

Adelaide Soaring Club

Conversion Standards for ASC Solo Pilots.

Preamble

The following standards are intended as a guide for ASC instructors. Generally, they will be adhered to, and some, such as completion of pre-solo training prior to flying solo are clearly mandatory. However, it is accepted that some pilots show a greater aptitude and skill level than others and it is permissible, when appropriate, to waive some aspects of the standards if the instructor has assessed the pilot competent to proceed..

Be aware however, that this is expected to be very much the exception rather than the norm.

First Solo Aircraft

The choice of aircraft (103 versus 505) will be made by the instructor converting the pilot to solo. The basis for the decision will be the experience the student pilot has obtained on type during ab initio training. Solo flying in the aircraft NOT chosen for first solo will be subject to conversion as noted below.

First Solo

Aircraft	Minimum Requirements	Privileges
Grob 103 OR DG 505	<ul style="list-style-type: none">• Completion of Pre-Solo training as evidenced by ASC "Training Book".• "Sign off" by an ASC instructor.• Student has read the aircraft flight manual (on ASC website)	<ul style="list-style-type: none">• Solo flights subject to prior check by ASC instructor and demonstration of knowledge of local airspace.• Pilots to commence post solo training.

First Single Seat Aircraft

Aircraft	Minimum Requirements	Privileges
Grob 102	<ul style="list-style-type: none">• Minimum 3 solo flights in Grob 103 or DG 505, whichever was flown as first solo.• Student has read the aircraft flight manual (on ASC website) and demonstrate knowledge of critical operating envelope• Must satisfy instructor regarding knowledge of local airspace.• "Sign off" by an ASC instructor.	<ul style="list-style-type: none">• Not on same day as first solo flight.• Solo flights subject to prior check by ASC instructor.

Second Single Seat Aircraft (Discus)

Aircraft	Minimum Requirements	Privileges
Discus	<ul style="list-style-type: none"> • Completion of all post solo training. • Minimum of 15 launches as solo pilot including at least 5 in Grob 102. • Minimum of 5 hours PIC. • Student has read the aircraft flight manual (on ASC website) and demonstrate knowledge of critical operating envelope. • Satisfactory Check Flight and Conversion by an ASC instructor familiar on type. 	<ul style="list-style-type: none"> • Check flight must include spin check. • Must satisfy instructor regarding knowledge of airspace requirements.
LS8	<ul style="list-style-type: none"> • 20 launches in tail dragging single seat glider (i.e.Discus) • Student has read the aircraft flight manual (on ASC website) and demonstrate knowledge of critical operating envelope. • Satisfactory Check Flight and Conversion by an ASC instructor familiar on type. 	<ul style="list-style-type: none"> • Check flight must include spin check. • Must satisfy instructor regarding knowledge of airspace requirements.

* Where possible the DG 505 should be used. This better emulates a “tail dragger” aircraft if appropriately tail ballasted.

First Twin Aircraft (Front Seat)

This section assumes that the pilot concerned has achieved solo in either the Grob 103 or the DG 505. Whichever aircraft it is, these standards apply to the other (twin) aircraft.

Aircraft	Minimum Requirements	Privileges
Grob 103 OR DG 505	<ul style="list-style-type: none"> • Completion of Pre-Solo training as evidenced by ASC “Training Book”. • Minimum 10 solo flights in Grob 102, Grob 103 or DG 505 • Student has read the aircraft flight manual (on ASC website) and demonstrate knowledge of critical operating envelope. • Satisfactory Check Flight and Conversion by an ASC instructor familiar on type • Sign off” by an ASC instructor. 	<ul style="list-style-type: none"> • Check flight must include spin check • Must demonstrate adequate knowledge of airspace. • With a “B” Certificate can fly front seat ‘mutuals’ with another “B” Certificate holder.

Second Twin Aircraft (Front Seat)

Aircraft	Minimum Requirements	Privileges
DG 1000	<ul style="list-style-type: none">• Be rated for Discus• Minimum of 50 hours as PIC• Pilot has read the aircraft flight manual (on ASC website) and demonstrate knowledge of critical operating envelope.• Satisfactory Check Flight and Conversion by an ASC instructor familiar on type.	<ul style="list-style-type: none">• Check flight to include spin check• Must demonstrate adequate knowledge of all relevant airspace.• With a “B” Certificate can fly front seat ‘mutuals’ with another “B” Certificate holder.

Back Seat Operations

Aircraft	Minimum Requirements	Privileges
All Twin Aircraft	<ul style="list-style-type: none">• Be Front Seat rated for the conversion aircraft• Be rated for Discus• Minimum of 25 hours as PIC• A series of familiarisation flying with an instructor to be comfortable with different perspectives. Including a spin check.• Student has read the aircraft flight manual (on ASC website) and demonstrate knowledge of critical operating envelope• Satisfactory Check / Familiarisation Flight and Conversion by an ASC instructor familiar on type.	<ul style="list-style-type: none">• With a “B” Certificate can fly front or rear seat ‘mutuals’ with another “B” Certificate holder.

Powered Sailplanes

GFA Operations Manual (Part 2) and The GFA Powered Sailplane Manual (Ops 009 August 2017) outline the training and conversion syllabus for operating both powered assisted and self launching sailplanes. Importantly, all pilots operating Powered Sailplanes must hold a valid Powered Sailplane Endorsement in their logbook for the intended mode of operation.

Cross Country Requirements (as Pilot In Command)

General

- Pilots must be rated for the aircraft to be flown
- Pilots must hold a C Certificate rating including Outlanding Checks.
- Proven familiarity with local and cross-country airspace including demonstrated ability to read and understand NOTAM's (especially as relates to Restricted Airspace).
- Competent to rig and de-rig the glider that will be taken cross country. This includes familiarity with the gliders trailer and towing thereof.
- It would benefit pilots to have experienced cross country flying with an ASC Coach / Instructor.

Single Seat Aircraft

Aircraft	Minimum Requirements
Grob 102	<ul style="list-style-type: none">• 5 hours + 15 Launches in type• Discus rated• Approval of ASC Duty Instructor for each flight.
Discus	<ul style="list-style-type: none">• 5 hours + 10 launches in type

* **Subject to normal Instructor right to approve or disapprove any flight as thought fit.**

Twin Seat Aircraft

Aircraft	Minimum Requirements
Grob 103	<ul style="list-style-type: none">• 5 Hours + 15 Launches in type• Discus rated• 2 single seater cross country paddock landings.
DG 505	<ul style="list-style-type: none">• 15 hours + 20 Launches in type• Discus rated• 2 single seater cross country paddock landings
DG 1000	<ul style="list-style-type: none">• 15 Hours + 20 launches in type• Discus rated• 3 single seater cross country paddock landings.

Carrying of Water Ballast

The carrying of water can significantly increase cross country performance via an increased wing loading. It is advantageous if...

- Thermals are large
- Thermals are strong
- Streeting allows Dolphin flying.
- You fly faster

Unless higher speeds are achieved It is best dumped however as it imposes a climb penalty so if...

- Thermals are small
- Thermals are weak
- You do not increase your un-ballasted average speed.

To carry water pilots must be...

- Cross country rated
- Have achieved FAI Gold distance
- Have attended a briefing for type and carrying of water (evidenced in log book).
- First 3 flights must be with no more than 60kg (litres) of water all up (Subject to weight and balance of type).

Use of Oxygen

To operate and use glider oxygen systems pilots must...

- Be cross country rated.
- Have attended a briefing from the ASC club oxygen officer or delegate (evidenced in Log / Training book).
- Be of good health such that proper and appropriate use of oxygen under the guidelines will not endanger the pilot or others.