

Gliding Australia Training Manual

Trainer Guide



Unit 41

Demonstrated Cross Country Capability

Unit 41 – Demonstrated Cross Country Capability

AIM

To evaluate the student's capability to combine the GPC competencies to safely plan and achieve cross country flight in thermals.

PRE-REQUISITE UNITS

- GPC Unit 40 Cruising, speed to fly, height bands and thermal selection

COMPETENCY ELEMENTS AND PERFORMANCE STANDARDS

ELEMENT	PERFORMANCE STANDARDS
1. Plan a cross country flight	<ul style="list-style-type: none"> • Demonstrate satisfactory flight planning considering at least: <ul style="list-style-type: none"> o personal preparation o meteorology o airspace and radio frequencies o NOTAM o safe outlanding options and trailer/crew arrangements o task setting, task declaration and official observer awareness o flight computer programming
2. Demonstrated cross country flight	<ul style="list-style-type: none"> • Demonstrate <ul style="list-style-type: none"> o Effective lookout throughout all stages of the flight o Proficient navigation and choice of route considering thermal sources, weather and airspace o Safe consideration of outlanding options o Appropriate decisions on when to take thermals and when to leave o Safe entry to thermals and centring within 2-3 turns o An appropriate cruise speed relative to anticipated climb rate and height o Competent use of a flight computer

KEY MESSAGES

- For safe and successful cross-country flight, good pre-flight preparation is essential.
- In-flight choice of route, thermals and cruise speed must be constantly re-evaluated with consideration of weather, terrain, outlanding options and airspace.

Unit 41 – Demonstrated Cross Country Capability

LESSON PLANNING AND CONDUCT

Briefing

Advise the student that Demonstrated Cross Country Capability is an assessment unit. They will be observed in all aspects of flight planning and flight conduct on a cross country flight in thermal conditions. With the exception of safety concerns, the assessor will not prompt the student. Training sequences will not be conducted on the cross-country flight.

Ask the student to go through the complete flight planning exercise. It may be helpful for students to use the required flight planning competency for this unit and competencies from the prerequisite units as a checklist.

The planned cross-country flight need not be long but must include at least two waypoints well beyond glide of the departure airfield given the anticipated conditions of the day.

If flight planning is not completed to a suitable proficiency then do not continue with the flight assessment until the student undertakes further training and can demonstrate proficient flight planning.

Flight Assessment

The flight should be conducted in a twin seater glider with the student in the front seat (assuming tandem configuration). Assess the competencies listed under flight conduct for this unit.

Ensure that effective lookout is maintained at all times, particularly during high stress portions of the flight.

The student should have met the performance standard required by all the pre-requisite units; however it is to be expected that there will be lapses in concentration putting this all together to achieve cross country flight. The flight assessment can be signed off provided that the flight is conducted safely and the student can demonstrate that they understand the concepts and demonstrate the required performance standard most of the time.

Flying for this sequence requires reasonable thermal conditions such that a relatively straightforward cross country flight can be conducted with limited risk of outlanding. If an outlanding becomes necessary it is best conducted by the student under observation, provided that the assessor holds a L1 or above instructor rating. Outlanding does not preclude a satisfactory assessment of proficiency.

Debrief

Provide feedback on the flight planning and flight – strengths and areas for further improvement. Highlight further training opportunities in the Advanced Training Syllabus.

Undertake review/s of flight traces and explain good and poor decisions, areas for improvement and how to self-analyse.

COMMON PROBLEMS

Problem	Probable Cause
<ul style="list-style-type: none"> Lapses in proficiency of previously trained cross-country competencies 	Limited multitasking ability – this will improve with time but performance related to safety must not be compromised

Unit 41 – Demonstrated Cross Country Capability

THREAT AND ERROR MANAGEMENT

- Threats and errors related to cross country flying are covered in the prerequisite units.
- For Demonstrated Cross Country look out for errors related to multi-tasking. For example, lookout may be acceptable in isolation, but may become poor when trying to navigate, while stressed at the low end of the height band, while trying to work out why the flight computer wind seems to be wrong etc. As previously trained, make sure that the student is always prepared for a safe outlanding.
- The debrief is a good opportunity to review threats and errors related to the cross-country sequences.