

## Things The Beginner Should Bring For A Cross Country Flight In A Glider.

1. Wear long sleeve shirt and long pants. ( If you get up above 14000 feet for any length of time you will get cold). It drops 3.5 degrees F, 2 degrees C per 1000 ft on a normal lapse rate day.
2. Water. You should have a camelback full of cold water before you go on a cross country flight. Not necessarily full of ice but cool water.
3. Sectional Chart of the area. Electronics are great but if you have a battery failure or any kind of electrical problem you may not have a navigation aid. You should always have a chart as a backup. Especially one with all the land out areas on it unless you know the area you are flying in.
4. Sunscreen. All over your face and any exposed skin. Higher altitudes are usually clearer and more subject to UV light and do not protect you as well as down low on the ground. Be careful about applying sunscreen around the eyes. Sweat will cause sunscreen to go into your eyes and could cause difficulty to see.
5. A Hat. In soaring, Bucket hats are popular because of the small brim but are good for all around protection without impeding visibility. It also protects the tops of your ears and forehead from sun exposure.
6. Good Shoes. You may have to do some walking. Flip Flops are unacceptable for cross country flight.
7. Spot Personal Locator Beacon. These are the most inexpensive PLB's out there. Replace the batteries at the beginning of every season whether you used it or not. Do not grab batteries laying around the house either. Go out and buy fresh lithium batteries from the store. This is a cheap insurance policy. If you haven't used the SPOT in the new area you are flying turn it on at least 20 to 30 minutes before you go fly. If you have a SPOT Messenger 2 or 3, Power it up and then hit the tracking button for three seconds. It will go into the satellite acquire mode. Watch for the lights on the front. If you have a SPOT Messenger 1 then all you need to do is hit the Check/ Ok button after power up. When you turn off a GPS and then move it, like transporting it, and turn it back on, it takes a while to reacquire satellite coverage. Your SPOT should not be loose in the glider. The best place to put it is attached to your parachute. If you have to bailout you will want SAR to try and locate you instead of the glider if you bail out.
8. A Cell Phone may or may not work. If you are above mountains often times you can send a text message or make a call but once you have descended below the mountains, usually the signal drops off and is useless. Text and data require less signal strength than a call.
9. Personal Flight Recorder for badge flights. If you are in pursuit of any badge task, a personal flight recorder is a must. This way you do not have to borrow someone else's since they may want to fly also.
10. Have high protein snacks with you. A Cliff bar or some other food source such as nuts work well. If you land out it could be a while before your retrieve team shows up. Don't pack anything along that can melt in our Nevada summer heat; your cockpit WILL get hot before takeoff.
11. Bring a good book with you. Even though you are 50 miles north of the airport, your ground crew may need to drive all the way around the state to get to the road or field you are near.

12. Make sure you have a Catheter if you have a relief system on board your glider. For women, and men both, adult depends are also a good choice as a backup.
13. Make sure you have a full oxygen bottle before you depart on your flight.
14. Go over land outs with a pilot familiar with the area. They are a good resource for this info.
15. Stay hydrated while flying. Oxygen use and high altitude will dehydrate you faster than normal. Dehydration slows mental activity and hampers decision making. Great flights with a landing accident due to dehydration is not the way to finish!
16. In flight do not forget to push the Check/OK button on your PLB about once an hour. That way your Ground Crew and Glider OP's knows your still going strong.
17. When landing out in an area that was unintended to land out, do not change the way you flight trained. Make your approach on speed and do not try to get slow to try to stop in a shorter distance. Resist the temptation.
18. Once you land, immediately hit the appropriate button on your PLB device. Push the HELP button if you landed out and are unhurt. This will call your ground crew, and the preprogrammed contacts. Or push the SOS button if you are injured or in imminent danger. This will initiate the Emergency Location Process.
19. Get comfortable. If there are rain showers in the area, make every effort to stay dry. Hide under the wing or get back in the cockpit to ride it out. In higher elevations, rain is generally super cooled and may even be hail. It will be very cold for sure. You will have difficulty maintaining your core body temperature if you are wet. You may also consider using matches or a fire starter in your land-out kit, along with a space blanket.
20. Monitor the aircraft radio. Other gliders as well as other aircraft may try to make radio contact with you. You can turn off all the other equipment but leave the radio on, till the battery is dead! or retrieval has been made.

Items to include in your Land-out Kit. Check out <http://www.silverparachutes.com/smak-pak-survival-kits> or you can gather these items separately.

1. Space Blanket
2. A good Flashlight with fresh batteries
3. Small First aid Kit. Make sure you have Aspirin and Pain Reliever in it.
4. Matches or fire starter
5. Small tie down anchors with some rope to tie down at least one wing. In parts of the desert, it can be hard to set the anchor into the ground.
6. Signal Mirror
7. Whistle