

## Difference list “Gliding – BGA – Student Pilot Manual” versus Dutch gliding procedures

### Chapter 1 Before you take-off:

#### 1.3 THINGS THAT NEED DOING: WING RUNNER ->



Differences in Dutch winch launching procedure for the wing runner. All as described in the BGA student pilot manual with the following additions:

- 1) If the pilot gives you the thumbs up signal (to let you know s/he is ready to launch), and if all is well (area and sky clear), support the wing level with your right hand on the left wingtip. Raise your left hand (see picture). If light signals are used, shout: "Licht!"
- 2) When the rope is tight and the glider rolls slightly forward, shout: "Strak!" and simultaneously lower your left hand.

1.5 BASIC FLIGHT INSTRUMENTS: In the Netherlands, the metric system is used for airspeed, height, distance and vertical speed.

### Chapter 4 Flight training:

4. LESSON 1 - FIRST FLIGHT: Wearing an emergency parachute is not compulsory in the Netherlands, but its use is strongly recommended. Make sure you learn how to use your parachute before you start training.

#### 4. LESSON 3 - CHECKLISTS:

##### **PRE-FLIGHT CHECKLIST UK - CB SIFT BEC**

The Netherlands uses SKISTOKS, there is no easy translation but we will mention the differences between the UK and Dutch checklists. Try to agree with your instructor which pre-flight checklist and handy mnemonics to use from now on (maybe the UK generic checklists. After all: these are flying lessons and not language lessons).

If you choose to use CB SIFT BEC, try to start by making sure that the tail dolly has been removed and include a check of the cable release mechanism. Pull the release knob and hear/feel whether it runs smoothly.

Suggestion: T(ail dolly) CB SIFT R(elease) BEC

### END OF WINCH LAUNCHING CHECKLIST (NETHERLANDS ONLY)

After releasing from the winch the mnemonic BOKS is used in the Netherlands, which stands for:

- 1) pitch down (lower the nose),
- 2) pull the release knob (twice),
- 3) verify the airbrakes are still closed and locked (push the lever),
- 4) set the pitch attitude for the desired airspeed.

Suggested English mnemonic PRAS (pitch, release, airbrakes, speed).

### PRE-CIRCUIT CHECKLIST – WULF (UK) / LANDING CHECKLIST (WWW-ST)

Instead of pre-circuit, in the Netherlands the “landing checklist” is usually performed on the downwind leg.

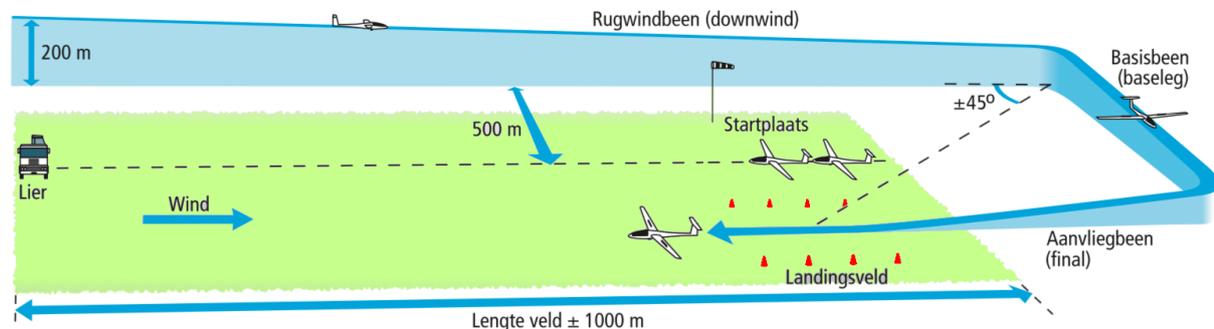
You can use the UK pre-landing checklist when arriving at the circuit, but you should add a W for wind, A for airspeed and T for Trim: WULF-WAT to have all the required items of the Dutch landing checklist completed.

A suggested mnemonic (WULF-WAT)

Item (aloud)	Action (action)	Response (aloud)
<b>Water</b>	Check ballast has been dumped	<b>Dumped</b>
<b>Undercarriage (if any)</b>	Check locked down	<b>Down and locked</b>
<b>Loose articles</b>	Check no loose articles; straps tight	<b>Nothing loose; straps tight</b>
<b>Flaps (if any)</b>	Check set as required	<b>Set</b>
Add:		
<b>Wind</b>	Check wind direction and strength	<b>Coming from...</b>
<b>Airspeed</b>	Pitch for landing airspeed	<b>... km/h, on final ... km/h</b>
<b>Trim</b>	Set the trimmer	<b>Set</b>

**4. LESSON 10 - THE GLIDING CIRCUIT:** A typical Dutch gliding circuit starts at +/- 200m (600 ft) at a point called “aanknopingspunt,” this is comparable to the high key area, although it is not an area but the beginning of the downwind leg. A diagonal leg is not part of the Dutch standardized circuit and there is no fixed height to reach the final leg (for example 300ft in the UK procedures).

Do not fly too far out on the downwind leg before turning to baseleg (maximum 45° out).





**4. LESSON 11 – APPROACH:** In the UK: After turning onto your final approach, you fly forward until you intercept the approach path for half to two-thirds airbrake. The Netherlands uses a different procedure: you already open the airbrakes on the baseleg and use as much airbrake as necessary to achieve the ideal glide path at the final approach (also half to two-thirds airbrake), you may keep a steady amount of airbrake during the final turn, however you are not supposed to open the airbrake during this turn.

**4. LESSON 14 - WINCH LAUNCHING:** During the initial acceleration, it is standard practice in the UK (and in several other countries) to keep the left hand ON the release knob. In the Netherlands, the standard procedure is to keep your left hand close to and within reach of the release knob. Make sure you can grab the release knob right away!

**4. LESSON 14 - WINCH LAUNCHING:** When passing 80 or 100 m (300 ft), an additional call is made depending on local conditions: “80 / 100 meter - verkort circuit,” this is an additional awareness call that you should be able to fly a shortened circuit (see Lesson 28) in case of a cable break or other launch failure. “80 / 100 meter – shortened circuit”

**4. LESSON 16 – AEROTOW:** It can be difficult to keep the wings level during the first few seconds of the launch. For that reason the UK procedure is: “you should start all launches with your hand firmly gripping the release.” In the Netherlands the standard procedure is to keep your left hand close to and within reach of the release knob (see winch launching).

**4. LESSON 28 - WINCH LAUNCHING - EMERGENCY PROCEDURES:** There are hardly any airports in the Netherlands with a significant slope, so a shortened reverse circuit to land upslope with tailwind is not used.

**4. LESSON 30 - AEROTOW - BOXING THE SLIPSTREAM:** The “boxing the slipstream” exercise has been invented to practise different out-of- station positions during an aerotow that a pilot can reasonably get into. However, this exercise is rarely done in the Netherlands and is therefore not described in the Dutch student pilot manual.

**Disclaimer:** *There may be more differences between the text in our manuals and the procedures at your gliding club. Always consult your instructor if you are unsure about any of the procedures. The use of our educational resources is at your own risk. We do not take any responsibility and we are not liable for any incidents or accidents caused through the use of our books and/or website. Consult the following website for the official Dutch gliding procedures:*

<https://zweefvliegopleiding.nl/index.php/evo-intro>.