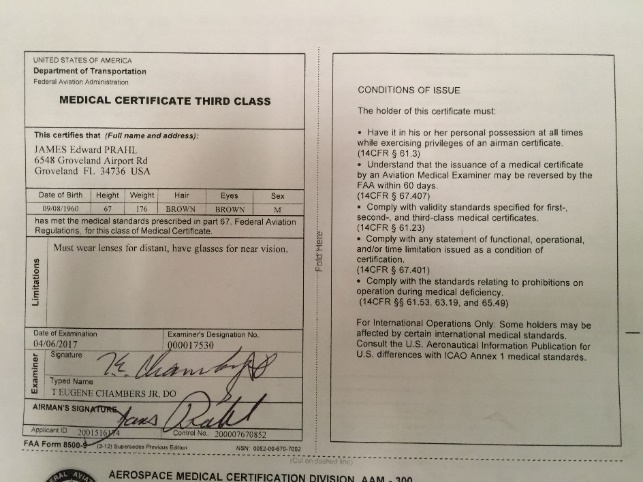
**Section: 1.7  
  
  
  
 No 100 hour sign off.**

# Section: 2 AEROTOW PILOTS

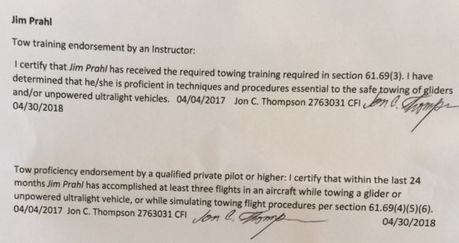
|  |
| --- |
| **MITCHELL NELSON SHIPLEY - 3514047** 32560 LAKESHORE DR TAVARES FL 32778-5004 **County**: LAKE **Country**: USA |
| **Medical** |
| **Medical Class**: Second, **Medical Date**: 2/2016 |
| MUST HAVE AVAILABLE GLASSES FOR NEAR VISION. |
| **Certificates** |
| PRIVATE PILOT  **Date of Issue**: 7/23/2013 **Certificate**: PRIVATE PILOT   **Ratings**: PRIVATE PILOT   AIRPLANE SINGLE ENGINE LAND   WEIGHT-SHIFT-CONTROL LAND **Limits**: ENGLISH PROFICIENT. NIGHT FLYING PROHIBITED WEIGHT-SHIFT-CONTROL LAND. |

|  |
| --- |
| The logbook entries meet the requirements of FAR 61.69(a)(6). |

|  |
| --- |
| **JAMES EDWARD PRAHL – 3191513CFI** PO BOX 566 GROVELAND FL 34736-0566 **County**: LAKE **Country**: USA |
| **Medical** |
| **Medical Class**: Third, **Medical Date**: 2/2015 |
| MUST WEAR CORRECTIVE LENSES. |
| **Certificates** | |
| PRIVATE PILOTFLIGHT INSTRUCTOR  **Date of Issue**: 9/25/2007 **Certificate**: PRIVATE PILOT     Print **Ratings**: PRIVATE PILOT   AIRPLANE SINGLE ENGINE LAND |

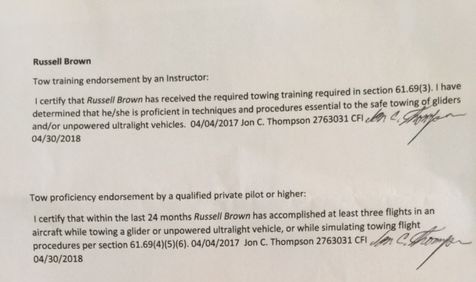


In lieu of documenting the requirements of FAR 61.69(a)(6) by making copies of log book entries, certification has been provided by a CFI as follows:



|  |
| --- |
| **RUSSELL CRAIG BROWN**  6217 DEWEY ROBBINS RD HOWEY IN HLS FL 34737-4017 **County**: LAKE **Country**: USA |
| **Medical** |
| **Medical Class**: Second, **Medical Date**: 5/2015 |
| MUST WEAR CORRECTIVE LENSES. |
| **Certificates** |
| COMMERCIAL PILOTMECHANIC  **Date of Issue**: 7/13/2009 **Certificate**: COMMERCIAL PILOT   **Ratings**: COMMERCIAL PILOT   ROTORCRAFT-HELICOPTER   GLIDER PRIVATE PRIVILEGES   AIRPLANE SINGLE ENGINE LAND **Limits**: ENGLISH PROFICIENT. |

In lieu of documenting the requirements of FAR 61.69(a)(6) by making copies of log book entries, certification has been provided by a CFI as follows:

