§61.69 Glider and unpowered ultralight vehicle towing: Experience and training requirements.

(a) No person may act as pilot in command for towing a glider or unpowered ultralight vehicle unless that person—

(1) Holds a private, commercial or airline transport pilot certificate with a category rating for powered aircraft;

(2) Has logged at least 100 hours of pilot-in-command time in the aircraft category, class and type, if required, that the pilot is using to tow a glider or unpowered ultralight vehicle;

(3) Has a logbook endorsement from an authorized instructor who certifies that the person has received ground and flight training in gliders or unpowered ultralight vehicles and is proficient in—

(i) The techniques and procedures essential to the safe towing of gliders or unpowered ultralight vehicles, including airspeed limitations;

(ii) Emergency procedures;

(iii) Signals used; and

(iv) Maximum angles of bank.

(b) Any person who, before May 17, 1967, has made and logged 10 or more flights as pilot in command of a glider or unpowered ultralight vehicle while accompanied by a qualified pilot who meets the requirements of this section, need not comply with the requirements of paragraphs (c) and (d) of this section.

(c) Each person who acts in command of a glider or unpowered ultralight vehicle while towing a glider or unpowered ultralight vehicle, or while simulating towing flight procedures in an aircraft while accompanied by a pilot who meets the requirements of this section—

(i) Must submit to oral questioning at any time during the practical test;

(ii) Must have a logbook endorsement from the pilot, described in paragraph (a) of this section, certifying that the person has accomplished at least 3 flights in an aircraft while towing a glider or unpowered ultralight vehicle, or while simulating towing flight procedures;

(iii) Must within 24 calendar months before the flight has—

(A) After main gear touchdown;

(B) Prior to nose gear touchdown;

(C) In conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and

(D) In weather conditions anticipated in Category IIIb operations.

§ 61.73 Military pilots or former military pilots: Special rules.

(a) General. Except for a person who has been removed from flying status for lack of proficiency or because of a disciplinary action involving aircraft operations, a U.S. military pilot or former military pilot who meets the requirements of this section may apply, on the basis of his or her military pilot qualifications, for:

(1) A commercial pilot certificate with the appropriate aircraft category and class rating;

(2) An instrument rating with the appropriate aircraft rating;

(3) A type rating.

(b) Military pilots and former military pilots in the U.S. Armed Forces. A person who qualifies as a military pilot or former military pilot in the U.S. Armed Forces may apply for a pilot certificate and ratings under paragraph (a) of this section if that person—

(1) Presents evidentiary documents described under paragraphs (h)(1), (2), and (3) of this section that show the person’s status in the U.S. Armed Forces.