

## Initial Glider Rating Information

The motorglider is two ships in one--a glider and an airplane. So, you must become both a glider pilot and an "airplane" pilot. Our HK36TTC motorglider is more sophisticated than your average training airplane like a Cessna. Legally you can get a glider rating with as little as 12 hours but that is totally unrealistic. Our goal is to make you highly proficient and safe. No medical is required.

Today's airplane pilots are graduating with an average of 65 hours. I would think you would need at least 40 to be competent in the motorglider. Training costs are \$240/hr "dual" (me and the motorglider and the fuel). Ground training is \$90/hr. You also have to pass an FAA written test prior to licensure. You can do this at home with an instructor's endorsement.

Training is best accomplished a week or two at a time. Beyond two weeks is usually too much for most student pilots (and possibly their instructors, lol). The first goal is to solo and that takes 15-20 hours of training. You would need to buy non-owner's insurance. You might investigate joining the EAA (Experimental Aviation Association) as they offer those policies to their members.

There are some glider flight simulators like Condor which train you in a conventional glider that is aerotowed. It's very realistic. If you practice in an airplane simulator, the Diamond DA20 is most similar in cockpit layout to our Diamond HK36TTC motorglider. In fact, the parent of the airplane was the HK. My 14-year-old student, who has soloed, says there is an X Plane plugin for the HK. I tried to buy it but I couldn't get it installed because I'm no longer 14 nor a software engineer!! We do have controls including rudder pedals for our simulator here in the hangar which you are welcome to use at no charge.

Fall and Spring is going to be the best time for a new student. The air is calm, and we can fly longer days than Winter. Training in our high desert, mountainous environment is year round but we have to avoid high winds and precipitation

The more you prepare in advance, the faster it goes. If you are interested in starting, I will send you a list of reading materials and places to stay here in Payson.

Fred Peters was a former Chief Pilot at FEDEX, crew chief of the Blue Angels, among many other accolades. He does ground instruction and stage checks. Bob Young is a part time professor at ASU and will be the CFG to fly with the heavier students since he is a lightweight. As you might imagine we have a very skilled group here which also includes Jay Niles our Director of Ground Operations.

Hope this general information is helpful,  
Russ  
Revised 8/16/25