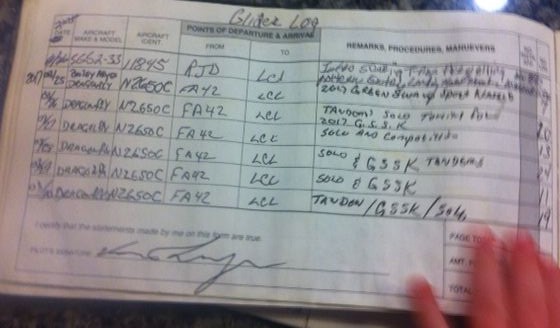


|  |
| --- |
| **JON COMBS THOMPSON**  523 W WILKINSON ST KILL DEVIL HILLS NC 27948-7781 **County**: DARE **Country**: USA |
| **Medical** |
| **Medical Class**: Third, **Medical Date**: 5/2016 |
| \*\*\* PLEASE CONTACT AAM-300 AT 405-954-4821 FOR MEDICAL INFORMATION \*\*\* |
| **Certificates** |
| PRIVATE PILOTFLIGHT INSTRUCTORGROUND INSTRUCTOR  **Date of Issue**: 11/1/2010 **Certificate**: PRIVATE PILOT     **Ratings**: PRIVATE PILOT   AIRPLANE SINGLE ENGINE LAND   WEIGHT-SHIFT-CONTROL LAND **Limits**: ENGLISH PROFICIENT. SPORT ENDORSEMENT(S) WEIGHT-SHIFT-CONTROL SEA. NIGHT FLYING PROHIBITED WEIGHT-SHIFT-CONTROL LAND. |

Top of Form

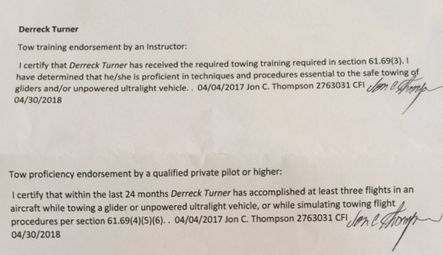
Bottom of Form

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|  |
| The logbook entries meet the requirements of FAR 61.69(a)(6) |
|  |



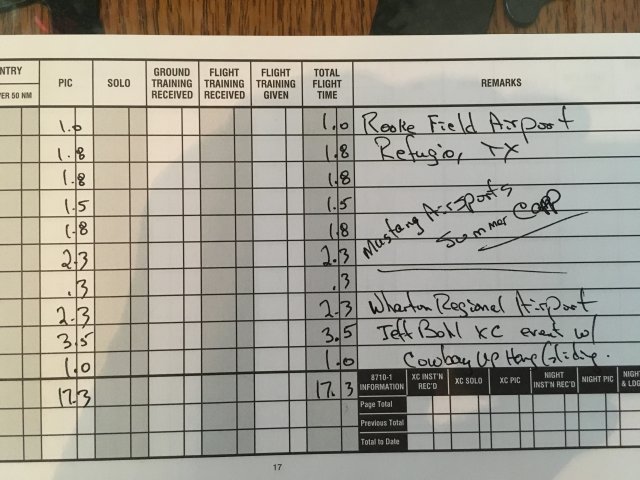
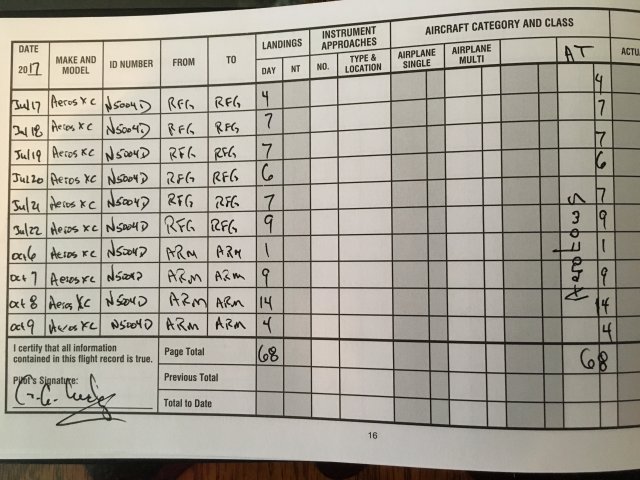
|  |
| --- |
| **RHETT LANG RADFORD 3219770CFI** 6548 GROVELAND AIRPORT RD GROVELAND FL 34736-9685 **County**: LAKE **Country**: USA |
| **Medical** |
| **Medical Class**: Third, **Medical Date**: 4/2015 |
| MUST HAVE AVAILABLE GLASSES FOR NEAR VISION. |
| **Certificates** |
| PRIVATE PILOTFLIGHT INSTRUCTORREPAIRMAN LIGHT SPORT AIRCRAFT  **Date of Issue**: 11/1/2010 **Certificate**: PRIVATE PILOT     Print **Ratings**: PRIVATE PILOT   AIRPLANE SINGLE ENGINE LAND   WEIGHT-SHIFT-CONTROL LAND **Limits**: ENGLISH PROFICIENT. SPORT ENDORSEMENT(S) AIRPLANE SINGLE ENGINE SEA. NIGHT FLYING PROHIBITED WEIGHT-SHIFT-CONTROL LAND.    In lieu of documenting the requirements of FAR 61.69(a)(6) by making copies of log book entries, certification has been provided by a CFI as follows: |
|  | |

