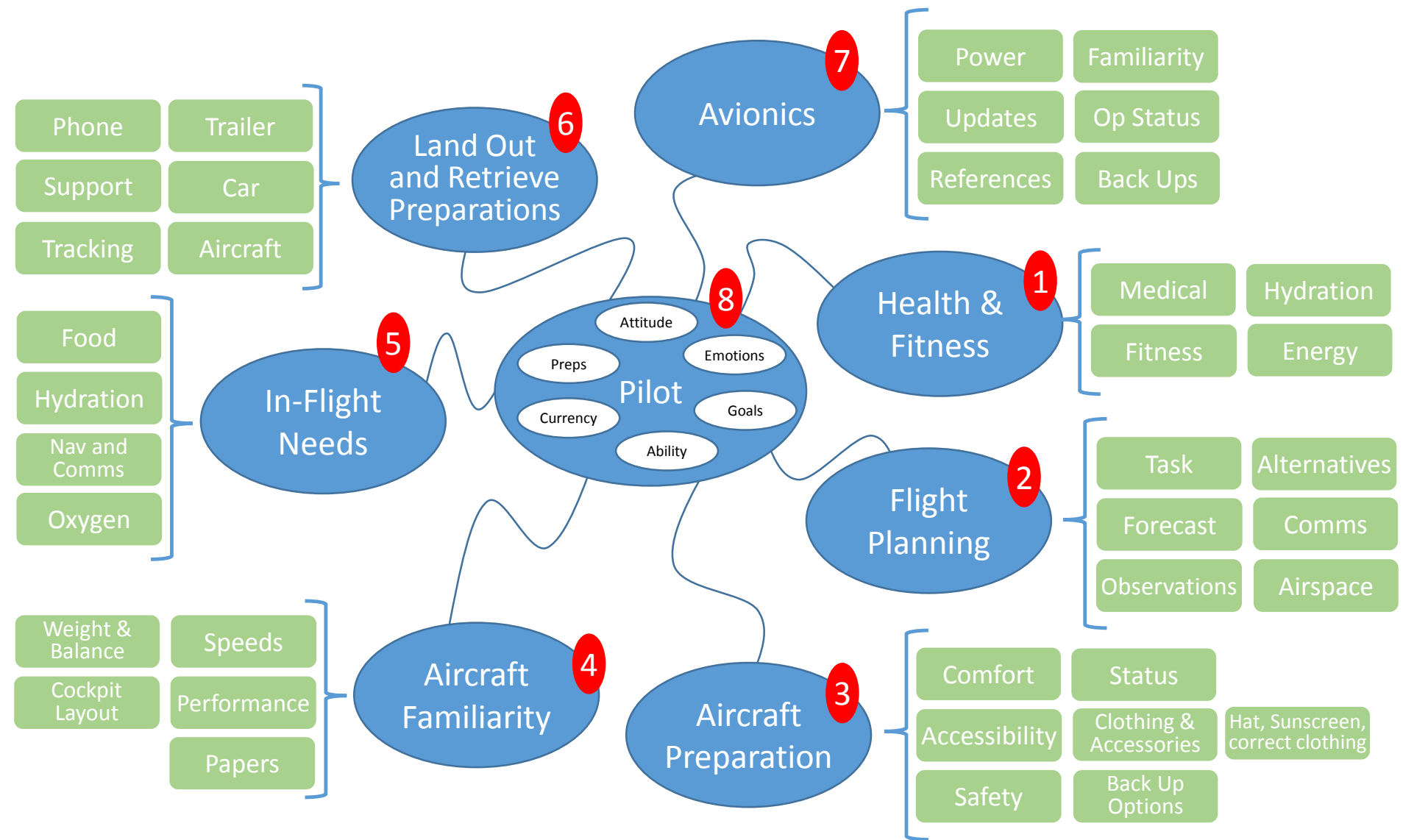
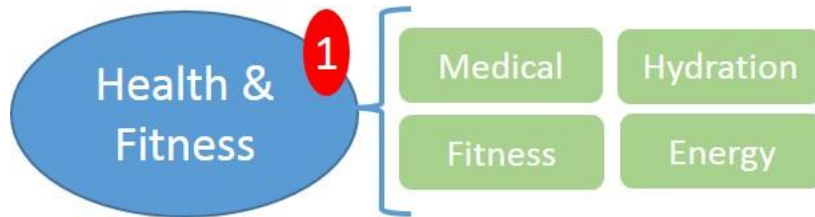


