

Initial XC to Open XC Rating MAY 2009

1 Cross country flying

1.1 Initial cross country rating

Pilots wishing to qualify for an initial cross-country rating shall:

1. Hold a C certificate, DI rating and radio endorsement;
2. Have completed the initial cross country training syllabus;
3. Be familiar with DDSC procedures for cross country;
4. Plan and undertake a dual cross-country flight with an instructor, which goes further than 50 km from the launch site, and demonstrate cross country capability to the initial rating standard.

Approved by any instructor; pilot's logbook endorsed.

The Initial cross-country-rated pilot may only fly within the area bounded by Jandowae, Warra, Kupunn, Yandilla, Yarranlea and Quinalow.

1.2 Open cross country rating

Pilots wishing to qualify for an open cross-country rating shall:

1. Hold an initial cross country rating and have flown a minimum of five cross-countries in the initial category area and have analysed these flights with an instructor or coach;
2. Have completed the silver C requirements and submitted an award claim;
3. Plan and undertake a dual cross country flight, in the initial area, preferably opposite the area flown previously, and including some of the open category areas, and demonstrate cross country knowledge and capability to the open rating standard;
4. Have successfully outlanded.

Approved by any level 2 instructor; pilot's logbook endorsed. Visiting pilots will be considered on their merits, however, it is expected they will produce evidence of standards similar to DDSC's.

1.3 Cross-country Rating Requirements

All cross-country rated pilots must:

1. Be able to de-rig and rig the aircraft;
2. Provide a suitable retrieve vehicle, ensure the trailer is serviceable and arrange a crew;
3. Seek the approval of the duty instructor; who will consider the intended flight in view of the pilot's experience, the prevailing weather, and the terrain to be covered.
4. Comply with DDSC's SAR responsibility for all gliders flying from its field by ensuring that the duty instructor or duty pilot is advised of flight intentions by filling out the cross-country SAR register and is updated on the flight's progress by appropriate broadcasts during the flight; and
5. Ensure that the aircraft has a serviceable radio.

1.4 Cross country outlanding checks

All cross country rated pilots, including instructors, who have not had an out landing in the previous 12 months, may be required to pass an out landing check flight prior to flying solo cross country.

1.5 Cross country syllabus

Hold a C certificate means the pilot:

1. has passed an oral test on:
 - a. basic theory,
 - b. basic navigation,
 - c. basic meteorology,
 - d. airways procedures,
 - e. outlanding hazards,
 - f. post outlanding actions
 - g. SAR requirements
2. and been trained in
 - a. off-field landing,
 - b. field selection and suitability exercise,
 - c. short field landing,
 - d. full brake landing and landing over (simulated) obstacles;
 - e. thermal centring.

The initial cross country syllabus includes briefing, practical demonstration and demonstrated capability, as follows:

1. Thermalling
 - Thermal sources and selection
 - Thermal entry and leaving
 - Thermalling centering techniques
 - Angle of bank and speed control
 - Thermalling with other gliders
 - Use of instruments
2. Preparation
 - Pilot
 - Glider
 - Weather
 - Flight planning
3. Navigation
 - Map reading
 - GPS
 - Airspace

4. Cruising
 - Speed to fly
 - Height band
 - Deviations
 - Streets
 - Turn points
 - Final glide
5. Use of instruments
 - Soaring instruments and flight computers
 - Radio and flarm use
 - Flight analysis
6. Outlanding
 - Paddock selection
 - Break off point

The open cross country syllabus includes briefing, practical demonstration and demonstrated capability as follows;

- Water ballast and wing loading
- Weather and meteorology
- Wave and ridge lift
- Use of oxygen
- Planning for long flights
- Competition flying
- Assigned area tasks
- Aerotow retrieves
- Sporting code
- Personal development plan