|  |
| --- |
| **Section: 2 AEROTOW PILOTS**  **DERRECK KEITH TURNER** 6861 CADET AVE FORT MYERS FL 33905-7618 **County**: LEE **Country**: USA |
| **Medical** |
| **Medical Class**: Second, **Medical Date**: 2/2016 |
| **Certificates** |
| PRIVATE PILOT  **Date of Issue**: 3/20/2013 **Certificate**: PRIVATE PILOT  **Ratings**: PRIVATE PILOT   AIRPLANE SINGLE ENGINE LAND **Limits**: ENGLISH PROFICIENT.  In lieu of documenting the requirements of FAR 61.69(a)(6) by making copies of log book entries, certification has been provided by a CFI as follows: |



|  |
| --- |
| **GREGG ALLEN LUDWIG**   29435 FOX RIVER DR SPRING TX 77386-2396 **County:**  MONTGOMERY **Country:** USA |
| Medical Information: |
| **Medical Class:** First  **Medical Date:** 9/2017 |
| MUST WEAR CORRECTIVE LENSES. |
| **BasicMed Course Date:**  None   **BasicMed CMEC Date:**  None |
|  |
| Certificates |
| |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | | AIRLINE TRANSPORT PILOT |  | FLIGHT INSTRUCTOR |  | REMOTE PILOT |  | GROUND INSTRUCTOR |  | | REPAIRMAN LIGHT SPORT AIRCRAFT |  |  |  |  |  |  |  | |
| Certificates Description |
| **Certificate:** AIRLINE TRANSPORT PILOT   **Date of Issue:** 4/3/2014  **Ratings:**  AIRLINE TRANSPORT PILOT   AIRPLANE MULTIENGINE LAND COMMERCIAL PRIVILEGES   AIRPLANE SINGLE ENGINE LAND   AIRPLANE SINGLE ENGINE SEA PRIVATE PRIVILEGES   WEIGHT-SHIFT-CONTROL LAND  **Type Ratings:**   |  |  |  |  |  | | --- | --- | --- | --- | --- | | A/B-737 | A/B-757 | A/B-767 | A/B-777 | A/DC-9 | | A/L-188 |  |  |  |  |   Limits: ENGLISH PROFICIENT. SPORT ENDORSEMENT(S) WEIGHT-SHIFT-CONTROL SEA. B-737 B-757 B-767 B-777 CIRC. APCH. - VMC ONLY. |
| **Certificates Description** |
| **Certificate: FLIGHT INSTRUCTOR   Date of Issue: 5/2/2017  Ratings:  FLIGHT INSTRUCTOR   AIRPLANE SINGLE AND MULTIENGINE   INSTRUMENT AIRPLANE   Limits: CFI SPORT ENDORSEMENT(S) WEIGHT-SHIFT-CONTROL. VALID ONLY WHEN ACCOMPANIED BY PILOT CERTIFICATE NO. . EXPIRES: 30 JUN 2019.** |
|  |

**Certificate:** REMOTE PILOT    
**Date of Issue:** 10/3/2016  
  
**Ratings:**   
  SMALL UNMANNED AIRCRAFT SYSTEM  
 **Certificate:** REPAIRMAN LIGHT SPORT AIRCRAFT    
**Date of Issue:** 5/17/2016  
  
Limits:  
MAINTENANCE: AIRPLANE, WEIGHT-SHIFT-CONTROL.  
INSPECTION: WEIGHT-SHIFT-CONTROL, N447TX, SERIAL NO. 401.  
WEIGHT-SHIFT-CONTROL, N5004D, SERIAL NO. MBP0308047.

