PARK FOREST SOUITH AVIATION GROUP (PFSAG)
Lake Village Airport C98
Just West of US 41 on IN Route 10, Lake Village, IN

A glider add-on rating will make you a better airplane pilot. It has had that effect on almost all the airplane pilots that have done it. When was the last time you had to make a forced landing in an airplane, real or simulated? Well the fear you had will disappear with the every flight with the forced landing experience you will become familiar with in glider flying. Every landing will be to a full-stop without a go-around option.

By the way, don't challenge a glider pilot to a spot landing contest as you may surely wish you had not!

If you are already a rated pilot you are invited to come and treat yourself to a no-obligation demonstration glider flight at cost while accompanied by our certified commercial or flight instructor glider pilots. You won't forget or regret it!

Our normal demonstration flights are $75.00 each but for a limited time we offer already rated pilots such as yourself our demostration flights at cost of $58.00 per flight for a 3000 foot high tow and up to 30 minutes in the glider (actual flight times may be less if lift conditions are not favorable at the time of flight). This is a 23% savings over our regular demonstration flight rates.

Sound like a challenge? Then schedule a demonstration flight by emailing us at info@illianasoaring.org or contacting Bill Helgersen by phone at (708) 479-5578. Mention that you are already a pilot and are considering an glider add-on rating.

Then print out this offer and bring it, along with your current pilot certificate, and show it to your demonstration glider pilot on the day of the flight to qualify for the discounted rate.

If you are then satisfied to train with our club, you will find a list of current costs and FAA requirements for a add-on glider rating on the next page.

It may be easier to achieve and cost less than you think!

Updated: 07/14/2011

Annual Dues (Soaring Society of America Dues = $64.00 and PFSAG Dues =$30.00)	**$94.00**
ASA PRIVATE OR COMMERCIAL PILOT TEST GUIDE	**$13.50**
FAA Computer Knowledge Test (<u>only if required</u> see 61.63(b)(5))	**$150.00**
FAA Glider Flying Handbook (Free @ FAA.GOV)	**$30.00**
Glider Pilot Logbook	**$6.00**
FAA Practical Test by a FAA Pilot Examiner (plus travel)	**$350.00**
FAA Medical is not required for a Glider rating	**FREE**
Practical Test Standard (Down-load from FFA.GOV)	**FREE**
Schweizer SGS 2-33A Pilot Operating Handbook	**FREE**
FAST TRACK TO LEARNING TO FLY SGS 2-33A GLIDERS	**FREE**
PFSAG Ground and Flight Instruction is FREE if in PFSAG or CAP gliders	**FREE**

Standard PFSAG Training Glider rates = $20.00 per flight up to 30 minutes or $40.00 per hour.

Standard Tow Plane charge = $22.00 up to 1,000 feet above the ground level plus 80 cents per 100 feet above 1,000 feet.

Additional Gliders available at club rates:

Schweizer 1-26 Single-place Glider – $15.00 per flight up to 30 minutes or $30.00 per hour.

(There is a 1-26 club rate of $150.00 per year which lets you fly it without limit and no flight or hourly rate. Tows are extra.)

Rolladen-Schneider LS1 Single-place Glider – $25.00 per flight up to 30 minutes or $50.00 per hour.

Grob G-103 Two-place Glider – $30.00 per flight up to 30 minutes or $60.00 per hour.

FAA <u>minimum</u> glider flight experience prior to taking your FAA Private Practical Exam:

1. **If the applicant has logged at least 40 hours of flight time in a heavier-than-air aircraft, the applicant must log at least 3 hours of flight time in a glider in the areas of operation listed in 61.107(b)(8) of the FAR, and that flight time must include at least: 10 solo flights in a glider in the areas of operation listed in 61.107(b)(6) of the FAR, and 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 61.107(b)(6) and 61.127(b)(6) areas of operations include:

Preflight preparation; Preflight procedures; Airport and glider port operations; Launches and landings; Performance speeds; Navigation; Slow flight and stalls ; Postflight procedures