GLIDING
AUSTRALIA

PILOT'S LOGBOOK
Glider Pilot Certificate

Name:
GFA Number:

OPS 0031
October 2021

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THE GLIDING FEDERATION OF AUSTRALIA INC.
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SAILPLANE AND OTHER ENDORSEMENTS

ENDORSEMENT TYPE	INSTRUCTOR	DATE
Winch Launch		
Aerotow Launch		
Autotow Launch		
Self Launch		
Cross Country/Touring		
Controlled Airspace		
Winch Driver		

Personal details	
Full name	
Date of birth	
GFA No.	
CASA ARN	
RAAus No.	

Addresses	
Date from:	Address

Clubs	
Date from:	Club / Town / State

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GLIDING PATHWAYS

GLIDING AUSTRALIA

PERSONAL GOALS

- Go flying with your friends, take your family for a flight
- Achieve international badges
- Enter Competitions & Regattas

TRAINING COURSES

- **FLYING START**
  Learn how to take off and land safely
  Fly Solo
- **FLYING FURTHER**
  Master the basics of cross country flying
  Attain GPC
- **FLYING FASTER**
  Improve Cross Country Performance and Technique
  Achieve High Performance

TOWING & WINCHING

Winch Driver | Winch Maintenance | Winch Driver Trainer

Tug Pilot | Outlanding retrieves | Competition towing | Tug Pilot Training

GLIDER MAINTENANCE

- Daily Inspector
- Annual Inspector
  Glider maintenance & repairs
- Maintenance Trainer

INSTRUCTING & COACHING

- Air experience instructor
- Level 1 instructor
  Level 2 instructor
  Level 3 instructor
- Silver Coach
  Diamond Coach
  High Performance Coach
- Chief Flying Instructor

This logbook should be shown to the trainer on each flying day

INTRODUCTION

This logbook records your progress as you transition to become a qualified glider pilot, culminating in the achievement of the Glider Pilot Certificate (GPC). The GPC recognises that you have mastered the skills required to fly a glider to the International Civil Aviation Organisation (ICAO) standard. This is also the Gliding Australia national standard. This confirms that you can now operate independently.

You will learn to fly the glider safely as well as develop a broad range of soaring skills. This will enable you to actively participate in the full range of sporting and performance opportunities.

The GPC is equivalent to your license to fly a glider, but there are many other skills that you can develop from that point – for example, flying with friends, cross country touring, racing, records, aerobatics, instructing, coaching and glider maintenance.

The GPC Pathway

Page 8 lists the 44 Units required for the GPC. From Page 12 the training card shows the elements of competency that you will need to demonstrate. Your trainers will teach you each of these units. As you develop competence you will progressively take over full responsibility for flying the glider.

The Gliding Australia Training Manual

The Training Manual is available on the Gliding Australia webpage for easy access by pilots and trainers. This comprises a Trainer Guide for each of the 44 units, detailing the Competencies and the Performance Criteria. It also provides advice to the Trainer on the detail to be covered and the training sequence.

Also included is a Pilot Guide for each unit to be used by the student pilot. The Pilot Guide explains the theoretical aspects of each unit and explains the required standard to be achieved. This is strongly recommended pre-reading prior to tackling the unit on your next flight. The Pilot Guides can be used after the flight to review the key lessons learned.

There are a series of Theory Lessons that underpin your learning. The Theory Lesson explains the principles and technical aspects so that you can develop the required knowledge to underpin your skills. The units are listed within the GPC Training Card. These will be delivered by your trainer or can be studied independently.

The combination of Theory Lessons, Pilot Guides, Trainer briefings and in-flight training should have you quickly demonstrating the skills to the required standard.

Progress

You should expect your progress to vary throughout your training. Some parts you will find quite easy and you will make rapid progress. Other sections you will find more challenging. Everyone will experience periods when it seems that you are not making much progress, this is quite typical. Persevere and you will get back on track. If you are concerned, discuss this with your trainer.

Everyone learns at different rates and learning rates also depend on how often you can fly. Flying each week will mean you progress faster than if you only fly every second or third week. If you can attend an intensive training course over a number of sequential days your progress will be much faster (this is highly recommended). Your progress is based on demonstrated competence, not on the number of flights/hours you have completed.

There is no expectation in terms of how quickly you progress. Take your time and relax and enjoy, or if you want to progress faster talk to your trainer about ways to achieve this.

Progressive competency

The Training Card in this book lists all the competency units and sub-elements. Each day you fly, the Trainer will complete the date and number of flights on that date. In the column below the date, the trainer will evaluate your progress for that day. The Trainer will indicate your level of progress for each element by assigning 1 to 5 from the definitions in the following table.

1	The Trainer has briefed and demonstrated the exercise or sub element to the Student
2	The Student is practising the exercise or sub element
3	The Student is doing the flying with frequent prompting
4	The Student is flying and requires occasional prompting
5	The student is Competent at that exercise or sub element

Competency is achieved when you can reliably demonstrate that you meet the standard for the competency unit:

- under a broad range of conditions,
- by amending your actions and decisions to cater for a range of threats and errors
- by clearly explaining your options and decisions
- by planning for a range of eventualities.

When your trainer assesses you as competent at all Elements of Competency that comprise a Unit of Competency, the Trainer and you will each sign to indicate that you agree that you believe you meet all requirements of the unit.