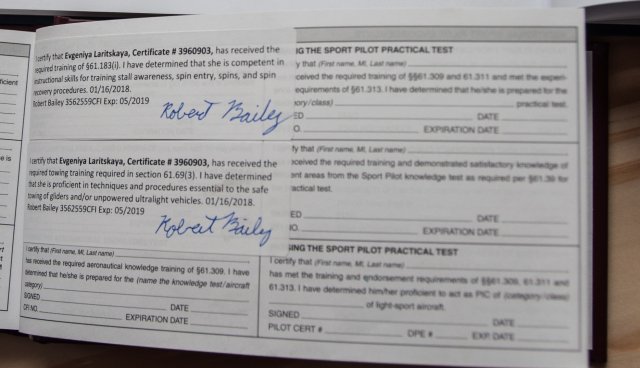
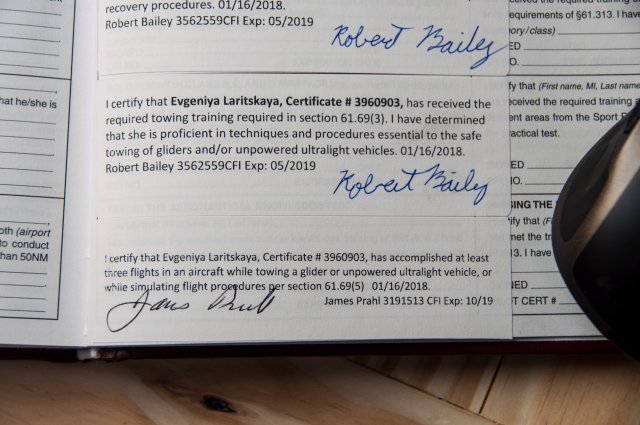
|  |
| --- |
| **JOEL MICHAEL FROEHLICH**   PO BOX 1131 MCQUEENEY TX 78123-1131 **County:**  GUADALUPE **Country:** USA |
| Medical Information: |
| **Medical Class:** Second  **Medical Date:** 4/2017 |
| **BasicMed Course Date:**  None   **BasicMed CMEC Date:**  None |
|  |
| Certificates |
| |  |  |  |  | | --- | --- | --- | --- | | COMMERCIAL PILOT |  | REPAIRMAN LIGHT SPORT AIRCRAFT |  | |
| Certificates Description |
| **Certificate:** COMMERCIAL PILOT   **Date of Issue:** 2/27/2016  **Ratings:**  COMMERCIAL PILOT   AIRPLANE SINGLE ENGINE LAND   AIRPLANE MULTIENGINE LAND   Limits: ENGLISH PROFICIENT. THE CARRIAGE OF PASSENGERS FOR HIRE IN AIRPLANES ON CROSS-COUNTRY FLIGHTS IN EXCESS OF 50 NAUTICAL MILES OR AT NIGHT IS PROHIBITED. |

|  |
| --- |
| **ROBERT EUGENE BAILEY**   6548 GROVELAND AIRPORT RD GROVELAND FL 34736-9685 **County:**  LAKE **Country:** USA |
| Medical Information: |
| **Medical Class:** Third  **Medical Date:** 5/2013 |
| **BasicMed Course Date:**  None   **BasicMed CMEC Date:**  None |
|  |
| Certificates |
| |  |  |  |  | | --- | --- | --- | --- | | PRIVATE PILOT |  | FLIGHT INSTRUCTOR |  | |
| Certificates Description |
| **Certificate:** PRIVATE PILOT   **Date of Issue:** 12/3/2010  **Ratings:**  PRIVATE PILOT   AIRPLANE SINGLE ENGINE LAND   Limits: ENGLISH PROFICIENT. |

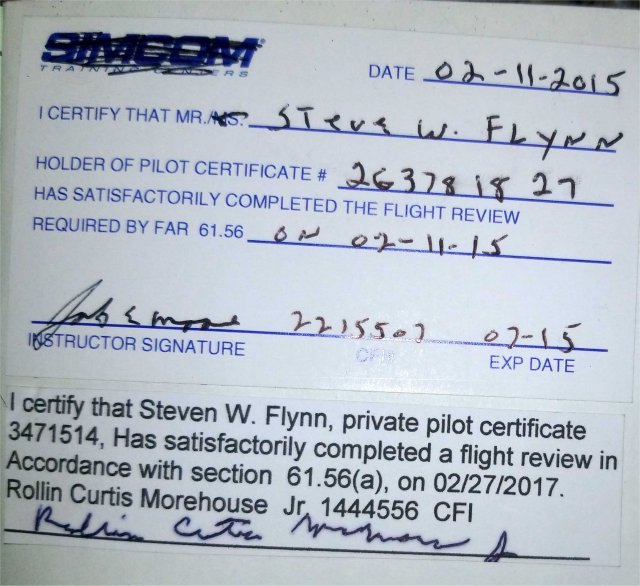
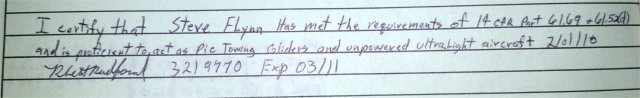
|  |
| --- |
| **EVGENIYA LARITSKAYA**   NABEREZHNAYA NOVIKOVA-PRIBOYA12K3-40  123103 MOSCOW  **Country:** RUSSIA |
| Medical Information: |
| **Medical Class:** Third  **Medical Date:** 2/2017 |
| **BasicMed Course Date:**  None   **BasicMed CMEC Date:**  None |
|  |
| Certificates |
| |  |  | | --- | --- | | PRIVATE PILOT |  | |
| Certificates Description |
| **Certificate:** PRIVATE PILOT   **Date of Issue:** 5/3/2017  **Ratings:**  PRIVATE PILOT   AIRPLANE SINGLE ENGINE LAND   Limits: ENGLISH PROFICIENT. |

