



# TRUCKEE-TAHOE SOARING ASSOCIATION

AT THE TRUCKEE TAHOE AIRPORT

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## AVIATION EDUCATION PROGRAM

### LINE CREW INTERNSHIP, GLIDER PILOT CURRICULUM

#### ONLINE RESOURCES HANDOUT

In addition to the Russell Holtz instruction books as a basis for the Glider Pilot Curriculum designed for TTSA aviation education, the following links will be helpful or even essential aids to earning your Private Glider rating and continuing with your aviation career.

#### SOARING SAFETY FOUNDATION, WING RUNNER COURSE

<https://soaringsafety.org/learning/wingrunner/wingrunner.html>

The very first link you should visit is the online Wing Runner Course offered by the Soaring Safety Foundation. Take the course. It does not take much time and is essential foundational knowledge to know how to safely operate at a glider port. Pass the quiz at the end and print out the completion certificate. **Bring the completion certificate** with you when you arrive at the glider port for your orientation; **it is required before you start training**. A copy of your certificate will be kept with TTSA's records. The Soaring Safety Foundation offers a number of other helpful resources; you will find some of them listed at the end of this handout.

#### INTEGRATED AIRMAN CERTIFICATION AND RATING APPLICATION, (IACRA)

[www.iacra.faa.gov](http://www.iacra.faa.gov)

IACRA, the Integrated Airman Certification and Rating Application, is the online tool for use when applying for a pilot certificate or rating. Your first experience with it will come before your third lesson, when you apply for the Student Pilot Certificate and will need to do before your first solo flight. Once you have registered on the IACRA website, you will receive an FAA Tracking Number (FTN) which will stay with you throughout your piloting career. Your FTN will start with the letter "A" or "C" which will be followed by seven digits. **Write your FTN down right away and keep it in a safe place!** Also, write your FTN in your textbook so you will always have it with you when you are at the glider port; your instructor will need it.

#### FEDERAL AVIATION ADMINISTRATION (FAA) PUBLICATIONS

<https://www.faa.gov/>

**Airman's Information Manual (AIM)** is the FAA's most comprehensive source for information on best practices, how things work, and how the aviation world has evolved. It is available in printed form from the US Government Printing Office and from numerous aviation publishers, but it is also available online and free of charge. You will need to study portions of it to prepare for the FAA Private Glider Knowledge Test and later, to prepare yourself for any additional rating.

[https://www.faa.gov/air\\_traffic/publications/atpubs/aim\\_html/index.html](https://www.faa.gov/air_traffic/publications/atpubs/aim_html/index.html)

The AIM has been supplemented by the FAA's companion publication, **Pilot is Handbook of Aeronautical Knowledge**, also available for purchase in printed form or free online.

[https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/phak/](https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/)

The FAA has also issued the **Glider Flying Handbook** which, like other FAA publications, may be purchased from various commercial publishers or found online for free.

[https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aircraft/glider\\_handbook/](https://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/glider_handbook/)

The FAA's **Regulatory and Guidance Library** is the most up-to-date reference source for Federal Aviation Regulations. You will need to study FAR Part 61 and FAR Part 91 to prepare for your practical test. Basically FAR 61 describes the requirements for earning any pilot rating and FAR 91 covers the general operating rules every pilot must obey. FARs are also available in printed form, usually bound in one volume with the Airman's Information Manual; the book is universally referred to as the "FAR/AIM." The Regulatory and Guidance Library is updated every night, so it is always the best and latest source for aviation regulations. When you land on the home page, click on "Code of Federal Regulations (Title 14)" to go to the index. [www.rgl.faa.gov](http://www.rgl.faa.gov)

### **GLIDER FLIGHT MANUALS**

You will need to study the Flight Manual for every type of aircraft you fly. You will also need to be familiar with the aircraft manual by the time you solo and by the time you take your practical test for a Private Glider rating. These will be two different glider types: the two-seat trainer in which you will train with your instructor and fly your practical test with an examiner; and the single-seat glider you will fly solo preceding your practical test.

T TSA either owns or has use of several gliders for training purposes and rides including the ASK-21, PW-6, SGS 2-33, and SGS 2-32.

Williams Soaring Center is the US importer and distributor of Schleicher sailplanes and the flight manuals for those gliders, ASK-21 is on their website.

