

**Royal Air Force**

**Gliding and Soaring Association**

**Glider Pilot’s Training Record**

Name

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# Personal Details

Full Name Book No.

Address

Club Name

# Ground Training and Qualification Record

***No member is to undertake safety-critical tasks unsupervised before being certified competent by an authorised instructor.***

*Training to be completed by demonstration and briefing to ensure competence – trainee should refer to the associated Guidance Notes available on the RAFGSA website for further amplification & refreshment.*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Instructor Signature** | **Instructor Name** | **Date** | **Notes** |
| Ground Handling |  |  |  |  |
| Wing Runner |  |  |  |  |
| Retrieve Driver |  |  |  |  |
| Glider Tow Driver |  |  |  |  |
| Winch Driver |  |  |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Daily Inspection** | **Instructor Signature** | **Instructor Name** | **Date** | **Notes** |
| K-13 |  |  |  |  |
| K21 |  |  |  |  |
| Astir |  |  |  |  |
| Discus |  |  |  |  |
| Discus 2 -18 |  |  |  |  |
| LS-8 |  |  |  |  |
| Duo Discus |  |  |  |  |
|  |  |  |  |  |

**The owner of this training record has been assessed as competent to provide training, and is an Authorised Instructor in the following activities:**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Authorised Instructor** | **CFI / DCFI Signature** | **CFI / DCFI Name** | **Date** | **Notes** |
| Ground Handling |  |  |  |  |
| Wing Runner |  |  |  |  |
| Retrieve Driver |  |  |  |  |
| Glider Tow Driver |  |  |  |  |
| Winch Driver |  |  |  |  |
| Glider Daily Inspection |  |  |  |  |

**Ground Handling**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Instructor****Signature** | **Instructor****Name** | **Date** | **Notes** |
| Care of Canopies |  |  |  |  |
| Where to Push |  |  |  |  |
| No. of Persons Required and Responsibilities |  |  |  |  |
| Comms with Driver |  |  |  |  |
| Use of Tow Ropes |  |  |  |  |
| Use of Tow-out Kit |  |  |  |  |
| Steering the Glider |  |  |  |  |
| Parking the Glider |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |

**The owner of this training record has completed all relevant training and is authorised to perform glider ground handling duties.**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Signed: |  | Instructor Name: |  | Date: |  |

*(Please also complete the Ground Training and Qualification Record on page 2)*

**Wing Runner**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Instructor****Signature** | **Instructor****Name** | **Date** | **Notes** |
| Launch Cable Safety |  |  |  |  |
| Preparing Cable |  |  |  |  |
| Release Checks |  |  |  |  |
| Cable Attachment |  |  |  |  |
| 'Last Look' Checks |  |  |  |  |
| Clearing the Launch Area |  |  |  |  |
| Running the Wing |  |  |  |  |
| Signalling |  |  |  |  |
| When to call *'STOP'* |  |  |  |  |
| Aerotow Differences |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |

**The owner of this training record has completed all relevant training and is authorised to perform glider ground handling duties.**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Signed: |  | Instructor Name: |  | Date: |  |

*(Please also complete the Ground Training and Qualification Record on page 2)*

**Retrieve Driver**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Instructor****Signature** | **Instructor****Name** | **Date** | **Notes** |
| Launch Cable Safety |  |  |  |  |
| Vehicle Daily Inspection |  |  |  |  |
| Vehicle Refuel |  |  |  |  |
| Use of Radio |  |  |  |  |
| Visual Signals |  |  |  |  |
| Situational Awareness |  |  |  |  |
| Speed Limit & Vehicle Care |  |  |  |  |
| Taking up Slack |  |  |  |  |
| Stopping with Cable Attached |  |  |  |  |
| Normal Retrieve |  |  |  |  |
| Mid-Field Retrieve |  |  |  |  |
| Launch Failure (cable intact) |  |  |  |  |
| Launch Failure (cable break) |  |  |  |  |
| Weak Link Failure on Tow |  |  |  |  |
| Winch Driver Safety |  |  |  |  |
|  |  |  |  |  |
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**The owner of this training record has completed all relevant training and is authorised to perform glider ground handling duties.**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Signed: |  | Instructor Name: |  | Date: |  |