A close up of text on a white background

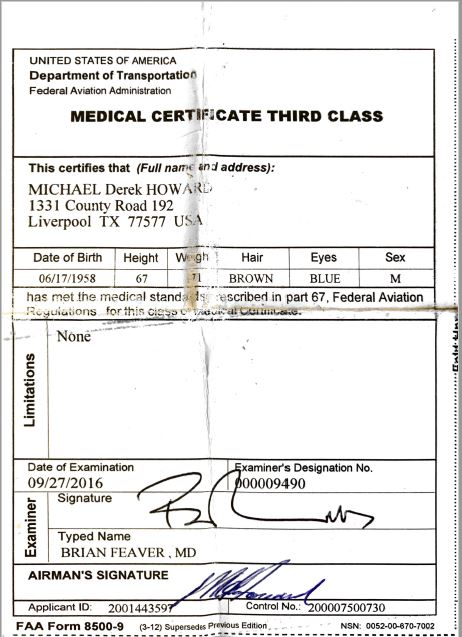
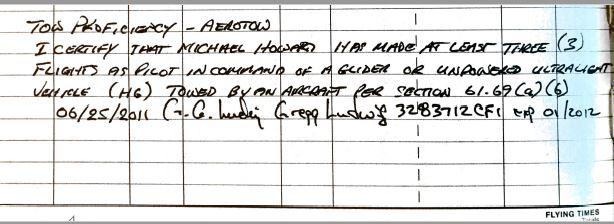
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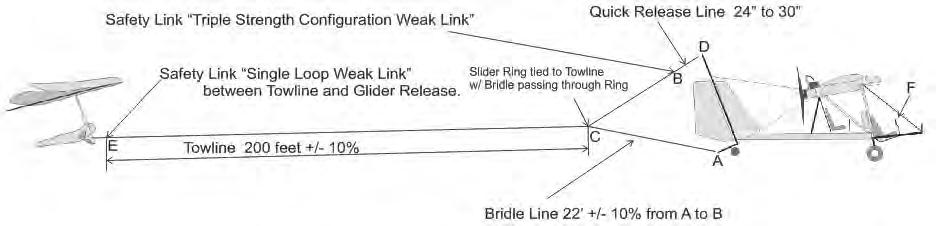
|  |
| --- |
| **STEVEN WAYNE FLYNN**   3300 SW 52ND AVE BUSHNELL FL 33513-8255 **County:**  SUMTER **Country:** USA |
| Medical Information: |
| **Medical Class:** Third  **Medical Date:** 5/2015 |
| MUST HAVE AVAILABLE GLASSES FOR NEAR VISION. NOT VALID FOR ANY CLASS AFTER. (CONTACT AAM-300 405-954-4821 FOR DATE) |
| **BasicMed Course Date:**  7/1/2017   **BasicMed CMEC Date:**  6/29/2017 |
|  |
| Certificates |
| |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | | PRIVATE PILOT |  | REPAIRMAN EXPERIMENTAL AIRCRAFT BUILDER |  | REPAIRMAN EXPERIMENTAL AIRCRAFT BUILDER |  | REPAIRMAN LIGHT SPORT AIRCRAFT |  | |
| Certificates Description |
| **Certificate:** PRIVATE PILOT   **Date of Issue:** 2/10/2010  **Ratings:**  PRIVATE PILOT   AIRPLANE SINGLE ENGINE LAND   Limits: ENGLISH PROFICIENT. |

|  |
| --- |
| **MICHAEL DEREK HOWARD**   1331 COUNTY ROAD 192 LIVERPOOL TX 77577-7707 **County:**  BRAZORIA **Country:** USA |
| Medical Information: |
| **Medical Class:** Third  **Medical Date:** 9/2016 |
| **BasicMed Course Date:**  None   **BasicMed CMEC Date:**  None |
|  |
| Certificates |
| |  |  |  |  | | --- | --- | --- | --- | | PRIVATE PILOT |  | REPAIRMAN LIGHT SPORT AIRCRAFT |  | |
| Certificates Description |
| **Certificate:** PRIVATE PILOT   **Date of Issue:** 4/22/2015  **Ratings:**  PRIVATE PILOT   AIRPLANE SINGLE ENGINE LAND   WEIGHT-SHIFT-CONTROL LAND   Limits: ENGLISH PROFICIENT. |

