MSC RED BOOK

FLYING REGULATIONS

2001, July 27
Prepared for MSC
By the MSC Instructor's Panel

MSC MISSION

MSC's mission is to promote the sport of soaring in all of its aspects. It endeavors to train, support and encourage its members to participate in all aspects of the sport, from basic training, to FAI badges and competition flying in an atmosphere of :

- **SAFETY**
- **GOOD SPORTMANSHIP**
- **CAMARADERIE**

INTRODUCTION

This book is a compilation of rules and procedures evolved over 55 years in order to run a safe and smooth operation. It is to be interpreted in that spirit and not in a legalistic frame of mind. Should you require any interpretation please contact the Instructor of the day or the Chief Flying Instructor.

It is organized by type of activity for ease of reference and is a complement to SAC's "Soar Instruction Manual." and the SAC Air Instruction Notes..

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1.0 FLYING OPERATION

1.1 REQUIREMENTS FOR OPERATION

1. The minimum number of members for club operation at home site is five members composed of:
   1 authorized responsible person
   1 authorized tow pilot
   3 members

2. The authorized responsible person takes charge of the operation and arranges for the functions of Flight Line Manager and timekeeper to be filled by members present.

3. No student or (holder of a student pilot permit) shall fly when there is no instructor present.

4. For normal operation, those duties are filled according to the duty roster for Instructors, Tow Pilots and Flight Line Manager, the Instructor's team leader being in charge of the operation.

1.2 STARTING THE FLYING DAY

1. Montreal Air Traffic Control is contacted, requested to open zones A, B and C. and the authorizations are recorded in the Zone book in the clubhouse as well as at the flight line chalk board & flight sheets.
2. The hangar is unloaded with care and gliders are cleaned if necessary.
3. Aircraft to be flown get their daily inspection by experienced members and are properly signed off. Batteries placed in gliders should have their hangar chargers turned off when not in use.
4. All gliders are to be located according to active runway. ***All gliders that are not to be used must be put back into the hangar during the flying day.***
6. The flight line trailer is opened with the flight sheets, cash box, daily flight list, and necessary forms. The radio is turned on. The supply of towropes, short links and rope handling sticks is to be checked.
7. The names of the instructors or responsible person, tow pilots and Flight Line Manager are recorded on the flight sheet.
8. The glider tow tractors shall be gassed up and oil checked. Avgas and SAE 30 oil are used for the small glider tractor and is inserted in the dip stick pipe. Oil is stored in the red well building. Fuel mix for the golf cart is located in the back of the gas pump. Use 2 cycle 40 to 1 mixture (500 ml oil to 20 liters of aviation gas. Mix in red container.

1.3 DURING THE DAY

1. The number signed by the members in the daily flight list book determines the order of flight. Once the flight is completed a new number can be assigned. The number is valid until flown but members should stay around to help.
2. Cross country and badge attempt flights may get preferential treatment. The takeoff board in the flight line trailer determines the take-off order. A pilot wishing to fly prints their name on the chalkboard along with the A/C they wish to fly. It is then placed on the flight rack. The top line is for those ready to fly and the other rows are standby. Red boards indicate Krosno, Green indicate 1:26 and PW5, Yellow indicates Astir Single, LS1, DG 300, Twin, Silver Blanik and White Private. The Flight Line Manager selects the take off order by selecting the lowest arrival number. It is then placed on the top line of the take-off board, which also indicated the order of take-off.

3. Gliders should not be positioned in the take off line unless the pilot is present and ready to fly. It is customary to use two lines.
4. Only trained persons can hook up towropes and/or run glider wings and it should never be done without the pilot's permission.
5. For take off, 2 signaling persons is normally required, one being the wing runner checking above and ahead, checking all around as well before taking the wing. The 2nd signaler stands by the runway ahead of the tow plane checking above and behind and relaying to the tow pilot. Only trained members should handle this job.
6. If any emergency or danger should arise, the take off should be aborted by giving the stop signal with both arms stretched upward.
7. After landing, gliders should be removed swiftly, taken across and off the runway first, then to the line or parking area. If impossible, they should be rotated across the runway to occupy less room, then pushed off as soon as possible..
8. For that purpose, the tow vehicles should always remain around the flight line trailer.
9. Members on duty should never leave the field without having transferred responsibility to a replacement.
10. All flights should be recorded on the daily flight sheets. These sheets should also indicate the names of the instructor or responsible person, tow pilots and Flight Line Manager.

