MID-GEORGIA SOARING ASSOCIATION
Club Instructor Considerations

1. Review logbook: (recency, glider hours, Flight Review date, type gliders flown)

2. Trainee tools:

- F&OR
- POH (app)
- MGSA Pocket Guide for Numbers (min sink/best glide speeds not in POH)
- GFH
- PTS
- Wander "Made Easy" series
- Weather apps
- TFR app
- Emailed to them with welcome letter: SDM Avoidance
- Operational Reminders
- Radio Usage 101
- Pre-solo test

3. Club instructor tools:

- Training Roster (big picture)
- Training folder (tracks all Knowledge and Performance Tasks for those seeking a rating. Please return to wall cubby after debrief)
- Trainee logbook
- MGSA briefing guide binder
- Wake box pix
- Runway boards
- PRIVATE email debriefs within 24 hours

4. Instructor library (on file if needed)

5. Flight briefing philosophy: when, for whom, formal in office vs. informal at tent

6. Day 1 Orientation briefings: a separate scheduled instructor using New Member Airfield Orientation checklist, when, where, how

7. Ground ops:

- Operational Reminders
- Preflight sub-tasks
- Bundled habit patterns
- Debrief technique during ground towing after landing: have trainee debrief you first to assess his awareness

8. Before Takeoff philosophy:

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- Chronological written checklist with most done before staging
- Bundled habit patterns (Canopy – closed, locked, push, Sliding window closed, Pop out vent open)
- Bottomline priority is safe glider configuration

9. Radio philosophy:

- Starts in keyhole with good listening skills
- Boom mic kept near mouth
- Use of broadcast calls, party to party calls need feedback
- Instructor as ATC

10. Takeoffs: my 'phases':

- Phase 1 both still rolling on runway
- Phase 2 glider in ground effect with Pawnee still rolling on runway
- Phase 3 both flying

11. Wake boxing:

- Required for glider rating candidate training and instructor Flight Reviews. Not required for glider rated new members and non-instructor FR's.
- Brief vertical and lateral limits in detail, along with not rushing the maneuver, introduced only after first proficient in high tow, then low tow transition. Goal is less accumulated stress on TOST system.

12. Slack rope recovery: be gentle with the TOST system

13. Airwork: Reference training folder and instructor debriefs for required items

- 2 x 180 clearing turns in opposite directions, then slow flight and stalls recovery above 1,500' AGL so do first after tow release
- Maneuver setup is a weak area for trainees
- Funnel back to side of airfield planned for downwind

14. Clearing: A huge weak area for many

- Clearing in general beginning on tow with sector scan while also watching tow plane (can do both)
- Clearing in direction of turns/thermaling

15. Pattern and Landing: Use wall map/runway model boards to discuss

- USTALL prior to downwind to reduce pattern workload
- Results based depending on desired stopping point
- Safe vs. pretty and safe (left or right pattern, join on base, etc)
- Downwind spoilers only unlocked unless lift encountered, use top of sliding window runway reference, tree references
- Don't delay turns for radio calls

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- Runway 3/21 philosophy: Prefer 3 for traditional approach end 'look'
- Emphasize doing airwork on side of the runway that coincides with desired pattern, thus an easy transition particularly with jumpers

16. Emergency training: Wind considerations

PT3 'virtuous cycle': Brief plan

- Make 200' call
- More likely ready to act vs. opposite if no briefing/call
- Event triggers (rope break vs. engine problem)
- Maneuver specifics

17. Pattern tows:

- Watch for conflicts even before launching (preceding high tow descending to land)
- Plan on a 1,500' release/tow plane land first
- Stay on tow longer if conflict seen, unrushed USTALL before pattern entry

18. Procedure vs. Best practices/Technique: Much of what we do is not mandatory procedure but rather best practices/techniques

19. Air traffic control:

- Deconflict early
- Delay takeoff
- Stay on tow longer
- Below 2,000' AGL actively sort landing sequence using radios, 2-plus gliders in the pattern use the radios to acknowledge the situation, everyone needs to land very long (past mid-field) except last glider
- When number 2 on downwind behind a power plane expect to need to turn base inside his pattern – so coordinate this.

20. Common student errors and fixes:

- Wing drop (yaw string attachment point as roll indicator)
- Turn coordination (think stick and rudder are mechanically connected)
- Speed control in turns (nose as Sharpie on horizon graph paper – want a straight line, not a Sine curve up and down chasing speed)
- Hunting laterally in yaw (put pressure on both rudders)

21. "Tools in the tool box":

- When to use min sink/best glide/speed to fly speeds
- When to use spoiler
- When to use forward slip (when spoilers insufficient)

22. Pacing (strongly suggest):

- Meet at 9 AM

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- Ground tow at 10 AM
- Safety brief then fly 11AM
- Be ready to launch ASAP
- Keep flights short (technique: only one thermal climb per flight)
- Be prudent with inviting guest/family flying with a heavy training load
- Consider last landing at 5 PM, particularly on Sun. Folks need to get home
- Very easy to get behind schedule with multiple students!

23. When to talk (avoid high workload chatter)

24. When to take control (near the ground, significantly out of position tow)

25. PTS/ACS philosophy:

- Know (knowledge)
- Consider (risk management)
- Do (skills)

25. Goal:

- Have the student go home feeling good about the day with progressively fewer problem areas.
- That progress was made.