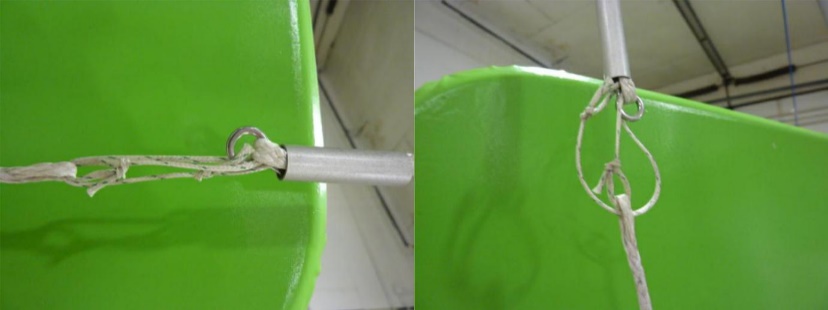
  
  
  
  
  


# Aero-Tow Systems



**Section: 1.3**

The tow bridle weak link consists of 130# Dacron braided green spot line (or equivalent) attached to the short end of the bridle at the top of the aft vertical stabilizer boom tube then looped through the two bridle ends so that there are three strands.



Dragonfly tow bridle weak link (typical)

**Section: 1.4**

The tow system uses a release similar to the “Schweizer” release that is activated by a release handle mounted on the stick.



Tow line release handle (typical)



Dragonfly tail boom release (typical)

**Section: 1.5**

The tow bridle (Spectra or equivalent) attaches to the weak link near the top of the vertical stabilizer boom tube then runs through the tow line ring down to the release at the tail boom.



Dragonfly Tail Bridle (typical)



Dragonfly bridle slider ring (typical)

**Section: 1.8**

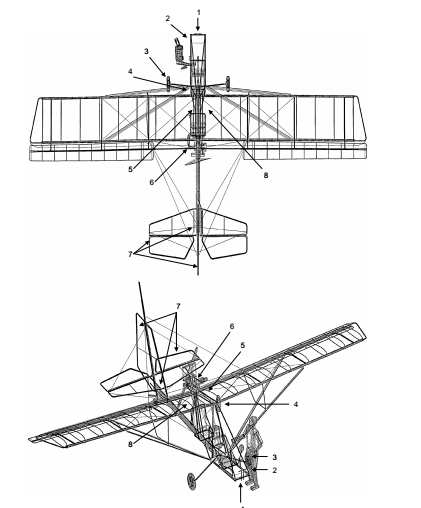
**The towlines are 200’ +/- 10% Spectra 1200# or equivalent.**

# Section: 1.6 Dragonfly Checklist

**Preflight Check (The same type of inspection should be done as Post Flight Inspection)**

Every time the plane is prepared for flight the entire aircraft must be subjected to a pre-flight check whereby the pilot visually checks the aircraft to ensure that the aircraft is in a condition for “Safe Operation”.

Conduct the pre-flight check as a walk around the aircraft starting at the same point each time, to ensure that every part of the structures, cables, attachments and components are inspected. Every part or component must be free of excessive wear, defect, tears, cracks, Loose or missing bolts, hardware etc. etc. refer to Figure 4 Pre-Flight Areas.



* 1. **Aircraft and engine controls**

For each seat check that the rudder pedals and stick move freely into all extreme positions. Check the links and connections on the stick and rudder to ensure that they are connected correctly and secured.

Check the condition of the seats and check that the seatbelts are securely fastened. Check that the fuel tank is securely fastened and with the cap screwed tight and containing the sufficient amount of fuel for the intended flight time.

* 1. **Instruments**

Check the Pitot Tube orifice is clear of obstructions. (*A simple test can be done to* c*heck that airspeed indicator works by* *blowing from several inches away, across the Pitot Tube,* ***NEVER BLOW DIRECTLY INTO THE PITOT TUBE*** *as this can permanently damage the ASI & ALT instrumenst. Ensure that the indicator returns to zero position.)*

Check the correct indicating positions of the other instruments also.

* 1. **Undercarriage and main wheels**

Check (visually and by hand) that the tires have the correct air pressure. Check that the tires are free of any damage. Check that the wheel nuts are in place and not loose, and that the undercarriage legs/axles are securely fastened to the fuselage.

* 1. **Emergency parachute**

Check that the emergency parachute is securely fastened to the aircraft with the cover sitting in the correct position and with the bridle secured around the main root tube. Remove the safety pin from the release handle and stow in a secure position. Re Insert the safety pin in Post Flight Inspection. Minimum Pressure 4200 psi

* 1. **Left part of the wing**

Remove the inspection panel behind the parachute and inspect the inside of each side of the wing ensuring that all battens are in place and that all tubing and support cables are undamaged. Replace the inspection panel and secure using the Velcro strips. Check that the Dacron wing surface is free of holes or other damage. Check that each end of the strut and outside support cables are securely fastened on the fuselage, tail and wing respectively.

Check that the aileron is securely fastened to the wing and that it moves freely between the extreme positions. Check that the linkages and connections to the control surface are securely fastened.