1.4 ENDING THE DAY

1. The flight line trailer battery should be left connected for charging from its solar panels. Be sure to turn off the radio and PA System. The garbage bag should be removed (if necessary) and placed in the garbage disposal depot near the entrance to the airport. A new garbage bag should be placed in the container at the flight line. The flight line trailer should be emptied, the radio and public address system turned off, the flight sheets, cash box and daily flight book removed, the panels closed and the door locked. Be sure to leave all ***extra*** air craft cushions in the flight line trailer and not in the gliders.
2. The parachutes should be bagged and left in the gliders that are stored in hangar only. Parachutes from gliders stored in trailers should be removed and stored in the club Parachute room.
3. Glider batteries should be put on charge.
4. The gliders should be carefully dismantled or stored in the hangar by experienced people. When loading the gliders onto their respective dollies, always line up the glider in the direction it is to be pushed onto the hangar for storage.
5. The flight sheets (yellow copies) should be filed in the office and the (white copies) with yellow tickets and cash given to the responsible person.
6. Close any zones that were opened with Air Traffic Control and enter in control book.

1.5 DUTY INSTRUCTOR'S RESPONSIBILITY

1. Instructors are responsible for reporting on their duty days or findings replacements and informing the team leader. (see Flight Line Manager roster appendix 10.14).
2. The team leader or the instructor in charge is responsible for the entire flying operation and reports to the CFI or his deputy.
3. The duty instructor makes sure the operation is run safely and prepares reports on any incident or accident.
4. The duty instructor should be constantly on alert for unsafe practices and

deteriorating weather conditions.

5. Oversees and supports the Flight Line Manager in his functions.

1.6 FLIGHT LINE MANAGER'S RESPONSIBILITY

1. The Flight Line Manager is responsible for all items covered in section 1.1 to 1.4
2. Manager's responsibilities to organize co-ordinate and supervise all the phases of operation described earlier.
3. The Flight Line Manager is responsible to report on their duty days or to find replacements and inform team leader. (See Flight Line Manager roster appendix 10.14)
4. Reports to the duty instructor any irregularity.

1.7 TIME KEEPER'S RESPONSIBILITIES

Time keeping is a crucial part of the flying operation and should be done meticulously as follows:

1. Print neatly and legibly pressing hard enough to make a 2nd copy.
2. Students and passengers are always entered as P2 and instructors and solo pilots are always entered as P1.
3. Enter introductory flights number in the remark column and the amount received in the cash column.
4. Enter special items such as non standard release heights, first solo, badge attempts, check flights, charge instructions etc. in the remark column.

1.8 MID WEEK FLIGHT LINE MANAGER RESPONSIBILITIES

Before any flying takes place the name of the responsible person shall appear on the flight sheet and a licenced pilot shall be *present on the ground* to control the operation. A qualified pilots list is located in the clubhouse on the bulletin board.

1. Open Zones with Transport Canada.
2. Supervise unpacking of hangar.
3. Maintain flight sheets and release altitudes on flight sheets.
4. Ensure that all club aircraft have a DI signed off as ok.
5. Place landing tee at proper end of runway.
6. Ensure that only licenced pilots and members fly. No students shall fly without an instructor present.
7. Be ready to close the operation in case of deteriorating weather.
8. File yellow flight sheet in yearly log book and white sheet in the treasurer’s mailbox located outside the office door.
9. If cash is collected make arrangements to send check to the treasurer and keep the cash. Note this action on the white flight sheets.
10. Remove garbage from the flight line trailer and replace garbage bag.
11. Leave the battery in the flight line trailer connected, since it is on solar cells for charging and turn off radio and PA System.
12. Lock the flight line trailer.
13. Place club batteries that were used on float in the hangar.
14. Bag parachutes in aircraft.

15. Close zones with Transport Canada.
16. When finished in clubhouse for the day, lock the beer fridge and petty cash, alarm the club house, deadbolt the pool door, Leave only the light near the front door on and dead bolt the front door.
17. If there is no one left in the park lock the front gate.

2.0 FLYING REQUIREMENTS

2.1 BASICS

In order to fly at MSC, the following requirements must be met:

1. Be a paid up member.
2. Have signed the MSC waiver.(Yellow Card or membership waiver)
3. Have an up to date logbook, which has been certified in the previous 6 months or a progress sheet.
4. Be 15 years of age to solo.
5. Have **two** check flights with an instructor if pilot has not flown in last 6 months.
6. Instructors need a 2nd check flight to carry passengers or to instruct.
7. Licensed pilots need 5 solo flights, or 2 check flights with an instructor to carry passengers.
8. All licensed pilots should have an annual entry in their logbooks stating the following: Check Flight equivalent to licence standard approved.

2.2 PROGRESSION

2.3 GENERAL

Normally a pilot without experience can expect to be required to make at least 15 flights in each glider type before progressing to the next stage. Members with previous flying experience will fit into the sequence as determined by the check instructors.

2.4 TO FLY KROSNO/BLANIK L23 SOLO

1. Completion of the "Student Progress Sheet" (see appendix 10.1)
2. Passing of club's presolo oral examination (see appendix 10.3)
3. Possession of a valid student pilot permit. (see Section 8.1)
4. Passing an oral examination on the Krosno/Blanik L23 Manual (see appendix 10.4)
5. Completion of two check flights, the second with a Class I instructor.
6. Instructor briefing before first solo in either aircraft.