*(Please also complete the Ground Training and Qualification Record on page 2)*

**Glider Tow Driver**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Instructor****Signature** | **Instructor****Name** | **Date** | **Notes** |
| Vehicle Daily Inspection |  |  |  |  |
| Vehicle Refuel |  |  |  |  |
| Situational Awareness |  |  |  |  |
| Taking up Slack |  |  |  |  |
| Speed Limit (with & without glider) |  |  |  |  |
| Comms with Wing Walker |  |  |  |  |
| Use of Tow Kit |  |  |  |  |
|  |  |  |  |  |
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**The owner of this training record has completed all relevant training and is authorised to perform glider ground handling duties.**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Signed: |  | Instructor Name: |  | Date: |  |

*(Please also complete the Ground Training and Qualification Record on page 2)*

**Winch Driver**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Preparation and Maintenance** | **Instructor****Signature** | **Instructor****Name** | **Date** | **Notes** |
| RAFGSA Winch Manual |  |  |  |  |
| Winch Daily Inspection |  |  |  |  |
| Tractor Daily Inspection |  |  |  |  |
| Tractor Driving |  |  |  |  |
| Winch Set-up |  |  |  |  |
| Winch Start & Warm-up |  |  |  |  |
| Use of Radio |  |  |  |  |
| Use of Stop Light |  |  |  |  |
| Winch Put Away |  |  |  |  |
| Logbook Completion |  |  |  |  |
| Winch Refuel |  |  |  |  |
| Tractor Refuel |  |  |  |  |
|  |  |  |  |  |
| **Launching** | **Instructor****Signature** | **Instructor****Name** | **Date** | **Notes** |
| Instruction in Technique |  |  |  |  |
| Competent to Launch Under Supervision |  |  |  |  |
| Competent |  |  |  |  |
| **Emergencies** | **Instructor****Signature** | **Instructor****Name** | **Date** | **Notes** |
| STOP Signal Received |  |  |  |  |
| Glider Wing Drop |  |  |  |  |
| Cable Break |  |  |  |  |
| Glider Over-runs Cable |  |  |  |  |
| Glider Enters Cloud |  |  |  |  |
| Glider Unable to Release |  |  |  |  |
| Cable Repair |  |  |  |  |

**The owner of this training record has completed all relevant training and is authorised to perform glider ground handling duties.**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Signed: |  | Instructor Name: |  | Date: |  |

*(Please also complete the Ground Training and Qualification Record on page 2)*

# Flying Training Record – BGA Syllabus

**Flying Exercises**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Exercise | Brief | Demo | Attempt | Satisfactory |
| Name | Date | Name | A | B | C | Date | Name |
| 1. Pre Flight Checks |  |  |  |  |  |  |  |  |
| 2. Lookout |  |  |  |  |  |  |  |  |
| 3. Effects of Control |  |  |  |  |  |  |  |  |
| a) Elevator |  |  |  |  |  |  |  |  |
| b) 1st stall |  |  |  |  |  |  |  |  |
| c) Speed control |  |  |  |  |  |  |  |  |
| d) Ailerons |  |  |  |  |  |  |  |  |
| e) Rudder |  |  |  |  |  |  |  |  |
| f) Flap (where applicable) |  |  |  |  |  |  |  |  |
| 4. Aileron drag |  |  |  |  |  |  |  |  |
| 5. Aileron/Rudder Coordination |  |  |  |  |  |  |  |  |
| 6. Turning |  |  |  |  |  |  |  |  |
| 7. Maintaining a heading |  |  |  |  |  |  |  |  |
| 8. User of Trimmer |  |  |  |  |  |  |  |  |
| 9. Straight glide and scan style |  |  |  |  |  |  |  |  |
| 10. Airbrake/elevator Coordination |  |  |  |  |  |  |  |  |
| 11. Approach control |  |  |  |  |  |  |  |  |
| a) Normal |  |  |  |  |  |  |  |  |
| b) Overshoot |  |  |  |  |  |  |  |  |
| c) Undershoot |  |  |  |  |  |  |  |  |
| 12. Landing |  |  |  |  |  |  |  |  |