* 1. **Engine and propeller (Left Side)**

Check that the propeller is free of damage, especially delamination of the composite material. Check that the engine and muffler is securely fastened to the engine assembly plate and that this is securely fastened to the aircraft. Ensure that all safety wires are in place as required on the propeller, gearbox and engine bolts. Check that the oil tank and the radiator are filled to proper level (overflow bottle should have fluid at minimum mark cold) and check that the ignition cables are securely in place on the spark plugs. Insure Propeller bolts are secure, and inspect prop for damage.

* 1. **Tail**

Check that the rudder and elevator moves freely between the extreme positions.

Check that the linkage and connections for the control surfaces are securely fastened. Check (visually) that the tail wheel tire has the correct air pressure and is free of damage. Check that the wires from the rudder pedals are connected correctly to the steering plate. And that supporting cables are free of defect or wear.

Repeat **1.6** **Engine and propeller for Right Side of Engine**

* 1. **Right part of the wing**. Same as for the inspection of the left wing. 1.5 above

Inspect each side of the wing ensuring that all battens are in place and that all tubing and support cables are undamaged. . Check that the Dacron wing surface is free of holes or other damage. Check that each end of the strut and outside support cables are securely fastened on the fuselage, tail and wing respectively.

Check that the aileron is securely fastened to the wing and that it moves freely between the extreme positions. Check that the linkages and connections to the control surface are securely fastened.

**2 Engine starting**

**WARNING: Do Not attempt Hand starting by turning the propeller, it is Very Dangerous. Always use the electric start system.**

**FUEL**:Approved types of fuel, 90+ octane quality unleaded auto gasoline (10% ethanol is approved) ( No MethanolContent) . \* (use of 100 LL may require additional provisions listed in current Rotax manuals)

\* refer to Rotax Operators Manual or www.flyrotax.com for current recommendations.

**OIL**: **582 Approved\*** types and brands of TCW-III mixed 50:1

1. **Approved\*** types and brands listed in the Current Rotax 912 manuals
   * refer to Rotax Operators Manual or www.flyrotax.com for current recommendations.

**STARTING THE ENGINE;**

1. Ensure rear seat belt is fastened so that it will not fly into prop and no other item is loose that will be drawn into the propeller stream.
2. Pump fuel to the carburetors by operating the squeeze bulb in the fuel line till the bulb is firm.
3. Ensure that the throttle is in **Idle Position (Closed)**

1. Choke on (Cold Start)
2. Check that prop is clear of bystanders.

(When you are ready, look both sides and call loudly **“CLEAR PROP”)**

1. Ensure that the front of the aircraft is clear.
2. Operate brakes. (On)
3. 582 Pump bulb until it beomes hard. Pump primer 2-3 times.

912 Equipped with Electric Boost Pump, run pump until fuel is seen returning to tank through the return line.

1. **Call “CLEAR PROP” to warn observers, & look to insure it is clear**.
2. Turn IGNITION Switches ON and Press Starter Switch to Start.

Normally the engine will start within 2 seconds. **Do not crank the engine more than 10 seconds if it does not start**. Longer operation may overheat the starter motor.

( 582 only -- Cold conditions require more priming. Pump primer twice more and try again.)

The behavior of the engine will indicate the problem. In most cases it is too much or too little fuel to suit the temperature.

Should the engine not start after three or four attempts then it is possible that the engine is flooded with fuel. To balance this situation, open the throttle to allow more air to be drawn in.

**CAUTION:** With the throttle open the aircraft may surge forward when it starts. **Be ready to Close Throttle.**

Operate the starter with one hand on the throttle to immediately pull the **throttle back to idle or low power** if the engine starts and be ready to **SWITCH OFF** if an emergency arises.

When the engine starts allow it to idle at 2000 – 2200 rpm for a full minute or longer to allow the engine to reach operating temperature. Let the engine warm up properly before applying too much power!

**582 Coolant to 140 degrees F, before exceeding 3000 rpm’s.**

**912 Oil Temperatures to 120 degrees F, before exceeding 3000 rpm’s.**

***IMPORTANT NOTE: A thorough warm up is essential to the longevity to the engine life and performance.***

**4.3 Taxiing**

The Rudder pedals operate rudder and tail wheel steering. Control is easy and turning radius is average. Taxiing in cross wind up to 15 mph creates no problem.

Both the rudder and tail wheel turn the aircraft in the same direction.

For a left turn **PUSH LEFT PEDAL**

For right turn **PUSH RIGHT PEDAL**

At times Low Speed Taxiing can be improved by pulling up elevator to hold the rear wheel firmly on the ground. When taxiing down wind keep the stick in Neutral Position.

When attempting to taxy across wind lean the stick into the wind to reduce lift on the upwind flaperon. Failure to keep the aircraft balanced can lead to Ground Loops.

