

CHAPTER 8

YOUR PROGRESS FROM FIRST SOLO TO GPL

Congratulations on going solo! Where do you go from here?

Before going solo you will have completed your R/T Licence, written your 'Rules and Regulations' exam and had a medical test by your local GP.

Remember to have your Pupil's Logbook signed off on the cover by the CFI or ACFI.

At this stage you should obtain a blue Glider Pilot's Logbook. Copy all your flights from the Pupil's Logbook to your permanent Glider Pilot's Logbook, which should be kept up-to-date at all times. Don't lose it – it is an important document. All clearances, checks etc. should be signed off in this logbook, usually by an instructor.

To obtain a GPL one needs to complete all the exercises on the 'Blue Card', which is the Training Schedule for Glider Pilots. These exercises are Ground Instruction, Pre-Solo Flight Instruction, "A" Test, Advanced Training and Theoretical Instruction and written tests on Aerodynamics, Instruments, Meteorology, Airmanship, and Cross-country.

To help you achieve this, there is a section in your Pupil's Logbook on the 'Post Solo Training Program' (PSTP). The Flying Panel has made certain sections of this program mandatory before being cleared solo. These are

Module 4 on 'Spins' and module 5 on 'Landing'

Until you are 'cleared solo' you will be '**on checks**', that is you need a check flight before flying solo each day (or consult with the duty instructor of the day). Use these check flights to complete the Mandatory Sections of the Post Solo Training Program. Don't wait for the instructor to suggest a certain exercise. Approach the instructor and say 'I would like to attempt spot landings today' or 'I'm having trouble with my cross-wind landings, can you help me' etc. After approximately ten flights you may be 'cleared to fly solo'. Again remember to have your Pupil's logbook signed.

You will usually require about 10 solo flights in the trainers before a conversion onto the single seaters will be considered. This conversion may, at the discretion of the Flying Panel, consist of dual instruction in the Twin Astir until the instructor is satisfied, after which you will be sent solo in the Astir Jeans. Ask the CFI for a glider manual for the Jeans Astir and in fact you should always obtain a manual for each 'type' conversion.

These next steps can be done in any order:

1. Completion of the Soaring Society of South Africa GPL exams. (*Contact the CFI or the Pupil Liaison Officer to find out when the next course of lectures will take place*).

2. Complete your Silver ‘C’ Badge. This will require the following flights: -
 - A 1000-meter height gain as recorded on a barograph.
 - A five-hour flight. Unless the flight is observed, you will again require a barograph record.
 - A 50km cross-country. (Before attempting this you are required to do dual cross-country checks with a cross-country instructor in the Motor Falke).

Before attempting any of the above legs, consult the duty instructor of the day for advice.

Application for your Silver ‘C’ Badge and your GPL.

The CFI is, in the first instance, responsible for processing all badge applications before submitting them to the Badge Officer of the SSSA for issuing.

- You will need two passport-sized photos for each application.
- Photostat, or download from the SSSA Website, the relevant forms in Appendix (1). You will require forms “Application for F.A.I. Gliding Certificates” (Appendix 1, form j) for your Silver ‘C’ and “Application for Glider Pilots Licence” (Appendix 1, form k) for your GPL. Include “Cost/Check List for F.A.I. Certificates, Badges, and GPL Licence” (Appendix 1, form l).
- Submit the completed forms, together with the appropriate fee, to CFI.

Good luck, enjoy your flying and remember to practice **airmanship** at all times

Remember that **safety** should be your first consideration. **Don’t take chances.**

Peter Clemence.

FLIGHT CHECK MNEMONICS

PRE-FLIGHT Actions
(BCSIFTBCE)

- B= Ballast .** Within placard limits
- C= Controls.** Full and Free- individually and together
- S= Securities.** Harnesses and loose objects.
- I= Instruments.**
- F= Flaps**
- T= Trim.** Range and set for take-off
- B= Brakes.** Operation and locked.
- C= Canopy.** Closed and locked
- E = Emergencies.** What if the rope breaks?

POST – RELEASE Checks
(RSULL)

- R= Rope -** is it clear ?
- S= Separate -** only if rope is clear.
- U= Undercarrige-** up and locked
- L= Landing site location.**
- L= Lookout responsibility -** assume

PRE-LANDING Checks
(CWUFSTALL)

- C= Committed to land.**
- W= Water ballast.** dumped
- U= Undercarrige.** down and locked
- F= Flaps.**
- S= Speed and Securities.** Wind speed ?
- T= Trim.** set for elected speed
- A= Airbrakes .** Identify and test
- L= Look-out.** Other traffic in the circuit.
- L= Landing site clear.**