**Stalling**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Exercise | Brief | Demo | Attempt | Satisfactory |
| Name | Date | Name | A | B | C | Date | Name |
| 13. HASSELL Checks |  |  |  |  |  |  |  |  |
|  Stall Warnings |  |  |  |  |  |  |  |  |
| a) Attitude |  |  |  |  |  |  |  |  |
| b) Reducing airspeed |  |  |  |  |  |  |  |  |
| c) Changing airflow noises |  |  |  |  |  |  |  |  |
| d) Changing effect of ailerons |  |  |  |  |  |  |  |  |
| e) Buffet |  |  |  |  |  |  |  |  |
| f) Stick position |  |  |  |  |  |  |  |  |
| 14. Stall Symptoms |  |  |  |  |  |  |  |  |
| a) Lack of effect of elevator |  |  |  |  |  |  |  |  |
| b) Marked nose drop |  |  |  |  |  |  |  |  |
| c) Stalling without nose drop (mushing) |  |  |  |  |  |  |  |  |
| 15. Steep stall |  |  |  |  |  |  |  |  |
| 16. Stall speed increase in a turn |  |  |  |  |  |  |  |  |
| 17. High speed stall |  |  |  |  |  |  |  |  |
| 18. Reduced ‘G’ not always stall symptom |  |  |  |  |  |  |  |  |
| 19. Stall with wing drop |  |  |  |  |  |  |  |  |

**Spinning**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Exercise | Brief | Demo | Attempt | Satisfactory |
| Name | Date | Name | A | B | C | Date | Name |
| 20. Spin and recovery |  |  |  |  |  |  |  |  |
| 21. Spiral dive and recovery |  |  |  |  |  |  |  |  |
| 22. Changing effect of rudder at/near the stall |  |  |  |  |  |  |  |  |
| 23. Spin off steep or thermal turn |  |  |  |  |  |  |  |  |
| 24. Spin entry to left off right turn |  |  |  | *Demonstration only* |
| 25. BGA safe spinning info | *BGA online learning* |  |  |
| 26. Spin off simulated wire launch failure. Practice at height ***ONLY*** |  |  |  | *Demonstration only* |
| 27. Prolonged spins (at height) |  |  |  |  |  |  |  |  |

**Winch Launching**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Exercise | Brief | Demo | Attempt | Satisfactory |
| Name | Date | Name | A | B | C | Date | Name |
| 28. Normal launch |  |  |  |  |  |  |  |  |
| 29. BGA safe winching info & quiz | *BGA online learning/testing* |  |  |
| 30. Med/low break – straight ahead landing |  |  |  |  |  |  |  |  |
| 31. “Awkward” height cable break |  |  |  |  |  |  |  |  |
| 32. High cable break for short circuit |  |  |  |  |  |  |  |  |
| 33. Low break <50ft glider not in full climb |  |  |  | *Demonstration only* |
| 34. Too fast signal/abandonment |  |  |  |  |  |  |  |  |
| 35. Gradual winch power failure |  |  |  |  |  |  |  |  |

**Circuit Planning**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Exercise | Brief | Demo | Attempt | Satisfactory |
| Name | Date | Name | A | B | C | Date | Name |
| 36. Normal circuit |  |  |  |  |  |  |  |  |
| 37. Zig Zag circuit |  |  |  |  |  |  |  |  |
| 38. Circuit modified because too high |  |  |  |  |  |  |  |  |
| 39. Circuit modified due to lack of height involving changing landing area |  |  |  |  |  |  |  |  |
| 40. Circuit modified due to lack of height involving changing landing direction |  |  |  |  |  |  |  |  |
| 41. Flying without altimeter |  |  |  |  |  |  |  |  |