# Section: 3 Launch Equipment

**Section: 3.1 Hang Glider Pilot Aerotow Checklist**

1. Check that the glider has been pre-flighted.
2. Check cart integrity; adequate air pressure in tires, keel support at proper height, glider hold down mechanism adjusted properly and wheels are straight.
3. Check that glider is properly seated in cart saddles with wheels on the outside (if applicable) and keel is centered on the support.
4. Perform a hang check.
   1. Check that harness is connected to the glider main and backup hang loops and the carabiner is locked. If using a direct connect harness, check that harness is hooked in to direct connect system inside the sail.
   2. Check proper height above bar.
   3. Check that harness lines are straight, leg loops are connected, chest buckle is connected and parachute pins are in place.
   4. Check that lines are fully retracted especially pod harness line at the harness boot.
   5. Check that helmet is buckled.
5. Check that the bridle is free of all restrictions and is routed above the basetube.
   1. Check bridle connection to release closure mechanism.
   2. Check bridle line for knots.
   3. Check weak link(s) and replace if necessary.
6. Check glider VG line is set for anticipated tow speed and desired bar pressure and is properly stowed.
7. Check instruments are properly attached to base/downtubes and turned on.
8. Check that radio is on and working properly.
9. Connect tow rope to bridle. Check tow rope clip for proper closure.
10. Signal for "take up slack”.
11. Check final line tight configuration of release, bridle, tow rope and clip for routing, knots and assembly/closure.
12. Check tow rope is clear and no knots are visible.
13. Check that wind conditions are suitable for launch.
14. Check for air traffic.
15. Mentally prepare for tow and emergency actions.
16. Say "Go go go!" to start the launch.

**REMEMBER, as the pilot of a Hang Glider, YOU are responsible for checking everything! A crew person is only an assistant, and a second pair of eyes. Attention to detail is paramount. Should there be any problem that you did not catch, you must take responsibility for your own safety! Releasing is the only way to abort a tow!**

**Pilot Checklist -- Short version:**

1. Glider pre-flight complete
2. Cart pre-flight complete
   1. Wheels straight, tires pressurized and rotating freely
   2. Saddles centered and hold down hose tight
   3. Keel support adjusted properly
3. Glider seated on saddles and keel support
4. Harness Check complete
   1. Main and backup loops connected
   2. Leg loops connected
   3. Chest buckles connected
   4. Parachute pins in place
   5. Harness lines straight and retracted (check boot)
5. Bridle and weak link(s) check complete
6. Instrument, radio checks complete
7. VG cord set
8. Tow line connection check complete
9. Tow “line tight” checks complete
10. Launch conditions check complete

**Section: 3.2**

Tow Launch Cart description and pictures – A three wheeled cart or dolly is used to tow the hang glider to the proper airspeed prior to leaving the ground. The dolly has two wheels in the front and one wheel in the rear. The wheels are pressurized with air. The two front wheels are castered to provide lateral control during the initial roll-off. There are two saddles mounted on two front supports between the front wheels that slide laterally to accommodate for different size glider base bars. The saddles have individual hoses attached to allow the pilot to hold the glider to the cart during the initial tow until proper airspeed is reached. An adjustable vertical support is located in front of the rear wheel to cradle the keel of the glider and hold it at the proper angle of attack during the initial tow. This support can be adjusted to different heights based on the glider configuration and is held in place by pins.







Tow Cart (typical)

# Section: 4 Hang Gliding Equipment

The integrity and acceptability of the hang glider, harness, tow bridle mechanism and attachment, wheels, and accessory equipment such as instrumentation and cameras are the sole responsibility of the pilot in command. The pilot is responsible for conducting pre-flight checks of any and all of their equipment prior to flight. Launch crew personnel will be performing back up checks however are not to be relied on for the safety of the pilot.

**Section: 4.1**

Wheels may be used at the discretion of the pilots and are solely responsible for performing a pre-flight check to verify proper condition and operation.



Base tube wheel system (typical)

**Section: 4.2,3,4**

Tow Bridle/Release Mechanism/Attachment point - Competition pilots choice and safety officer approved with typical acceptable releases being barrel release two point pro-tow and three point tow with bicycle handle on downtube or in hand loop release.





Bicycle Handle Release (typical)



Three Point Bridle (typical)



Harness Attachment Points (typical)

Hang Glider Weak Link – Single loop braided Dacron 130# or 200# test (such as Magibraid, Tuf Line or equivalent).

# Section: 5 Aerotow Procedures

No Training Syllabus will be used as part of towing

operations as this event is a race to goal competition where no training activities will be taking place.

# Section: 6 Video of Aerotow Operations

**Section: 6.1**

No tandem launches will be conducted as part of this competition.

**Section: 6.2**

Here is a typical solo hang glider launch: <https://www.youtube.com/watch?v=9nzX_48gxkc>