

# Mutual Flying / Passenger Carrying

Two-seater flying is great fun, but once the dynamic of two people in the cockpit is introduced, there are a few traps that can catch the unaware. These traps can be managed if they are thought about before getting airborne; they usually revolve around how the crew resource (ie both pilots) manage themselves.

During airborne instruction, it's very clear who is in charge and who will take over in the event that the flight takes a less than smooth course. Even in this situation though, it's good to have an atmosphere which promotes active involvement by the student. A comment from the student pilot about a nearby aircraft could save the day.

When two similarly qualified pilots are flying in a two-seater the situation is often less clear cut. The potential for confusion increases the risk. Who is in charge? Are both willing to speak up if they are concerned? It may be that a very experienced instructor (but unfamiliar with the type) is flying with a low-hours owner in his own, very familiar two seat glider. In that case, who is P1? Who will fly when the going gets tough?

**Mutual Flying between club members needs to be carefully controlled and specifically authorised by the CFI or DCFI.**

Club members may fly mutually in club aircraft providing they meet the following requirements:

- Crew composition - Both pilots are specifically authorised to fly together as a crew by CFI or DCFI
- PIC occupies the front seat and conducts the take-off and landing
- PIC minimum of fifty solo hours and a Silver C
- PIC has a current suitable medical
- A flight briefing from the DI is given prior to launch

**Passenger carrying ratings will normally only be issued to club members who have use of a privately owned two-seater glider.**

Pilots may carry passengers in two seat gliders providing they meet the following requirements:

- A minimum of fifty solo hours and a Silver C
- They have a current suitable medical
- They have the permission of the CFI, which is recorded, in their logbooks and on their record cards. This permission will only be granted after a satisfactory check flight or flights
- A minimum of 20 hours gliding in the previous year of which up to 10 hours can be in motor gliders
- They have flown three take offs and landings in the intended glider type using the intended launch method within the previous 90 days.
- They complete a satisfactory check with the CFI or deputy in each subsequent year
- They may not fly members of the public, only friends, relatives, and fellow club members
- Their passenger must be a member of the club
- No pilot other than a properly qualified instructor may instruct in a 2-seater