**Aerotowing**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Exercise | Brief | Demo | Attempt | Satisfactory |
| Name | Date | Name | A | B | C | Date | Name |
| 42. Normal tow |  |  |  |  |  |  |  |  |
| 43. Lateral instability on tow |  |  |  |  |  |  |  |  |
| 44. Ground roll |  |  |  |  |  |  |  |  |
| 45. Take off: transition to normal flight |  |  |  |  |  |  |  |  |
| 46. Recovery from: |  |  |  |  |  |  |  |  |
| a) out of position to side |  |  |  |  |  |  |  |  |
| b) too high |  |  |  |  |  |  |  |  |
| c) too low |  |  |  |  |  |  |  |  |
| d) divergent lateral oscillation |  |  |  |  |  |  |  |  |
| 47. BGA safe aero-towing info | *BGA online learning* |  |  |
| 48. Launch failures – use SLMG if possible |  |  |  |  |  |  |  |  |
| 49. Aerotow signals |  |  |  |  |  |  |  |  |

**Miscellaneous**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Exercise | Brief | Demo | Attempt | Satisfactory |
| Name | Date | Name | A | B | C | Date | Name |
| 50. Steeper turns at higher speed |  |  |  |  |  |  |  |  |
| 51. Thermal soaring (and joining another glider) |  |  |  |  |  |  |  |  |
| 52. Hill soaring |  |  |  |  |  |  |  |  |
| 53. Wave soaring |  |  |  |  |  |  |  |  |
| 54. Circuit, approach and landing in strong winds |  |  |  |  |  |  |  |  |
| 55. Cross wind circuit, approach and landing |  |  |  |  |  |  |  |  |
| 56. Aerotow |  |  |  |  |  |  |  |  |
| a) Low tow |  |  |  |  |  |  |  |  |
| b) In prop wash |  |  |  |  |  |  |  |  |
| c) Boxing prop wash |  |  |  |  |  |  |  |  |
| d) Cross country tows (level flight behind tug) |  |  |  |  |  |  |  |  |
| 57. Flying without the ASI |  |  |  |  |  |  |  |  |
| 58. Side slipping |  |  |  |  |  |  |  |  |

**Pre-Solo Essentials**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Exercise | Brief | Demo | Attempt | Satisfactory |
| Name | Date | Name | A | B | C | Date | Name |
| Basic rules of the air | *Verbal test before solo* |  |  |
| Medical status confirmed | *BGA medical requirements* |  |  |
| Local airspace brief | *Verbal test before solo* |  |  |
| Student Pilot confirms trainingCompleted as signed as understood |  |  |  |

**Site Specific Exercises**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Exercise | Brief | Demo | Attempt | Satisfactory |
| Name | Date | Name | A | B | C | Date | Name |
|  |  |  |  |  |  |  |  |  |
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**Post-Solo Preparation for Bronze & Cross Country Endorsement**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Exercise | Brief | Demo | Attempt | Satisfactory |
| Name | Date | Name | A | B | C | Date | Name |
| Navigation theory & preparation |  |  |  |  |  |  |  |  |
| Navigation practical |  |  |  |  |  |  |  |  |
| Field landings |  |  |  |  |  |  |  |  |
| Preparation for flight, including; |  |  |  |  |  |  |  |  |
| a) Glider post rigging checks |  |  |  |  |  |  |  |  |
| b) Pre-flight inspection incl recording |  |  |  |  |  |  |  |  |
| c) Obtaining NOTAMs |  |  |  |  |  |  |  |  |
| d) Recording of flight time (log book) |  |  |  |  |  |  |  |  |
| Glider parking and storage |  |  |  |  |  |  |  |  |
| Guidance on how to prepare for and arrange a Bronze theory test |  |  |  |  |  |  |  |  |