Trainer Notes

The Trainer will provide constructive advice and guidance to the student pilot and to the next Trainer if relevant, see pages 30 to 34. The Trainer will note which units were covered and your progress toward competency and identify areas for future focus. This is particularly useful if you have a number of Trainers or if there are gaps in your flying. It can also be used to recommend specific theory topics to study.

Flowchart

The Flowchart on pages 10 and 11 show the sequence of delivery for the units. Many are sequential. For example, you need to be competent (scoring 4 or 5) on Unit 8 - Sustained turns, all controls before you learn takeoffs, circuits and landing sequences. Other units can be learned concurrently; for example, Units 1 and 9 can be delivered whilst also learning units 3,4,5, and 6. Some Units take quite a few flights to become competent.

The arrows linking the units show the flow of prerequisite units. You cannot be deemed competent on a unit until all prerequisites have been completed and deemed competent. Prerequisites are listed in the Pilot Guides† as well as the flowchart.

Logbook endorsements

Pages 35 to 37 contain a range of endorsements that your Trainer will authorise upon completion. All listed endorsements are required for qualification of the GPC.

Previous Flying Experience

TYPE	Second Pilot		In Command	
	No. of Flights	Time	No. of Flights	Time
Gliding				
Hang Gliding				
Paragliding				
Rotorcraft				
Light Sport Aircraft				
Power flying				
Other				
I certify that the above information is, to the best of my knowledge, correct. Signed:			Date:.	

† Pilot Guides available at Gliding Australia website under "Documents"

Glider Pilot Certificate Pathway

To achieve the Glider Pilot Certificate you must demonstrate competence in each of the following 44 units.

1. Lookout awareness	23. Rules of the air
2. Ground handling, signals	24. Human Factors and Pilot Limitations
3. Pre-flight preparation	25. Threat and Error Management
4. Orientation, sailplane stability	26. Assessment of competence for First Solo
5. Primary effects of controls	27. Advanced aerotowing
6. Aileron drag, rudder co-ordination	28. Side slipping
7. Straight flight, various speeds, trim	29. Steep turns
8. Sustained turns, all controls	30. Thermal centring techniques
9. Lookout scan procedures	31. Thermal entry
10. Use of ancillary controls	32. Soaring with other gliders
11. Introduction to Soaring	33. Thermal sources and structure
12. Slow flight, stalling	34. Outlanding planning, demonstration and execution
13. Launch and release	35. Flight preparation, glider, trailer and pilot
14. Take-off	36. Airspace and Navigation
15. Break-off and Circuit Planning	37. Passenger carrying
16. Circuit joining and execution	38. Meteorology and flight planning
17. Stabilised approach and landing	39. Advanced soaring instruments and flight computers
18. Spin/Spiral Dive Avoidance and Recovery.	40. Cruising, speed to fly, height bands and thermal selection
19. Crosswind take-off and landing	41. Demonstrated cross country capability
20. Launch emergencies	42. Daily Inspections, Pilot Maintenance limits, DI Certificate
21. Radio use and endorsement	43. Independent operator responsibilities
22. Use of Situational Awareness Aids (FLARM / ADS-B / Radio)	44. Glider Pilot Certificate (application authorised)
Units 13, 14, 20 include options for Aerotow, Winch/Autotow and Self Launch methods	

THEORY LESSONS

The following theory courses and assessments must be completed and signed off by your instructor in the applicable section of the GPC trainer card.

The theory lessons can be found on the GPC section of Gliding Australia website: glidingaustralia.org/gpc/

