

# 001 TRAINING CARD

**Aim:** To learn how to read the pre-solo training card.

The BGA issued training card is recognised throughout the UK. You should keep your training record with your logbook and present it to your instructor before each training session.

If you visit another Gliding Club, take your logbook and training card with you.

It should be understood that the training card is not a set of tick boxes, it is quite usual to go solo without completing all the exercises on the card.

The card has 4 pages and covers all the exercises you will need to complete before going solo and some non-essential exercises.

Page 4 includes some theory briefings. These longer briefings are better delivered in a class room environment, and preferably when it is not flyable.

The exercises can be loosely divided between “Skills exercises” and “Judgement exercises”. “Skills” being the ability to handle the aircraft, and “judgement” being the ability to assess your progress in flight.

The exercises are numbered 1 to 59

**PUPILS NAME: (Block Caps)** .....

	DEMO		ATTEMPTS			SATIS	
	DATE	SIGN	C	B	A	DATE	SIGN
1 Pre-Flight Checks							
2 Lookout							
3 Effects of controls:							
a elevator							
b 1st stall							
c speed control							
d ailerons							
e rudder							
f flaps							
4 Aileron Drag							
5 Aileron/Rudder Co-ordination							
6 Turning							
7 Maintaining a heading							
8 Use of Trimmer							
9 Airbrake/elevator Co-ordination							
10 Approach Control: a. normal							
b. overshoot							
c. undershoot							
11 Landing							
<b>STALLING</b>							
12 Stall Warnings:							
a attitude							
b reducing airspeed							
c changing airflow noises							
d changing effect of ailerons							
e buffet							
f stick position							
13 Stall Symptoms:							
a Lack of effect of elevator							
b Marked nose drop							

The instructor will record the date and initial when he has demonstrated an exercise to you.

As your training progresses, he will record your level of competence at each exercise by initialling the C, B, A columns. This is a very subjective exercise, but helps instructors and you plan future training.

- C level means you have made some attempts at the exercise.
- B means you need significant prompting/assistance.
- A means you need occasional prompts/assistance.

When you are able to undertake the exercise without prompting or assistance it will be recorded as “SATIS”. Satisfactory means solo standard, not perfect.

		DEMO		ATTEMPTS			SATIS	
		DATE	SIGN	C	B	A	DATE	SIGN
47	Launch failures - use Motor Glider if possible							
48	Aerotow signals							

Inevitably you will find some tasks come more easily than others and this will reflect on the training card.

Your log book will still be used to record some training, and indicate what needs to be undertaken next. The logbook is also the place to make your own remarks and notes.

**Tips:**

- Study your record and “read up” on the next exercises.
- If you don’t fully understand an exercise but find it signed off, ask for more instruction.
- Ensure the instructor sees your card and briefs you on the purpose of the flight before getting in the aircraft.
- Keep your card with the logbook, and don’t lose it.
- The instructor will not always record any information on the card, some flights are merely consolidation, with no obvious improvement is being made.

**Need To Know:** How to read and interpret your training card.