

Student Pilot Orientation

Welcome to Evergreensoaring (ES). My name is Hans Sendelbach. I was a student pilot member of ES spring 2009 to spring 2010. I am now a private glider pilot. Learning to fly in a soaring club requires a positive attitude. You must also be self motivated and proactive about your training. It will require a large commitment of your time and money, but you will be rewarded with the experience of soaring with the eagles. We have an excellent group of instructors who will, out of their love for the sport, train you to fly solo and prepare for your check-ride. You will soon learn about all the elements that come together to make a fun day of flying. Please be attentive and ready to help out. We are all volunteers.

The main stepping stones to getting you private glider pilot's license are: the knowledge or written test, the pre-solo flight training, pre solo open book test, your first solo flight, the post solo flight training, and finally the oral and flight exam (aka check ride) with an FAA examiner.

The knowledge portion of your training is very important and easy to over look and neglect. This is why I recommend starting with it. Get your knowledge test out of the way as soon as you can. There are many books available to help you. You should plan to read them all at some point, but the first two books you should buy are Flight Training Manual for Gliders, and Glider Pilot's Handbook of Aeronautical Knowledge, by Russell Holtz (www.gliderbooks.com/manual.html). They are very well organized and cover the knowledge and the flight training. They are expensive, but they will serve you well by providing a complete program of study. Work through them systematically section by section. One thing to keep in mind is that some of the methods taught by Holtz may differ from what you instructor will teach. Discuss this with your instructor and then form your own opinion and use the method that works right for you. In addition to the Holtz books you will need to visit the FAA website. At that site you will be able to download a copy of the FAA-H-8083-13, Glider Flying Handbook, and access many other important publications including the practical test standard. The rules of the road for flying are contained in the FAR/AIM. This publication is updated annually. This contains all the regulations that you are required to follow as a pilot. You can access it at the FAA website, but you may find a paper copy easier to learn from. Once you have worked your way through the Holtz books and you have spent some time with the regulations, it will be time to take some practice questions. These can be accessed for free at www.exams4pilots.org/. This is free site that allows you answer practice questions that will be scored by the computer. Also, buy the ASA private pilot test prep book and work through all the test questions related to the private pilot glider knowledge test. Then sign up for the ASA prepware.com. At this site you will take up to five tests. The goal is to score above 80% on three of them. Once you have done this ASA will issue a sign off that will allow you to take your knowledge exam. It is now time to take the test at Out of the Blue Aviation (the FBO at Arlington).

Imagine that you could practice flying at anytime of day and in any weather conditions very inexpensively. This is what Condor flight simulator (for more info visit www.condorsoaring.com/) allows you to do. Years ago, before computers, I took a flying lesson. The instructor recommended that I find an old broom and sit at the kitchen table and practice flying by imagining I was in the cockpit. The computer flight simulator allows you to do the same thing, but with much more depth and complexity. The flight simulator allows you to rehearse the different aspects of soaring all the way up to flying cross country and racing. Flight simulators have been an important part of flying since the beginning of aviations. If you use it as a tool it will save you hours of training time in the air and increase your proficiency. Practice everyday for ½ an hour. Rehearse as if you are flying in real life. Use your checklists and clear your turns. It is important to use pedals, a force feedback joystick, and a head tracker. Do not use the flight simulator until you have all three, because you will build bad habits. Coordinating your pedals and stick movements is fundamental to learning to fly. If you use only a joystick, the simulator won't help you develop this skill. The head tracker is important because it helps you develop your traffic scanning skills. Scanning for traffic is a primary safety issue and is much more complex than scanning for traffic while driving. The head tracker becomes very useful when you are flying with other pilots online in a thermal also. Visit the Monday night soaring online race for more info (www.gliderracing.com/).

Once you have joined the club and are ready to start your flight training, you must make time to fly at least one day per week. Saturdays will be the main day to keep free. Get to know the instructors and their availability. Always contact the instructor before coming out to the field. It may take a while for you get the hang of the scheduling. Be proactive and ask a lot of questions. It is a good idea to get to know the other student pilots and network together to make training opportunities happen. The biggest challenge in your flight training will be working with many different flight instructors. It is very important to use the flight training syllabus which can be printed off from the training page of the ES website. This will allow you to show which maneuvers you have worked on at a glance to the instructor. It will also give you a clear idea of what to practice on the flight simulator. Because most instructors only instruct students once per month, a brief summary of your progress since the last time you flew with them is much appreciated.

Before your first training visit to the airport, visit the Evergreen Soaring website and read everything you can find about the airport and airport procedures. Also, review ground handling in your text book. The instructor will go over the basics with you. Learning how the ground operation works is very important. Some day soon, you will be a field manager. The first step is to introduce yourself to the current Field Manager and explain to him that you are a new student pilot and would like to learn. By watching the operation and working with an experience club member you will learn how to walk around the airport safely, be a wing runner, and eventually run a ground operation. Plan to help out for at least a few hours before or after your training flights.

Once you are getting close to solo, take the open book pre-solo test that can be found on the training page of the web-site. Approach your favorite instructor and ask him to solo you. If you are ready he will then read over the presolo test and review your incorrect answers with you. He will then sign you off to fly solo. After you have soloed it is important to remain focused on preparing for your check-ride. Periodically fly with an instructor and ask them for advice on what maneuver to work on. Hopefully you have already gotten you knowledge test done. After your solo flight if you go to an encampment you will start to feel very comfortable with flying. Take a few rides with an instructor to see if they think you are ready for your examination. If they give you a good report, I recommend taking a trip to a commercial operation to finish prepping for your check ride with their instructor. The advantage of this is that you will get one final check up before you are let loose, and you will have the instructors full attention all the way up until the examination.

Now that you have your license the learning continues. Join the KAWO_google group (http://groups.google.com/group/kawo_soaring/) and listen in the discussion. Get to know the active pilots and work towards getting your bronze badge and then taking your first short xcountry flights. Invest some time into making the club better by volunteering. May the fun continue!

Commercial Soaring Schools:

AZ Soaring, Inc P.O. Box 858 Maricopa, AZ 85239 Phone: (520) 568-2318 Fax: (520) 568-2602

Sky Sailing, Inc. 31930 Hwy 79, Warner Springs, CA 92086 (760) 782-0404

Wave Soaring Adventures, Hamilton Airport, Montana 1-406-880-IFLY, Toledo Airport, Washington 1-253-380-8226