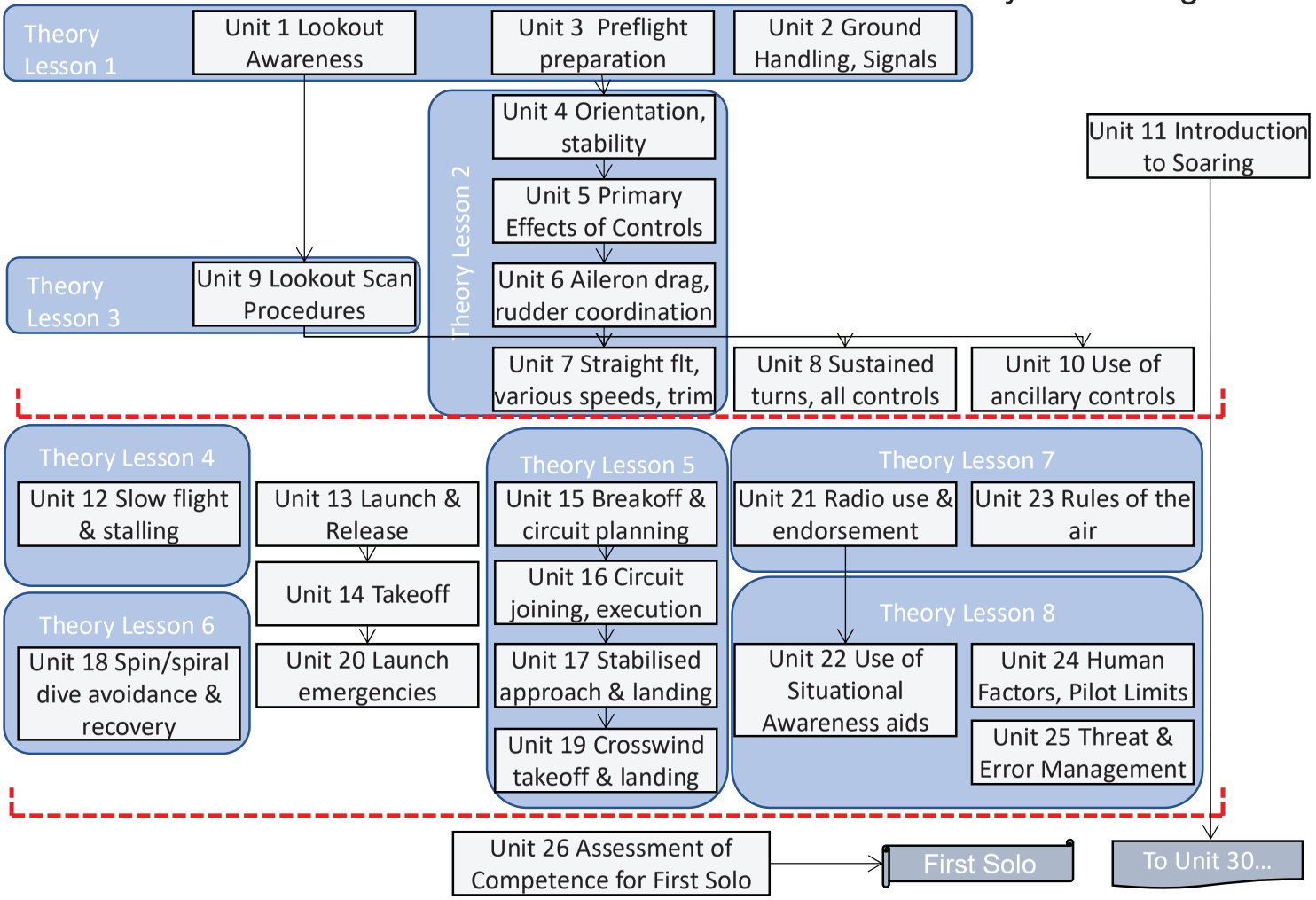
Theory Lesson topics:

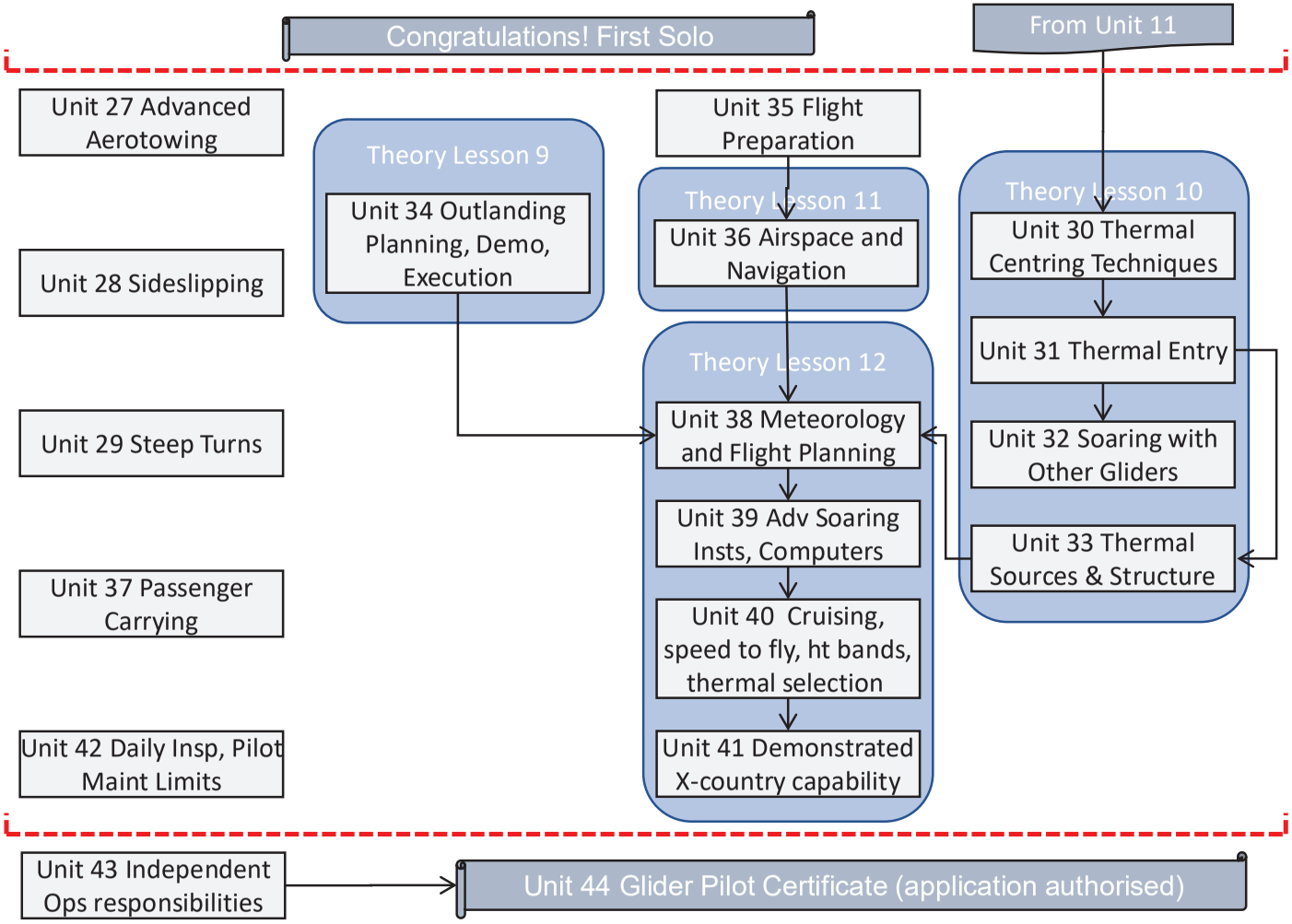
TL 1; Vision, ground handling, instruments, airworthiness.
TL 2; Principles of flight
TL 3; Lookout scanning
TL 4; Slow Flight and stalling
TL 5; Circuits and landing
TL 6; Emergencies, Spinning
TL 7; Radios, Rules of the Air (+ Knowledge of local requirements)
TL 8; Human Factors, Threat and Error Management
TL 9; Outlanding
TL 10; Thermals and Thermaling
TL 11; Airspace and Navigation
TL 12; Cruising on Track

