**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:***

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  **Exercise** | **Brief** | **Taught** | **Attempt** | **Satisfactory** |
|  | **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
 |  |  |  |  |  |  |  |  |

|  |  |
| --- | --- |
|  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 learninghttps://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:***

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Exercise** | **Brief** | **Taught** | **Attempt** | **Satisfactory** |
|  | **Name** | **Date** | **Name** | **C** | **B** | **A** | **Date** | **Name** |
| Normal launch |  |  |  |  |  |  |  |  |
| BGA safe winching info & quiz | BGA online learning & quizhttps://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 ofheight 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 informationhttps://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
 |  |  |