Going Cross Country

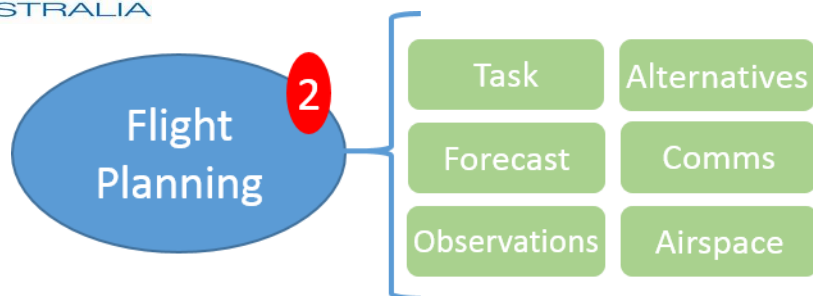


Preparing to go Cross Country

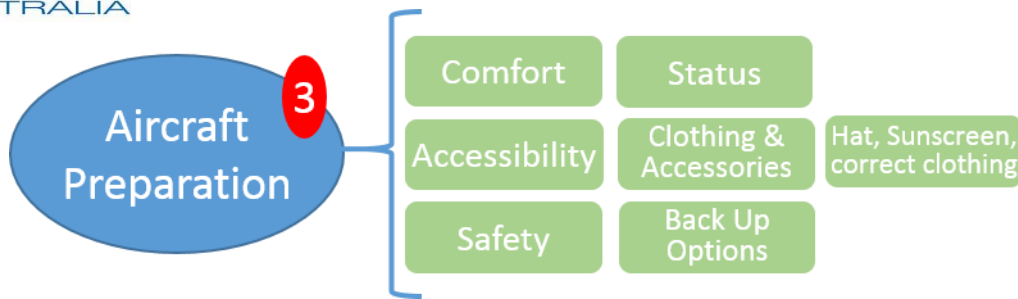




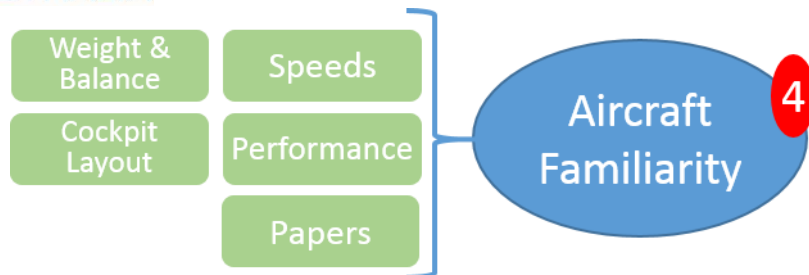
- If you are not well, then don't fly
- Early cross flights are very demanding. With experience the stress levels decrease. It is however, a demanding sport
- Good hydration is mandatory. Lack of hydration is deadly. Sports drinks are far more effective than water. Pee lots and pee clear, its that simple
- Maintain your energy levels with foods that work well for you
- Avoid carbonated drinks (intestinal gases expand with altitude) and stimulants
- Mental alertness, physical awareness and sensitivity are essential. Find a regular exercise regime that builds those capabilities
- Avoid alcohol 48 hrs prior



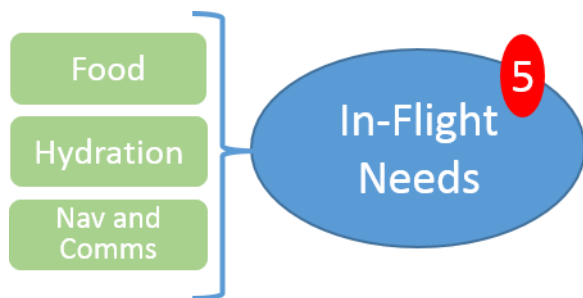
- FORECAST - Aim to get an very good understanding of the likely weather over your task area. Learn to use the great tools we now have available (XC Skies, RASP, BOM, Avmet etc) and learn over time how to interpret them. Ask the locals if you are 'flying away'
- OBSERVATIONS - Look out the briefing room window and keep checking on the sky as you prepare and before you launch. You can get a lot of info from seeing how the day develops and learn how that relates to what happens later in the day. Forecasts are a prediction, the weather is the real thing, always remember that. Keep observing and keep reintegrating any new information. A lot can be learnt in the time from when you launch to when you start the task
- TASK – Understand the ground and weather conditions over the planned task areas. If the weather is forecast to be unpredictable, then plan out your options in advance
- ALTERNATIVES - If you are doing an OLC flight, then map out a plan and set a task. You might well modify it as you go, but you can get learnings from the plan you made and what you actually flew. It makes for good review
- AIRSPACE- Remember to check airspace restrictions both before start and if you change your plan on task, remember to also check airspace then.
- COMMS- If you plan to overfly airports, then make sure you have frequencies at hand



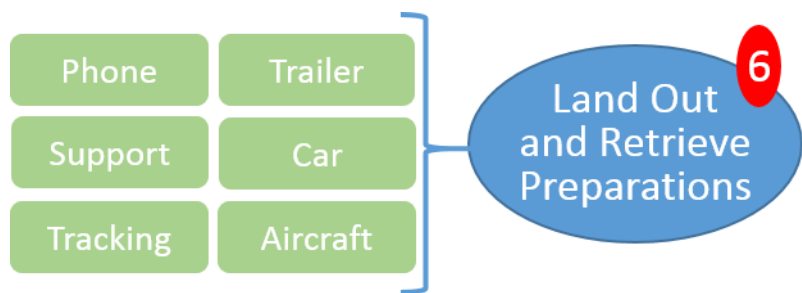
- COMFORT – You are going to be in the plane for many hours. Ensure that your seat position, parachute and clothing are comfortable. Most aircraft seating is adjustable. Ensure your parachute is fitted properly and correctly positioned.
- ACCESSIBILITY- If you have ‘stuff’ in the cockpit (food, water, oxy unit, camera, etc), then make sure it’s in easy reach and easily secured. Once sorted, make sure it’s in the same place every time you fly. In stressful times, this can make all the difference
- SAFTEY – Both inside and out. If something is not right, then don’t risk it.
- STATUS- is everything up to date and working properly. Are the batteries in ‘everything’ fully charged.
- CLOTHING – It may be hot on the ground, but it can get cold in the air. Are you dressed correctly and prepared for change. Hat and sunscreen. UV is stronger at altitude
- BACKUP – Stuff fails. What are your backup plans, contingencies if they do



