



YORK GLIDING CENTRE

PILOT PROGRESS NOTES

Post Bronze to Silver

PROGRESS NOTES 3

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

What am I aiming for?

These notes cover: a) cross-country endorsement
b) glider pilot licence
c) further type conversions
c) silver endorsement

What do I need?

Materials:

- | | |
|--|-----------------------|
| a) application form for cross-country endorsement with notes | (essential, free) |
| b) application form for glider pilots licence with notes | (essential, free) |
| c) <u>current</u> 'half-mill' chart | (essential, (£13.99)) |

All the above are available from the office

How do I do it?

- Now that you have your Bronze endorsement you could choose to convert to the Astir. You will need a recent field landing check and a flight with an instructor in a glass 2-seater. The latter is preferable in the DG505 when you can practice retracting the wheel and practice remembering to put it down again!! You will now have access to the Junior and Astir single seaters for your local soaring.
- However you are advised to fly the Junior as often as you can because this is the glider you will use for your first cross country flight. You will need to have at least ten landings in this glider before taking it cross country, but the more the better, and the more you know the aircraft the more confident you will be.
- The notes enclosed with the cross country endorsement application form are self explanatory. Make sure your qualifying local soaring flights are observed and certified on the form by an instructor.
- Whenever conditions allow from now on you should also be aiming for the height gain and duration requirements for your silver endorsement. *See the duty instructor* who will try to ensure the glider is available for any recognised badge attempt. You can claim each leg of the silver endorsement individually as you achieve them. You do not need to complete all three legs before applying, and there is no time limit for completion of the whole endorsement (oh bliss!)
- Before flying cross-country you must have:
 - a) bronze with cross country endorsement
 - b) CFI's approval
 - c) briefing on the day from a full instructor.

- Learn as much as you can about cross country flying by talking to experienced cross-country pilots. It is a good idea to take a two seat cross country flight with an ***instructor experienced in cross country flying***. You should also be seeking advice about possible silver distance flights and planning and studying these on your chart. (Always make sure your chart is up to date)
- The field selection, field landings and navigation flight tests requirements of the cross country endorsement can normally be undertaken in one motor glider flight. Note that the instructor is specifically restricted from offering advice or prompts during the field landing exercises, and you must demonstrate your competence in field selection and navigation. This is important because it is about your own safety. **See any motor glider instructor** prior to taking this flight so that you can prepare thoroughly for it.
- When you have completed all the requirements for the cross country endorsement **see *Richard Kalin or Colin Richardson*** for the required CFI's approval.
- You may choose at the same time to apply for the internationally recognised Glider Pilots Licence. The notes enclosed with the form are self explanatory but as always if you are not sure...ask.
- On the day of your first cross country flight **see *the duty instructor*** who will ensure the glider is available for this, your first silver distance attempt. You will also need to agree your planned flight and obtain a briefing from a ***full instructor***. Don't forget to arrange a retrieve crew and inform the office of your intended flight. Don't forget to switch on your barograph or logger. (you wouldn't be the first to forget!) and take a copy of the claim form with you for signature of the landing section if you are intending to land at your destination. You will find that your briefing instructor will help you to deal with all these things...we all remember our first cross country flight.
- If after gaining your silver endorsement wish to fly the Astir cross country, you will need to have completed a minimum of 20 flights in that glider. You will need prior authorisation for the first cross country flight in the Astir and any senior instructors approval for subsequent ones.
- Congratulations. You have now arrived at the point in your gliding career where your formal pilot training is ended, though the learning isn't! What you make of your time in the sky is up to you provided only that you conduct yourself lawfully, safely and with due regard to others.

Colin Richardson. April 2005.