# Ratings & Qualifications

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| --- | --- |
| **Description** | **Date Issued** |
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# Medical Certificate

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| **Type** | **Renewal Date** |
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# Gliding Certificates Obtained

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| --- | --- | --- |
| **Certificate** | **No.** | **Date** |
| Solo Endorsement |  |  |
| Bronze Endorsement |  |  |
| X-Country Endorsement |  |  |
| Silver Duration |  |  |
| Silver Height |  |  |
| Silver Distance |  |  |
| Silver Badge |  |  |
| Gold Height |  |  |
| Gold Distance |  |  |
| Gold Badge |  |  |
| Diamond Height |  |  |
| Diamond Distance |  |  |
| Diamond Goal |  |  |
| Diamond Badge |  |  |
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# Instructions for Use

|  |  |
| --- | --- |
| **Flight No.** | * Personal serial number of the flights starting from 001.
 |
| **Launch Type** | * W (Winch); B (Bungee); M (Autotow); A (Aerotow); S (Self Launch); TMG (Touring Motor Glider).
 |
| **Pilot in Command (PIC)** | * Either the instructor’s name or ‘Self’
 |
| **Glider No.** | * Enter the national registration no. if an EASA glider; BGA trigraph if Annex II.
 |

**CREW CAPACITY**

|  |  |  |
| --- | --- | --- |
| **Holder’s Role** | **Notation** | **Example** |
| Pilot in Command | PIC | Flying as pilot in command, including;* Solo flight as a qualified pilot
* Solo flight under the supervision of an instructor *(in which case the entry must be certified by the instructor)*
* Student pilot in command i.e. where the instructor on board does not influence or control the flight *(in which case the entry must be certified by the instructor)*
* Acting as a passenger carrier
* Acting as a flying instructor
* Acting as a flying examiner
 |
| Dual Instruction | PUI | Under dual instruction associated with a licence, rating or qualification *(the entry, or a summary of entries, must be certified by the instructor)* |

***Notes:***

1. *‘Qualified pilot’ means (a) the holder of a BGA Bronze endorsement and Cross-Country endorsement (or Silver Distance) or (b) under EASA rules, the holder of an appropriate licence.*
2. *‘Solo flight’ means that the pilot in command is the sole occupant.*
3. *A series of flights on the same day returning to the same site may be recorded as a single entry.*

|  |  |
| --- | --- |
| **Remarks / Details of Flight** | * Flight training exercises carried out, route flown, check or test result, Flight Instructor or Examiner signature, etc.
 |

# Safety Reminders

|  |  |
| --- | --- |
| **Rigging** | * Were you interrupted or distracted? If so, check the rigging is complete and correct!
 |
| **Daily Inspection** | * Were you interrupted or distracted? If so, run through it again, and make sure the glider is correctly rigged.
 |
| **Pre-Flight Checks** | * If anyone interrupts your pre-flight checks, run through them again from the beginning.
 |
| **Launching** | * Are you familiar with tug upsets and relaxed safety guidance? Are you aware of the BGA advice for safe winch launching? If not, consult an instructor!
 |
| **Collision Avoidance** | * Effective lookout is always crucial for collision avoidance.
 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Flight No.** | **Date** | **Glider** | **Location** | **Launch Type** |
| - | - | Type | No. | Launch | Landing | - |
| - | - | - | - | - | - | - |
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| --- | --- | --- | --- | --- |
| **Crew Capacity** | **PIC Name** | **PIC** | **Under Instruction** | **Remarks / Details of Flight** |
| - | - | Hrs | Mins | Hrs | Mins | - |
| Totals brought forward |  |  |  |  | Launches |  |
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# Instructor Comments

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## Notes



**Websites**

RAFGSA – [www.rafgsa.org](http://www.rafgsa.org)

British Gliding Association (BGA) – [www.gliding.co.uk](http://www.gliding.co.uk)