There are also a number of exams required, your instructor will guide you to their location. These include:

- Radio Operators exam;
- A certificate exam;
- B certificate exam;
- C certificate exam.

GPC Syllabus Progression




Congratulations! First Solo
From Unit 11
Unit 27 Advanced Aerotowing
Unit 28 Sideslipping
Unit 29 Steep Turns
Unit 37 Passenger Carrying
Unit 42 Daily Insp, Pilot Maint Limits
Theory Lesson 9
Unit 34 Outlanding Planning, Demo, Execution
Unit 35 Flight Preparation
Theory Lesson 11
Unit 36 Airspace and Navigation
Theory Lesson 12
Unit 38 Meteorology and Flight Planning
Unit 39 Adv Soaring Insts, Computers
Unit 40 Cruising, speed to fly, ht bands, thermal selection
Unit 41 Demonstrated X-country capability
Theory Lesson 10
Unit 30 Thermal Centring Techniques
Unit 31 Thermal Entry
Unit 32 Soaring with Other Gliders
Unit 33 Thermal Sources & Structure
Unit 43 Independent Ops responsibilities
Unit 44 Glider Pilot Certificate (application authorised)

GPC TRAINING CARD

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
Theory Lesson 1: Vision, ground handling, instruments, airworthiness																
1. Lookout Awareness	Priority of Lookout: Explains collision risks, Need for Situational awareness, use of radio for Alerted see & avoid,															
	Application of lookout: Clears airspace, difficult to see areas, identifies landmarks/traffic, clock code															
	Collision Avoidance: Applies rules of air, Interprets traffic information.															
2. Ground Handling, Signals	Control and move the Glider on the ground: How to push, Steer, Tie down															
	Use the standard ground Signals: Take up slack, all out, STOP															
	Correctly perform wing tip runner and hook-on duties: Check towrope, weak link. Airspace clear for launch															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
3. Preflight Preparation	Access required info before flight. Maintenance release, Placards, Weather															
	Use aircrafts documentation. W&B, X-wind limits.															
	Inspect the Aircraft: Pre-flight.															
	Identify / Operate basic instruments. Set altimeter, Radio & frequency, Power on															
	Cockpit Safety. Canopy handling, harness, seat adjust,															
	Conduct Pre-Take off Checks. Sterile envir, Airspace clear for launch															
	Prepare and fit the Parachute (where required)															
4. Orientation, Sailplane Stability	Orientation in the Local Area: Airfield and Local features, glide angle to airfield															
	Sailplane Stability: 3 axis, stability, lateral damping, horizon reference															
	Basic Glider Aerodynamics: Lift, Drag, Weight, Pitch, Roll, Yaw															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
Theory Lesson 2: Principles of flight																
5. Primary Effects of Controls	General: Correct stick grip, impact of airspeed, large/fast movement, Threats															
	Elevator: Horizon, Attitude to achieve 50-70 kts, change/hold pitch +/- 10 knots, stability															
	Aileron: Roll & Roll rate, +/- 20 degrees, maintain bank, rate of application															
	Rudder: Yaw L& R, Yaw string indications, Limit of effect															
6. Aileron Drag, Rudder Co-ordination	Aerodynamics: Aileron drag and impacts, proportional use of rudder, Yaw string indicators, Risks of poor coordination															
	Conducts coordinated flight: adverse yaw, varying roll rate, centralise aileron & rudder, roll on a point															
7. Straight Flight, Various Speeds, Trim	Straight flight various speeds: 50-80 kts. Select attitude for specific speed +/- 5Kts, ASI covered. Wings level & balanced															
	Trim Aircraft: Elevator then trim. Adjust when required															
	Maintain Straight Flight to nominated track. Correct for drift. Coordination, Lookout/ Scan															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
8. Sustained Turns, All Controls	Describes controls required for turns. Coordination. Lookout.															
	Enters a coordinated turn. Bank to 40 deg. 45-70 kts. Centralise R & A. Both directions.															
	Maintains coordinated turn, Constant bank, coordinated turns for 2 circles. varying bank, speed to 70kts, using attitude.															
	Exits turn on desired heading. Heading +/- 10 degrees															
Theory Lesson 3: Lookout scanning																
9. Lookout Scan Procedures	Effective Lookout: Visual scanning techniques, Focus outside the cockpit. Clock code to explain traffic.															
	Lookout Scan Procedures. Collision avoidance, Blind spots, Cruising, Full and Targeted scan															
	Perform Lookout during Flight scans for various manoeuvres, Scan rate, ensure situational awareness Use of flarm.															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
10. Use of Ancillary Controls	Airbrakes. Identify, Unlock, Set / adjust, Descent rate - not speed															
	Flaps, Flaperons, Plain Flaps, Fowler Flaps. Identify, operate within speed limits.															
	Undercarriage. Identify. Check position, lock															
	Canopy. Normal and emergency actions															
	Tow Release. Identify and operate															
Theory Lesson 4: Slow Flight and stalling																
11. Introduction to Soaring	Soaring Pathways, individual goals.															
	Basic aircraft control Heading to landmark, attitude, bank to 45 deg															
	Basic thermalling: Identify, centre & climb in thermal, using Feel & Vario															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
12. Slow flight, Stalling	Slow flight techniques Monitor attitude, sound, feel, use of forward stick and opposite rudder.															
