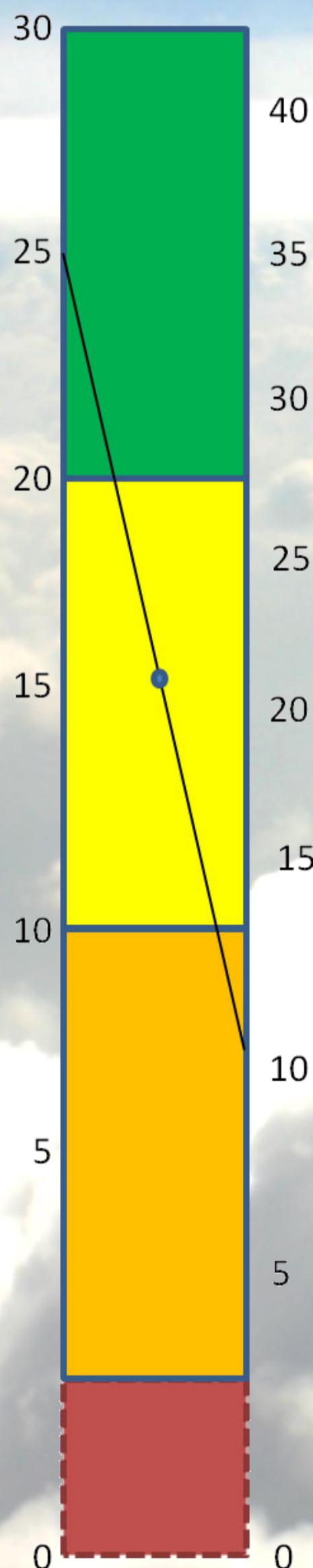


TRAINING BAROMETER for Glider Pilots

In the last 6 months

Launches Flight hours



Green Zone

Your recency is good – however be careful!

Pilots in current practice have made the following errors:

- Sailplane incorrectly rigged
- Cockpit checks missed
- Launch failure actions incorrect
- Poor approaches (especially into fields)

Yellow Zone

More training can't do any harm – Unexpected events can be hazardous

More attention is required when launching

- in unfamiliar areas (e.g. mountains)
- from unfamiliar airfields
- in unfamiliar aircraft types
- using an unfamiliar launch method

Amber Zone

Additional training is strongly advised - Flying in these circumstances is risky

For pilots with little recency:

- The first flights after a long gap should be on a familiar type in unchallenging weather conditions
- If your previous flight was over 3 months ago, a training flight with an instructor is the best way to regain recency.

Red Zone

If you have less than 5 hours flight time or less than 15 launches and have not done two training flights with an instructor in the previous 24 months, you must pass a proficiency check with an examiner or complete the requirements dual or solo under the supervision of an instructor.

Your training status depends on the numbers of launches and flying hours in the previous 6 months.

Draw a line between the number of launches carried out with the number of hours flown in the period. The Zone in which the centre of the connecting line lies gives your training status.

Example (shown): - 25 hours and 10 launches

Result: Despite your hours, your training status is in the yellow Zone!

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