**BGA Gliding Syllabus Training Progress Card** (July 23)

This card provides a working breakdown of the exercises described in the BGA gliding syllabus excluding navigation & field landing

A copy of the recorded training should be held by the club that delivers the training.

Where pre-solo exercises are deferred to post-solo, that deferral should be documented eg in the pilots logbook.

**Student Pilot Name:**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Exercise** | **Brief** | **Taught** | | **Attempt** | | | **Satisfactory** | |
|  | **Name** | **Date** | **Name** | **C** | **B** | **A** | **Date** | **Name** |
| Club health and safety brief including airfield operations, clubhouse, hangar, and welfare facilities | | | | | | |  |  |
| Introductory brief of the training glider, its controls and instrumentation, access, normal & emergency access, egress (including emergency) and use of parachute | | | | | | |  |  |
| Ground handling including towing, parking, storage & canopy handling/care |  |  |  |  |  |  |  |  |
| Pre-Flight Walkround Check (eg ABCD) |  |  |  |  |  |  |  |  |
| Pre-Flight Checks |  |  |  |  |  |  |  |  |
| Lookout |  |  |  |  |  |  |  |  |
| Effect of Elevator |  |  |  |  |  |  |  |  |
| Effect of Ailerons |  |  |  |  |  |  |  |  |
| Effect of Rudder |  |  |  |  |  |  |  |  |
| Speed control |  |  |  |  |  |  |  |  |
| Aileron drag (adverse yaw) |  |  |  |  |  |  |  |  |
| Aileron and Rudder Coordination |  |  |  |  |  |  |  |  |
| Turning |  |  |  |  |  |  |  |  |
| Use of Trimmer |  |  |  |  |  |  |  |  |
| Straight glide and scan cycle |  |  |  |  |  |  |  |  |
| Maintaining a direction |  |  |  |  |  |  |  |  |
| Effect of airbrake |  |  |  |  |  |  |  |  |
| Approach control: |  | | | | | | | |
| 1. Airbrake/elevator Coordination |  |  |  |  |  |  |  |  |
| 1. Normal |  |  |  |  |  |  |  |  |
| 1. Overshoot |  |  |  |  |  |  |  |  |
| 1. Undershoot |  |  |  |  |  |  |  |  |
| Landing |  |  |  |  |  |  |  |  |

***Stalling:***

|  |  |  |  |  |  |  |  |  |
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|  | **Name** | **Date** | **Name** | **C** | **B** | **A** | **Date** | **Name** |
| HASSELL checks |  |  |  |  |  |  |  |  |
| Stall warnings: |  | | | | | | | |
| 1. Attitude 2. Reducing airspeed 3. Changing airflow noises |  |  |  |  |  |  |  |  |
| 1. Changing effect of ailerons |  |  |  |  |  |  |  |  |
| 1. Buffet |  |  |  |  |  |  |  |  |
| 1. Stick position |  |  |  |  |  |  |  |  |

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| Stall Symptoms: |  | | | | | | | |
| a) Lack of effect of elevator |  |  |  |  |  |  |  |  |
| b) Marked nose drop |  |  |  |  |  |  |  |  |
| c) Stalling without nose drop  (mushing) |  |  |  |  |  |  |  |  |
| Steep stall |  |  |  |  |  |  |  |  |
| Stall speed increase in a turn |  |  |  |  |  |  |  |  |
| Higher speed stall |  |  |  |  |  |  |  |  |
| Reduced 'G' not always stall symptom |  |  |  |  |  |  |  |  |
| Stall with wing drop (approx. to 45 degrees) |  |  |  |  |  |  |  |  |

***Spinning:***

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| BGA safe spinning info | BGA online learning  https://members.gliding.co.uk/bga-safety-management/stall-and-spin-avoidance/ | | | | | |  |  |
| Changing effect of rudder at/near the stall |  |  |  |  |  |  |  |  |
| Spiral dive and recovery |  |  |  |  |  |  |  |  |
| Recognition of entry into, and the correct recovery from, a fully developed spin (possibly deferred to post solo dependent on available spinning glider) |  |  |  |  |  |  |  |  |
| Recognition and recovery of stall with wing drop (45 degrees) and associated yaw: |  |  |  |  |  |  |  |  |
| * from a steep or thermal turn |  |  |  |  |  |  |  |  |
| * from a simulated wire launch failure |  |  |  | Demonstration | | | | |