	Safe flying practices HAS(E)LL, Coordination, safe speed near ground, avoid use of excess rudder in turns															
	Stall Recognition Aerodynamic factors. Stall indicators/symptoms															
	Stall Recovery: straight, in a turn, with airbrakes, with flaps, (with engine power)															
13A. Launch and Release Aerotow	Aerotow Glider Launch above 300 feet AGL. Low & High tow, Lookout. Situational awareness															
	Aero-tow Glider Release. Lookout, Clear, Release															
13W. Launch and Release Winch	Initial Climb through Full Climb. Monitor speed & direction. Risk aware. Situational awareness															
	Winch Launch Release. Low tension. Post release actions															
	React to airspeed changes Too fast signal. Maintain safe airspeed															
	Threats during winch launch. Speed, power failure, direction control															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
13S. Launch (Self Launch)	Self-Launch above 300 feet AGL. Lookout, Monitor speed & direction. Situational awareness, Monitor engine parameters															
	Follows appropriate launch pattern. Aware of other traffic, Avoid Thermalling in circuit area															
	Shuts down, commences soaring flight, restarts engine: Action in case of failure to restart.															
14A. Take-off Aerotow	Preparation for take-off. Checks, Clear for launch, Tow release, Emergency options															
	Ground run and separation. Independent control use. Maintain station. Control height.															
	Conduct initial climb. Lookout. Call failure options, Situational awareness															
14W. Take-off Winch	Preparation for take-off: Checks, Clear for launch, Weak Link, Tow release, Emergency options															
	Conduct ground run and separation. Airspeed limits, attitude, direction, wings level to Separation and appropriate initial climb attitude															
	Threats during take-off on a winch launch Speed, power failure, direction control, release if wing drops															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
14S. Take-off (Self launch)	Preparation for Take-off. Calc T/O dist. Abort point. Engine checks															
	Taxi to Launch point. Plan taxi route, wind impacts															
	Ground run and separation. Independent control use. T/O, climb speed															
Theory Lesson 5: Circuits and landing																
15. Break-off and Circuit Planning	Make the decision to land: Sufficient height at circuit joining,															
	Determine appropriate landing area, circuit pattern and circuit joining area. Identify landing area, circuit options and alternates															
	Transits to Circuit Joining Area. Configures aircraft, Situational awareness of traffic & Environment															
	Clearance and traffic separation during transit: Clearance of obstacles and restricted airspace, and other traffic. Radio calls															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
16. Circuit Joining and Execution	Join circuit as planned. Aircraft configured, Standard radio calls. A range of non-standard entries. Consider OL options.															
	Fly circuit maintaining situational awareness: Maintain speed, track and angle to aiming point. FUST, Adjust depending on conditions.															
	Modify Circuit as required. Consider Threats															
	Clearance and traffic separation. Consider airspace and obstacles. Use radio to alert traffic															
17. Stabilised Approach and Landing	Plan for Approach and Landing: Identify threats, obstacles, wind and corrective actions															
	Conduct approach: Identify and correct overshoot/undershoot. Manage speed track, descent, wind and shear.															
	Conduct flare, hold-off and landing: Flare and maintain attitude. Recover from incorrect flare. Directional control. End of roll within 10m															
Theory Lesson 6: Emergencies, Spinning																
18. Spin / Spiral Dive Avoidance and Recovery.	Knowledge of spins & spiral dives: Explain stages and recovery actions, differentiate Spin from Spiral dive. Explain Threats.															
	Demonstrate recovery from spin & spiral dive: Identify direction of rotation, indicators of spin and spiral dive, Recover from incipient and full spin, both directions.															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
19. Crosswind Take-off and Landing	Assess Cross wind conditions and glider limitations. Assess cross wind															
	Conduct crosswind Take-offs: Safe crosswind takeoff, unaided, at least 3 times.															
	Conduct crosswind Landings: Safe crosswind landing, unaided, at least 3 times. Slip or crab method															
20A. Launch Emergencies Aerotow	Describes the range of Launch emergencies: Actions to reduce launch emergency and tug upset.															
	Ground roll emergencies, Wing drop, PIO, Directional Control, Power failure															
	Initial climb emergencies: Identify suitable landing areas off field. Call options all flights. Simulated failure below 500 feet, include 180 degree turn.															
	Full climb emergencies: Correct response to release and double release failure.															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
20W. Launch Emergencies Winch	Describes the range of Launch emergencies: Actions to reduce launch emergency, Direction to turn in crosswind, NMA, describe cable hook up procedure															
	Ground roll emergencies. Wingtip hits ground, cable overrun, loss of directional control, ballooning,															
	Initial climb emergencies: Attitude, Airspeed, Assess. Low level and Intermediate level															
	Full climb emergencies: Demonstrate cable break and loss of power. NMA avoidance															
