



YORK GLIDING CENTRE

PILOT PROGRESS NOTES

Post solo to Bronze

PROGRESS NOTES 2

This is the second of three notes which will help you to make best use of all the club offers to support of your progress from beginner to competent cross-country glider pilot.

What am I aiming for?

These notes cover:

- a) continuing development of your skills through post solo training
- b) conversion(s) to single seat gliders
- c) BGA 'Bronze' endorsement

What do I need?

Materials:

- a) Post-solo Training (essential, free)
- b) BGA 'Bronze' Endorsement application form with notes (essential, free)
- c) latest edition 'half-million' chart (£13.99)
aeronautical protractor (£4.25)
scale rule (£5.50)
chinagraph pencil (£1.00)
(all essential before sitting the ground test)
- d) 'Bronze & Beyond, a glider pilots guide' (£15.00)
(recommended to support ground test study as soon as possible)

All of the above are available from the office.

Who will help me?

Richard Kalin, CFI, Colin Richardson, Deputy CFI or any full or assistant rated instructor will be pleased to advise or assist you in progressing successfully through this busy and exciting phase of your gliding career. Just ask.

How do I do it?

- for early solos you will fly the K13 gliders after a daily 'check' flight with an instructor. As you progress in experience and confidence these check flights will become less frequent. *See the duty instructor for the day.*
- Every pilot is subject to a 28 day currency check.
- It is a good idea at this stage to take the opportunity to fly with an instructor in a variety of club 2-seaters and in varying weather conditions. This will add experience you will find valuable later on
- All your solo flying at this stage will be within 5 nautical miles of the airfield. Study your map on the ground to identify useful 'boundary' landmarks and pick these out from the air. You could use one of your check rides to do this if you wish. *Talk to your instructor before the flight.*

- It is your responsibility to work your way through the exercises set out in the post solo development card. There is no obligation to complete these by any particular time but the card is a useful aid in helping you to continue developing your skills. *See any assistant or full instructor* for advice or help when you need it.
- Your first 'type conversion' will be to the K8. This will be at instructors discretion and subject to you having completed 10 solo flights in gliders. You are still likely to require check flights in a K13. *See the duty instructor for the day.*
- You should now be thinking about your bronze endorsement and aiming to complete your two qualifying soaring flights as set out in the notes accompanying the application form. Get the appropriate signature from *any instructor who observed your flight (s)* and from now on
DO NOT LOSE THE FORM!!
- All your solo flying remains local (within 5nm) and it is very unlikely you will need to make a landing away from the airfield. Nevertheless this has happened on rare occasions so it is a good idea to complete the field landing training soon. This will be done by motor glider and will enable you to complete the field landing requirement of your 'bronze' endorsement. *See any motor glider instructor or book your flight in the office.*
- Don't delay study for the Bronze 'ground test'. This is a straightforward multiple answer paper covering basic airmanship, laws and rules, navigation, meteorology, radio and aerodynamics. 'Bronze & Beyond' is an excellent study resource, but there is much else available published in book form or on the net. A printed copy of the 'confuser' is available in the clubhouse, and any instructor will be pleased to discuss any questions you may have (though probably not at the launch point on a highly soarable day!)
See Richard Kalin or Colin Richardson when you feel ready to sit the paper.
- Conversion to the 'Junior' is at instructors discretion after check flight(s) in one of the 'glass' two seaters (preferably the Acro 3) and subject to having completed 15 solo flights in gliders. *See any assistant or full instructor.* The first five flights in this glider must be on aerotow . You will need a further briefing from an instructor if you then wish to fly it on the winch.
- You will need a minimum of 50 solo flights or 20 solo flights totalling at least 10 hours P1 before you can claim your Bronze. When you are approaching this level of experience **see Richard Kalin or Colin Richardson** for the CFI's endorsement to take the Bronze flying test. The test itself is usually completed in three consecutive aerotow flights and can be arranged with any of the above or any other full instructor.
- Once you have met the minimum log book requirements **see Richard Kalin or Colin Richardson** to sign the CFI's approval for your Bronze Badge application. Keep a photocopy, send the original to the BGA with appropriate fee, breath a deep sigh of relief and congratulate yourself on your hard earned achievement.
- You are now an accomplished glider pilot with a respectable level of experience and qualification. You have the knowledge, experience and training to take responsibility for your own conduct in the air and the skill to enjoy exploring your sky safely.

Progress Note 3 covers:

- a) your cross country endorsement
- b) your glider pilot licence
- c) further type conversion
- d) your 'silver' endorsement

Ask Lynn or Chris for a copy

Colin Richardson. April 2005