***Winch Launching:***

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|  | **Name** | **Date** | **Name** | **C** | **B** | **A** | **Date** | **Name** |
| Normal launch |  |  |  |  |  |  |  |  |
| BGA safe winching info & quiz | BGA online learning & quiz  https://members.gliding.co.uk/bga-safety-management/safe-winching/ | | | | | |  |  |
| Launch Failure Eventualities Pre-Flight self-briefing for the conditions and locality |  |  |  |  |  |  |  |  |
| Med/low break - straight ahead landing |  |  |  |  |  |  |  |  |
| "Awkward" height cable break |  |  |  |  |  |  |  |  |
| High cable break for short circuit |  |  |  |  |  |  |  |  |
| Low break <50 ft glider not in full climb |  |  |  | Demonstration only | | | | |
| Too fast signal/abandonment |  |  |  |  |  |  |  |  |
| Gradual winch power failure |  |  |  |  |  |  |  |  |

***Circuit planning:***

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Normal circuit |  |  |  |  | |  |  |  |  |
| Zig Zag circuit |  |  |  |  | | | | | |
| Circuit modified because too high |  |  |  |  | |  |  |  |  |
| Circuit modified due to lack of  height involving changing landing area |  |  |  |  | |  |  |  |  |
| Circuit modified due to lack of height involving changing landing direction |  |  |  |  | |  |  |  |  |
| Circuit without altimeter |  |  |  |  | |  |  |  |  |
|  |  |  |  |  | |  |  |  |  |
| ***Aerotowing:*** |  |  |  |  | |  |  |  |  |
| Ground roll and transition to tow |  |  |  |  | |  |  |  |  |
| Lateral instability on tow |  |  |  |  | |  |  |  |  |
| Release |  |  |  |  | |  |  |  |  |
| Maintaining position on tow |  |  |  |  | |  |  |  |  |
| Recovery from: |  | | | | | | | | |
| a) out of position to side |  |  |  |  | |  |  |  |  |
| b) from too high |  |  |  |  | |  |  |  |  |
| c) from too low |  |  |  |  | |  |  |  |  |
| d) from divergent lateral oscillation |  |  |  |  | |  |  |  |  |
| **Exercise** | **Brief** | **Taught** | | **Attempt** | | | | **Satisfactory** | |
|  | **Name** | **Date** | **Name** | **C** | | **B** | **A** | **Date** | **Name** |
| BGA safe aero-towing info | BGA online information  https://members.gliding.co.uk/bga-safety-management/safe-aerotowing/ | | | | | | |  |  |
| Launch failures (eg using motor glider) |  |  |  |  | |  |  |  |  |
| Aerotow signals – to and from the tug |  |  |  |  | |  |  |  |  |
|  |  |  |  |  | |  |  |  |  |
| ***Pre-first solo essentials:*** |  |  |  |  | |  |  |  |  |
| Rules of the air and airspace knowledge assessed. Medical status confirmed.  Student pilot confirmed training completed and understood - student pilot signature: | | | | |  | | | | |
|  | | | | | | | | | |
| First solo |  | | | | | | |  |  |
|  | | | | | | | | | |
| Steeper turns |  |  |  |  | |  |  |  |  |
| Flying in strong winds |  |  |  |  | |  |  |  |  |
| Flying with a significant crosswind |  |  |  |  | |  |  |  |  |
| Flying without an ASI |  |  |  |  | |  |  |  |  |
| Boxing the tug prop wash on tow |  |  |  |  | |  |  |  |  |
| Cross-country tows (eg level) |  |  |  |  | |  |  |  |  |
| Sideslipping |  |  |  |  | |  |  |  |  |
| Obtaining and interpreting NOTAMs |  |  |  |  | |  |  |  |  |
| Daily inspection including positive control check and recording |  |  |  |  | |  |  |  |  |
| ARC, annual maintenance validity, and insurance documentation |  |  |  |  | |  |  |  |  |
| Post rigging checks and recording |  |  |  |  | |  |  |  |  |
| ***Soaring (prior to planned solo soaring):*** | | | | | | | | | |
| Thermal Soaring, including   * Lookout procedures * Detection and recognition of thermals, use of audio vario * Joining a thermal, Flying in proximity to others, Centring in thermals, Leaving thermals * ‘BGA Soaring Protocol’ knowledge and practical application | | | | | | | |  |  |
| Ridge Soaring, including   * Lookout procedures * Optimisation of flight path * Speed control * Wind shear * ‘BGA Soaring Protocol’ knowledge and practical application | | | | | | | |  |  |
| Wave Soaring, including   * Lookout procedures * Considerations and techniques for accessing and exiting wave * Speed limitations with increasing height * Considerations for use of oxygen * ‘BGA Soaring Protocol’ knowledge and practical application | | | | | | | |  |  |