20S. Launch Emergencies	Describes the range of Launch emergencies. Actions to reduce launch emergency															
	Ground roll emergencies: loss of directional control, Engine failure															
	Initial climb emergencies: Identify suitable landing areas off field, Low power. simulated engine failure, including landing on airfield, 180 turn															
	Full climb emergencies. Simulated engine failure above 500 feet.															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
Theory Lesson 7: Radios, Rules of the Air																
21. Radio Use and Endorsement	Operate radio controls; Set frequency, squelch and volume. Operate microphone, PTT,															
	Communicate using a VHF radio: Using standard phraseologies, with correct enunciation, articulation															
	English Language Proficiency confirmed															
	Theory test completed and Radiotelephone operator endorsement signed on page 35															
Theory Lesson 8: Human Factors, Threat and Error Management																
22. Use of Situational Awareness Aids	Knowledge of a range of situational awareness aids available to the pilot															
	Effectively use different situational awareness aids: Flarm, ADSB, Transponder, Moving Map															
	Mitigate limitations of situational awareness aids: Configure, calibration, distraction, backup.															
23. Rules of the Air	Theory test passed															
	Knowledge of local requirements															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
24. Human Factors and Pilot Limitations	Self-assesses Medical fitness: using IMSAFE															
	List Hazardous Attitudes & strategies to counter them															
	Describe a Model of aviation decision making															
	Describe the additional factors that affect pilot performance															
	Describe the factors of Airmanship															
	Describe risk and risk management. Currency Barometer															
25. Threat and Error Management	List TEM definitions: Pristine flight, Threats, Errors, Undesired aircraft states.															
	Prepare for flight using TEM strategies. Conduct briefing. Notam, weather, airspace.															
	Conduct flying using TEM strategies: Provide feedback on threats identified and actions taken. Personal limits															
26. Assessment of Competence for First Solo	Units 1-25 completed and all signed off as fully competent (Units 11 and 19 only if conditions allow, units 21 and 22 if aircraft equipment allows).Units 24 and 25 rated 4 or 5															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
First Solo	Congratulations															
Minimum syllabus requirements met for **A** Certificate after 5 solos and other requirements - see page 35 for details																
27. Advanced Aerotowing	Changing station on tow															
	Boxing the slipstream															
	Cruising and descending on tow															
28. Side Slipping	Side Slip Description															
	Conduct Side Slip															
	Side Slip applications															
29. Steep Turns	Conduct Steep Turn															
	Maintain Steep Turn															
	Conduct Roll Out following Steep Turn															
Minimum syllabus requirements met for **B** Certificate after 15 solos and other requirements - see page 36 for details																
30. Thermal centering techniques	Centering															
	Glider control and awareness															
31. Thermal Entry	Thermal recognition															
	Thermal entry															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
32. Soaring with Other Gliders	Awareness															
	Separation															
	Predictability															
33. Thermal Sources and Structure	Thermal structure															
	Thermal lifecycle															
Theory Lesson 9: Outlanding																
34. Outlanding Planning, Demonstration and Execution	Select a suitable landing area WSSSSSS															
	Prepare for outlanding															
	Perform circuit to field															
	Land in field															
	Post outlanding actions															
35. Flight Preparation, Glider, Trailer and Pilot	Personal preparation															
	Glider preparation															
	Car and trailer preparation															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
Theory Lesson 10: Airspace and Navigation																
36. Airspace and Navigation	Airspace Classification															
	Radio procedures in controlled Airspace															
	Altimetry															
	Flight Planning															
	Search and Rescue															
	Basic Navigation															
37. Passenger Carrying	Knowledge of conditions associated with carriage of passengers.															
	Provide an effective safety briefing and conduct pre-flight checks.															
	Fly safely with a passenger on board.															
Minimum syllabus requirements met for **C** Certificate after 20 solos and other requirements - see page 36 for details																
38. Meteorology and Flight Planning	Meteorology (Briefing)															
	Flight planning															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
39. Advanced Soaring Instruments & Flight Computers	Understanding															
	Practical use															
40. Cruising, Speed to Fly, Height Bands and Thermal Selection	Cruising track selection															
	Speed to fly															
	Height band															
	Thermal selection															
	Final glide															
41. Demonstrated Cross Country Capability	Flight planning															
	Flight conduct															
42. Daily Inspections, Pilot Maintenance Limits, DI Certificate	Obtain Daily Inspector Rating from an authorised person; rating form to be completed.															