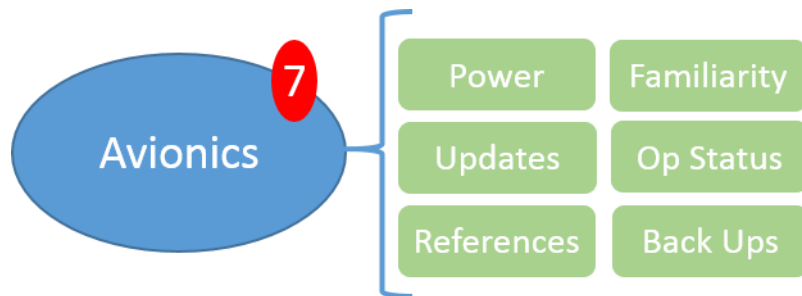
- SPEEDS - Ensure you know all the important speeds. Approach speed, stall speed, thermalling speed, cruise speeds. Tow speed (if heavy)
- PERFORMANCE - If you are using water, then understand the correct volume for the day and for the aircraft. If flapped, know when and how much. Know the useful block speeds for cruise.
- PAPER - Ensure the Maintenance Release is valid and the DI done. Look to see if there are any service entries
- WEIGHT AND BALANCE - Check the placards, know the total cockpit weight. Make sure it's all good
- COCKPIT LAYOUT – Layouts vary significantly. If you are moving between aircraft make sure you know where the critical parts are (flaps, undercarriage, spoilers, trim). Go thru various flight phases in your mind and simulate the use. Also remember to know where the canopy release is located and how to activate it



- FOOD – At your preference, but low GI, low sugar is preferred. Stuff that is not sticky and not messy is best
- HYDRATION – Read up on the subject. Dehydration is a killer. Sports drinks are better than water. Pee lots and pee clear. Get things plumbed if possible
- NAV AND COMMS – Stuff fails. Carry a map and have a back up GPS. A spare hand held radio is also a good option. A charged mobile phone is must. Ensure the carrier has good coverage in the task area
- OXYGEN – Oxy bottle sufficient capacity. If Mountain High, then good batteries. Turn it on! Cannula in easy reach. Test it! If you go above 10,000' use it. Suggest you use it about 7,000' you will feel better for it



- PHONE – Fully charged and one that has good coverage. Make sure all the needed numbers are recorded. Remember, texts will often go through when voice calls fail
- SUPPORT – Ensure the appropriate club member or a trusted person knows where you are going and have your contact details. If you are away, then make sure your car and trailer are also known
- TRACKING – EPIRB, SPOT, plenty of options
- TRAILER – Ensure the trailer is in good condition and properly set up and all the bits are in place. This especially goes for club trailers. Ensure that all cables and connectors have been tested and in place. Check the tyres and the spare
- CAR– Ensure the fuel tank is full. Leave the keys in it. Make sure the glider rego is prominent
- AIRCRAFT – Tie down kit. Canopy cover.



- POWER – Ensure the batteries are fully charged and are in good condition. If they are more than 2 years old, get new ones
- UPDATES – Check that the FLARM is on the latest version. Same or any other devices (Oudie, XCSoar, etc)
- REFERENCES – Ensure that the correct turn point files and airspace are installed. This goes for all your GPS devices
- FAMILIARITY – Invest the time in learning how to use your navigation device(s). Using a simulator such as Condor is very productive
- OP STATUS – Ensure that all the avionics are working correctly. Check the settings. Get everything set up on the ground
- BACK UPS – Ensure that you backup also have the right turnpoints and data. If they support it, enter the task as well



- CURRENCY – It's easy to forget or misplace what was learnt last year or even 6 months ago. Be current on the important things, be safe
- PREPARATION - Gliding is a sport of managing risk. Proper preparation prevents poor performance and unexpected outcomes.
- ATTITUDE - Complacency at all levels must be removed. A positive attitude towards targets that is commensurate with current skills level offers a balanced approach
- EMOTION – Cross Country Gliding has a steep learning curve. There is a lot to learn. Most early poor decisions come from lack of knowledge not lack of skill. Be easy on yourself. Give yourself the time to learn and gain experience.
- GOALS – Set goals in small steps. Be fair on yourself and set goals that stretch but not break
- ABILITY – Be safe. Aim to understand your current boundaries. Aim to expand those abilities with a plan of action and directed learning