



Site Selection

Occasionally it's obvious; mostly it's a 'black art'.

A site for the day is selected according to:

<http://www.xcleague.com/xc/flights/2012204.html>

- Wind direction
- Wind strength
- Wind forecast over the day
- Projected thermal activity
- Site location
- Pilot experience
- Pilot ambition
- Pilot fitness
- Peer pressure
- Site reputation
- Site restrictions

You the pilot:

- General health
- Effects of medication/drugs/alcohol
- Effects of stress/tiredness
- Disabilities
- Confidence (inc. Over-confident)
- Skill level
- Ability to deal with in flight pressures
- Pre flight psychology

Pre –flight planning:

- Making flight plans
- Setting small tasks
- Formulating your Plan B
- Joining patterns (busy days).

Preparing yourself



Ancillary Instruments

Vario/GPS

- Set fields to suit yourself
- Essential are altitude (QNH) – asl
- If you wish (QFE) ato
- Essential (QNE) – XC if near FL's
- Groundspeed
- Compass

Radio

- Not essential – some like/some don't
- 2m most common 'illegal' but OK
- 141Mhz – 145 Mhz
- DHPC- 143.850/PSC -143.95/CSC – 143.7
- Learn radio protocol
- Useful when learning/XC's/comps/safety.



Camera ?

- Provides a visual record
- Useful for post flight analysis