Flying Exercise (Record progress in column below each flight date)	Date													When competent at all elements comprising the unit, sign as competent at entire unit		
	No. of Flights													Trainer	Student	Date
43. Independent Operator Responsibilities	Describe the responsibilities of being an independent operator															
44. Glider Pilot Certificate (Application authorised)	Units 1-43 completed and all signed off as fully competent. GPC application submitted to CFI															

Congratulations on Completion of your GPC, the sky's your limit so be safe and enjoy your flying

LOGBOOK TRAINER NOTES

Your trainers will provide comments on your progress and achievements throughout this section. This is intended as a record of your learning and also an indicator to your next trainer on your achievements and challenges so that your learning can be supported as much as possible.

Date	GPC units	Trainer comments

Date	GPC units	Trainer comments

Date	GPC units	Trainer comments

Date	GPC units	Trainer comments

Date	GPC units	Trainer comments

GFA RADIOTELEPHONE OPERATOR AUTHORISATION

This is to certify that		Member Number	

Has demonstrated competence to operate radio transceiver equipment on board aircraft in the English Language.

Instructor Name			
Member #		Level	
Signature		Date	
Club			

GFA DAILY INSPECTOR AUTHORISATION

Issued to		Member Number	

Qualifying the holder to carry out Daily Inspections on the following airframe types:

Type	Examiner Signature	Number	Date
Wood			
Metal			
FRP			
Tube			

"A" CERTIFICATE

This is to certify that		Member Number	

Has fulfilled the following requirements:

1. Has completed five solo flights with normal landings.
2. Has satisfactorily completed a check flight, including the following:
   - An awareness of pre-spin symptoms and a demonstration of the correct action to prevent a spin developing.
   - An accurate circuit without reference to altimeter.
   - Correct handling of selected emergencies.
   - Passed the **A** certificate exam

Instructor Name			
Member #		Level	
Signature		Date	
Club			

"B" CERTIFICATE

This is to certify that		Member Number	

Has fulfilled the following requirements:

- Has completed 15 solo flights with normal landings, including at least one solo soaring flight lasting 30 minutes.
- Has satisfactorily completed Sections 1 to 29 of the GPC training syllabus.
- Passed the **B** certificate exam

Instructor Name			
Member #		Level	
Signature		Date	
Club			

"C" CERTIFICATE

This is to certify that		Member Number	

Has fulfilled the following requirements:

- A total of 20 solo or 'in command' mutual flights, including two solo soaring flights of at least one hour's duration each.
- Has satisfactorily completed Sections 1 to 37 of the GPC training syllabus.
- Passed the **C** certificate exam

Instructor Name			
Member #		Level	
Signature		Date	
Club			

PRIVATE PASSENGER RATING

This is to certify that		Member Number	

is considered competent to carry passengers (not Air Experience and not Charter Flights).

- Authorisation for the carriage of private passengers is subject to direct authorisation by the duty instructor on each passenger carrying flight or group of flights, except for pilots holding a GPC.

Instructor Name			
Member #		Level	
Signature		Date	
Club			

LOGBOOKS

Pilots†, are required to maintain a logbook that records all flights in sailplanes (gliders)

Logbook requirements*,

(1) Record in the logbook:
  (a) Full name
  (b) Date of birth;
  (c) Gliding Australia Membership number (GFA #);

(2) As soon as practicable after completing each flight, record the following information in the logbook for a flight:
  (a) the date of the flight;
  (b) the type and registration of aircraft;
  (c) the type of launch used;
  (d) the launch location;
  (e) the flight time in each of the following capacities:
    (i) pilot in command (In-Com.);
    (ii) co-pilot;**
    (iii) trainee pilot receiving flying training (Dual);
  (f) if the person is a flying instructor – any flight time spent by the person conducting flying training during the flight. (Inst.)

† "Pilot" includes: pilot certificate, glider pilot certificate or glider pilot licence holders and trainees for above.

* For more detail see *CASR Part 103 MOS.*

** Co-pilot is unusual in gliders, mutual as second pilot or high performance two seat cross country (other than training) are examples. Rather than a dedicated column, GFA recommends that co-pilot time be noted in remarks section.

Serial No. of Flight	Date	Glider *Type/Rego*	Place	Launch Type	Dual/Inst.		In Com.	
					Hrs.	Min.	Hrs.	Min.
Year:		Totals brought forward:						
				Total for page:				
				Grand totals to date:				

Remarks *Exercise / Task / Turnpoints / Landing point / Km*			Trainers Signature
Other Totals			

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GLIDING AUSTRALIA STANDARD CHECKS

POWERED SAILPLANE - PRE TAKEOFF

PRE BOARDING

A AIRFRAME (walk around check for damage and/or defects. Bungs and covers removed, gear safety locking pins/blocks removed, steering bar and chocks stowed, Maintenance Release checked, including DI validity).

B BALLAST (powered sailplane loading is within placarded limitations and trim ballast secure).

C CONTROLS (check controls, including airbrakes and flaps, for correct sense and full deflections).

D DOLLIES (all dollies and ground handling equipment removed).

E ENGINE (oil quantity checked sufficient for flight, oil cap/stick secure, cooling fluid level checked if required, Propeller checked for condition and serviceability). Run the fuel boost pump with the fuel turned on and check for fuel leaks.

F FUEL (Dipped, quantity sufficient for flight, correct type and octane, oil mix correct if two-stroke, fuel caps on and tight).

POST BOARDING

C CONTROL ACCESS (Seat adjustments secure and positioned to allow for comfortable access to all flight controls, panel switches/knobs and the tow release. Rudder pedals adjusted for reach if applicable).