[https://www.williamssoaring.com/fleet/ASK21\\_manual.pdf](https://www.williamssoaring.com/fleet/ASK21_manual.pdf)

Puget Sound Soaring Association has graciously put the PW-6 Flight Manual online.

<http://www.pugetsoundsoaring.org/docs/PW6FlightManual.pdf>

In Canada, the Air Cadet program (somewhat analogous to our Civil Air Patrol program) operates a fleet of SGS 2-33 gliders and has posted their Flight Manual online.

<http://585aircadets.org/wp-content/uploads/2018/04/Air-Cadet-Gliding-Schweizer-2-33-Manual.pdf>

Lake Elsinore Soaring club has posted both the Flight Manual for the SGS 2-32 and a helpful self-briefing sheet.

<https://www.lescsoaring.com/docs/232manual.pdf>

<https://www.lescsoaring.com/docs/SGS%202-32%20Pilot%20Brief.pdf>

### **AIRWORTHINESS DIRECTIVE (AD)**

Is your glider safe to fly? In addition to the required annual and 100-hour inspections, all aircraft are potentially subject to Airworthiness Directives (ADs) which are analogous to automotive recall notices. Before your Private Glider practical test you will want to know where to find information on any ADs that might apply to your aircraft.

[https://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAD.nsf/MainFrame?OpenFrameSet](https://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet)

## WEATHER FORECAST

A good place to start any morning self-briefing is the area NWS Forecast Discussion. You might then want to check the Reno Soaring Forecast. Do not forget that for your practical test you will want to be able to explain the various terms and indices used in the soaring forecast.

[https://www.wrh.noaa.gov/total\\_forecast/getprod.php?prod=XXXAFDREV&wfo=REV](https://www.wrh.noaa.gov/total_forecast/getprod.php?prod=XXXAFDREV&wfo=REV)

[https://www.wrh.noaa.gov/total\\_forecast/getprod.php?afos=xxsrgrev&wfo=rev&version=0&font=120&new=0&print=yes](https://www.wrh.noaa.gov/total_forecast/getprod.php?afos=xxsrgrev&wfo=rev&version=0&font=120&new=0&print=yes)

<https://www.wrh.noaa.gov/rev/fcst/srgrev.php#indices>

[Note: these official sources only scratch the surface of the meteorological information of interest to glider pilots. Every soaring pilot worth his/her salt has a favorite forecast source. When you are working around pilots, do not hesitate to ask them about their favorite “secret” weather sources . . . you will learn a lot that way. Just sayin’.]

## AERONAUTICAL CHART USER’S GUIDE

You will need to know how to interpret the symbols you see on the aeronautical charts. While you will pick up most of this material during your flight training, you will benefit from knowing where to find information on the less frequently used symbols or charting standards. For this, the best source is the Aeronautical Chart User’s Guide.

[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/aero\\_guide/media/editions/cug-complete.pdf](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/aero_guide/media/editions/cug-complete.pdf)

## NOTICES TO AIRMEN (NOTAMS)

Due to the lead times required for researching, printing, and distributing charts, the information presented on printed charts is relatively static. Equipment outages, unscheduled maintenance, and similar events can render some of this information out of date. Updated or short-lived information is presented in the form of Notices to Airmen (NOTAMS) available from a National Weather Service (NWS) weather briefer, Flight Service Station briefer, or online.

<https://notams.aim.faa.gov/notamSearch/nsapp.html#/>

## SOARING SAFETY FOUNDATION

The Soaring Safety Foundation has produced a variety of instructional material including online courses, posters depicting the standard signals, human factors posters, suggestions for your soaring library, and more.

<https://soaringsafety.org/learning/index.html>, <https://soaringsafety.org/briefings/signals.html>

<https://soaringsafety.org/briefings/posters.html>, <https://soaringsafety.org/briefings/studentcomm.html>

Chief Flight Instructor, TTSA

Line Crew Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Parent/Guardian Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Parent/Guardian Signature: \_\_\_\_\_ Date: \_\_\_\_\_

### **FOR OFFICE USE ONLY:**

Received: \_\_\_\_\_ TTSA Management Approval: \_\_\_\_\_ Date: \_\_\_\_\_