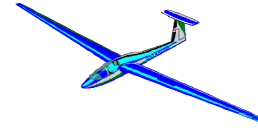


Sky Sailing, Inc

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Safety Is No Accident

Power Pilot Transition

Soaring is not only an exciting pure sport form of flying but it can also be an important "back to basics" type of training for power pilots who are interested in sharpening their piloting skills.

What it takes to get your Add-on rating:

As a rated power pilot it will take 10-15 flights to solo. You will have to demonstrate tow maneuvers, planning, airwork, emergency procedures. You must have knowledge of theory of flight, weather, and FAR's. The FAA requires you to have completed 10 solo flights for a private, or 20 for a commercial, before you take the flight test. There is no written test required for a transition rating, and this add-on rating updates your Biennial Flight Review in all categories. There is no physical exam required for a glider license, but you must have no known physical defects that would hinder your safe flying. For current cost of a transition rating please see our brochure.

Your first solo will be a circuit, once around the pattern. After your first solo you will fly again with your instructor to get signed off to fly solo high flights and practice the maneuvers on your own. You will fly 3 to 5 flights solo and then fly with your instructor again. During these dual flights you will be taught new maneuvers and your instructor will help you fine tune the ones you have already learned and have been practicing on your own. You will also be checked out in other sailplanes.

FAR Requirements

The following excerpts from the FAR's are the minimum requirements for adding on a glider rating to your pilot certificate.

FAR 61.102-61.117 Private Glider Rating

An applicant for an add-on private pilot certificate glider rating must have logged at least the following:

- (a) 40 hours of flight time in gliders and heavier-than-air aircraft, including at least 3 hours of flight time in a glider;

- (b) 10 solo flights in a glider during which 360 degree turns were made.
- (c) 3 training flights in a glider with an authorized instructor in preparation for the practical test that must have been performed within the 60-day period preceding the date of the test.

FAR 61.121-61.133 - Commercial Glider Rating

An applicant for a commercial pilot certificate with a glider rating must meet *either* (a or b) of the following aeronautical experience requirements:

- (a) 25 hours of flight time as a pilot in a glider and that flight time must include at least 110 flights (100 PIC and 10 dual) in a glider as pilot in command, including at least -
 - (i) 3 hours of flight training in a glider or 10 training flights in a glider with an authorized instructor on the areas of operation listed in FAR 61.127(b) (6).
 - (ii) 2 hours of solo flight that include not less than 10 solo flights in a glider on the areas of operation listed in FAR 61.127(b) (6).
 - (iii)
- (b) A total of 200 hours of pilot time in heavier-than-air aircraft, including 20 glider flights as pilot in command including at least -
 - (i) 3 hours of flight training in a glider or 10 training flights in a glider with an authorized instructor on the areas of operation listed in FAR 61.127(b) (6).
 - (ii) 5 solo flights in a glider on the areas of operation listed in FAR 61.127(b) (6).

FAR 16.191 - Additional Flight Instructor Ratings

The holder of a flight instructor certificate who applies for an additional rating on that certificate must -

- (a) Hold an effective pilot certificate with ratings appropriate to the flight instructor rating sought;
- (b) Have had at least 15 hours as pilot in command in the category and class of aircraft appropriate to the rating sought; and
- (c) Pass the written and practical test prescribed in this subpart for the issuance of a flight instructor certificate with the rating sought.

TIME SAVING TIPS:

Here are a few hints that will save you some time and effort: **A)** after your Introductory Flight pick an instructor who is available the same days you are. Try a few different instructors on your first few flights to find one who meets your learning needs. Then stick with that instructor. **B)** We suggest you fly no more than three times a week, one or two is optimum. Consistency is also important (example: if you are going to fly four times a month, try to fly once a week) **C)** Make a notebook for flying. When you get home after a flight write down what you did on your flight, and any questions you have or things you didn't fully understand about your flight. Bring these questions with you on your next lesson. You won't remember the questions if you don't write them down and we have found that they are usually very important questions. This notebook does three things 1) It forces you to organize your thoughts, which 2) Will formulate questions on areas you do not fully understand, and 3) It will give you something to review before your next flight.

We hope this has answered some of your questions on cost and what it takes to learn to soar. *If you have any other questions please feel free to call for us to explain this in further detail.*