H HARNESS (secure, lap belt low on hips, both pilots)

A AIRBRAKES and FLAPS (airbrakes cycled and set for launch, or closed and locked. Flaps (if fitted) cycled, set as required for take-off).

O OUTSIDE (airspace and take-off path clear. Wind velocity checked. Sufficient competent ground crew available).
OPTIONS (evaluate emergency plan, identify aircraft critical speeds).

T TRIM (Trim set as required, Ballast confirmed).

I INSTRUMENTS (altimeter set, radio on and set to correct frequency, voltage and amperage normal, other instruments reading normally and no apparent damage).

C CANOPY (closed, locked and clean, side vent adjusted), CARRIAGE (undercarriage down and locked) CONTROLS (checked for full and free movement).

NOTE: The following additional checks should be used unless the Aircraft Flight Manual (AFM) specifies otherwise. Engine run up checks are to be completed in accordance with the AFM.

I IGNITION (magneto check carried out, magneto or magnetos on both).

F FUEL (On and sufficient, most full tank selected if applicable).

P PROPELLER (Set for take-off/ fine position, plus checks required by AFM).

C CHOKE/CARBURETTOR HEAT (off)/COWL FLAPS (if fitted).

R RADIO/TRANSPONDER (correct frequency, volume set, call as required/ Transponder 1200 Mode C).

B BRAKES (Wheel brakes released, airbrakes locked).

PRE LANDING CHECK

F FLAPS (set as required)

U UNDERCARRIAGE (Down and locked, and visually confirmed to placards)

S SPEED (safe speed near the ground)

T TRIM (set for selected speed)

I IGNITION (magneto switches on or both).

F FUEL (Selected to the most-full tank if applicable, boost pump on if landing engine on).

P PROPELLER set as required (fine pitch engine on, feathered engine off).

C CHOKE/CARBURETTOR HEAT off/set as required).

R RADIO/TRANSPONDER (correct frequency, volume set, call as required).

B BRAKES (Wheel brake/brakes off)

VITAL ACTIONS / EMERGENCY CHECKLIST

C CARBURETTOR HEAT (off, if fitted)

F FUEL (On and correct tank, fuel boost pump is on)

M MIXTURE (choke off, full rich as required).

O OIL PRESSURE (Checked).

S SWITCHES (Checked ON, or BOTH).

T THROTTLE and LINKAGE (Checked).

VITAL ACTIONS AFTER TAKE OFF

C CARBURETTOR HEAT (off, if fitted)

F FUEL (On and correct tank, fuel boost pump is on)

M MIXTURE (choke off, full rich as required).

PRE AEROBATIC CHECK

H HEIGHT – Sufficient for recovery by 1,000 ft AGL (2,000 ft if within a 2 mile radius of a licenced aerodrome).

A AIRFRAME – Flaps, airbrakes, undercarriage set as required. Trim as required. Hatches and vents closed and locked as appropriate.

S SECURITY – Harness secure. Loose objects stowed.

E ENGINE and PROPELLER (power and propeller set as required, engine off/ propeller feathered, engine retracted for retractable pop tops).

L LOCATION – Clear of built-up areas, cloud, controlled airspace.

L LOOKOUT – 180° plus 90° turns checking carefully around, above and underneath. Do not do a 360° turn

GLIDING AUSTRALIA STANDARD CHECKS

SAILPLANE - PRE TAKEOFF

PRE BOARDING

A AIRFRAME (walk around check for damage and/or defects. Maintenance Release checked, including DI validity.

B BALLAST (glider loading is within placarded limitations and trim ballast secure).

C CONTROLS (check controls, including airbrakes and flaps, for correct sense and full deflections).

D DOLLIES (all dollies and ground handling equipment removed).

POST BOARDING

C CONTROL ACCESS (Seat adjustments secure and positioned to allow for comfortable access to all flight controls, panel. switches/knobs and the tow release. Rudder pedals adjusted for reach if applicable).

H HARNESS (secure, lap belt low on hips, both pilots)

A AIRBRAKES and FLAPS (airbrakes cycled and set for launch, or closed and locked. Flaps (if fitted) cycled, set as required for take-off).

O OUTSIDE (airspace and take-off path clear. Wind velocity checked. Sufficient competent ground crew available).
OPTIONS (evaluate emergency plan, identify aircraft critical speeds).

T TRIM (Trim set as required, Ballast confirmed).

I INSTRUMENTS (altimeter set, other instruments reading normally, no apparent damage. Radio on and on the correct frequency).

C CANOPY (closed, locked and clean, side vent adjusted), CARRIAGE (undercarriage down and locked) CONTROLS (check for full and free movement), CABLE (Hook on).

PRE LANDING CHECK

F FLAPS (set as required)

U UNDERCARRIAGE (Down and locked, and visually confirmed to placards)

S SPEED (safe speed near the ground)

T TRIM (set for selected speed, disposable ballast drained)

PRE AEROBATIC CHECK

H HEIGHT – Sufficient for recovery by 1,000 ft AGL
(2,000 ft if within a 2 mile radius of a licenced aerodrome).

A AIRFRAME – Flaps, airbrakes, undercarriage set as required. Trim as required. Hatches and vents closed and locked as appropriate.

S SECURITY – Harness secure. Loose objects stowed.

L LOCATION – Clear of built-up areas, cloud, controlled airspace.

L LOOKOUT – 180° plus 90° turns checking carefully around, above and underneath. Do not do a 360° turn.