

Soaring's Little Instruction Sheet

1. Don't assume anything
2. Don't trust anybody
3. When in doubt, don't
4. Expect the unexpected
5. Deficiencies of the aircraft and equipment must be corrected, not tolerated
6. Don't be intimidated by others - be proud of being called a wimp
7. Beware of haste, impatience, annoyance, overenthusiasm, overconfidence, impulsiveness, apathy of yourself and others
8. Know your aircraft's capabilities and limitations
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10. Make sure that you know how everything works before taking off
11. Check everything very carefully following aircraft repair and assembly
12. Plan each flight thoroughly
13. Never send a new solo pilot up in an aircraft that hasn't been previously flown and tested by an experienced pilot
14. Be sure to get the weight and balance right
15. Dress appropriately
16. Wear sunglasses
17. Take munchies and twice the water that you think you'll need
18. Never let yourself get interrupted during inspections or during assembly routines
19. Look very carefully for missing and damaged parts
20. Do a thorough preflight and positive control check before every flight
21. Make sure that gust locks and all instrument probe covers have been removed
22. Make sure that the ballast is secure
23. Secure anything and everything that can jam the controls
24. Get the seat right before takeoff
25. Check the tow rope before takeoff
26. Have carefully thought out plans for recovering from rope breaks
27. Always use checklists and go through them systematically every time
28. Brief passengers about what to expect before taking off
29. When flying with another pilot be clear about who controls the glider
30. Make sure that the canopy is locked

31. Make sure that the dive brakes are locked closed before takeoff
32. Never hook up the tow rope or lift the wing until directed by the PIC
33. Don't play with anything during the takeoff
34. Problems at low altitude may require instant action - ones at higher altitude should be thought out for the best solution
35. When on tow, always know where the airport is
36. Release from tow as soon as the visibility gets poor
37. Stay clear of clouds
38. When flying a ship for the first time get familiar with handling characteristics at altitude
39. Be attentive to unusual noises or anything else out of the ordinary - land if in doubt
40. Don't do aerobatics unless you've been trained and are current in doing the maneuvers
41. Increase your airspeed when thermalling with other gliders to avoid stalls that can result in a midair collision
42. The minimum safe altitude for thermalling is one that you'd be willing to spin from
43. Stay current in spins and spin avoidance
44. Get comfortable entering and exiting spins and spiral dives - be sure that you know the difference between them
45. Practice slipping left and right frequently at altitude so that it becomes second nature
46. If the controls become unresponsive or mushy, get the nose down promptly for more speed
47. Bail out before it's too late
48. Watch out for wires
49. Have a primary field and an approach selected whenever you're at or below 1500' AGL
50. Always be in the pattern at 1000' AGL
51. Keep watching for traffic in the air and on the ground
52. Keep airspeed up during unusual approaches or whenever you're having a problem
53. Power pilots may not know that gliders have right of way - or that you're flying a glider
54. Plan all patterns so that you need to use some dive brake
55. Maintain speed in the pattern
56. Fly standard patterns and be prepared to fly non-standard patterns when required
57. Get on the ground and have the ship tied down before the storm hits
58. Aim landing rolls clear of all object and people
59. Keep a list of the errors that you've made and learn from them - share them and learn from others
60. Know when to call it quits