2.5 KROSNO/BLANIK L23 FLYING

1. Check flight with an instructor every 5th flight for the first 15 flights.
2. It is recommended that a solo pilot fly both aircraft equally, i.e. not more than 3 consecutive flights in each type.

2.6 TO FLY BLANIK L13 SOLO

1. Completion of five approved consecutive landings in the Krosno/L23 Blanik with an instructor in the back seat as an observer.
2. Completion of sufficient training flights in Blanik to be recommended for formal check flights.
3. Completion of Part II of the advanced training sheet (see appendix 10.2)

4. Possession of a glider pilot license. (See Section 8.9)
5. Passing an oral examination on Blanik L13 Manual. (See appendix 10.4)
6. Completion of two check flights, the second with a Class I instructor. Instructor briefing before first solo but only after obtaining a Glider Pilot Licence..

2.7 BLANIK L13 FLYING SOLO

1. Check flight with an instructor after 4 solo flights for 15 flights.

2.8 TO FLY THE PW5 SOLO

1. Completion of 5 consecutive observed landings in the Blanik L13 by an instructor in the back seat as an observer.
2. Completion of 2 pre-PW5 solo check flights, the first with a Class II Instructor and the second with a Class I instructor done in a Twin Astir. If not available use the Blanik L13.
4. Obtain instructor PW5 briefing
5. Passing an oral examination on the PW5 Manual. (See appendix 10.4)

2.9 TO FLY SINGLE ASTIR SOLO

1. Completion of 15 flights in the PW5
2. 5 observed landings in the PW5 in a box 450'X150'
3. 30 hours as P1 .
4. Passing an oral examination on Single Astir Manual. (See appendix 10.4)
5. Completion of two check flights in the Twin Astir , the second with a Class I instructor.
6. Instructor briefing before first solo.

2.10 TO FLY LS1 SOLO

1. Completion of five approved landings in the Single Astir.
2. 50 hours as P1.
3. Passing of an oral examination on LS-1 Manual. (See appendix 10.4)
4. Completion of two check flights in the Twin Astir, the second with a Class I instructor. These check flights approve flying the DG300 and the Twin Astir when the rest of the qualifications below have been met.
5. Instructor briefing before first solo.

2.11 TO FLY DG 300 SOLO

1. Completion of 5 approved landings in the LS-1
2. Passing of an oral examination on DG 300 Manual. (See appendix 10.4)
3. Instructor briefing before first solo.

2.12 TO FLY TWIN ASTIR SOLO

1. Completion of five approved landings in the DG 300.
2. Have one cross country out landing to an unknown field in the PW-5
3. Pass an oral examination on Twin Astir Manual. (See appendix 10.4)
4. Completion of two check flights, the second with a Class I instructor.
5. Instructor briefing before first solo.

2.13 INTRODUCTORY FLIGHTS (KROSNO/BLANIK L23, L13)

1. Must have 10 solo flights on each of the Blanik L23, L13
2. Must have two flights, one in the rear seat of the Krosno and Blanik L23, L13, with a P2, in front before requesting check flights
3. Must have two check flights, one in the rear seat of the Krosno, and Blanik L23, L13 the second with a Class I instructor.
4. Must have done one bonafide out landing in the PW5.
5. **Aerobatics are prohibited.**
6. The minimum age for non-member passengers is 12 years of age.

2.14 INTRODUCTORY FLIGHTS (TWIN ASTIR)

1. Must be passenger checked for intro flights on Krosno and Blanik L23 and L13.
2. Must have 10 solo flights in the Twin Astir.
3. Completion of two check flights, the second with a Class I instructor .
4. To fly from the back seat of the Twin Astir, the pilot must have 2 checks with an instructor in the front seat.
5. **Aerobatics are prohibited with all passengers and only to be performed by pilots with aerobatic ratings and checked out on type, with licenced pilots.**
6. The minimum age for non-member passengers is 12 years of age.

2.15 VISITING PILOTS

1, Must have a valid Canadian glider pilot license or student pilot permit or appropriate clearance from Transport Canada.
2. Must have two check flights, the second with a Class I instructor who will decide which aircraft can be flown.
3. Must have signed the MSC waiver prior to check flights (see appendix 10.7)
4. Must be covered by SAC insurance, i.e. a member of an SAC club otherwise a daily membership will be charged.

2.16 PRIVATE OWNERSHIP

1. Members wishing to fly a private ship at MSC **must first obtain consent from the CFI or his delegate.**

3.0 FLYING RULES

3.1 FLYING DISCIPLINE

1. Members must observe the regulations of Transport Canada and MSC regulations.
2. Any instructor present can take immediate action against members violating regulations. **In case of disagreement, the penalized member has recourse in the following order:**

    a) The Instructor's Team Leader
    b) The CFI or in his absence his Deputy
    c) The Instructor's Panel whose decision is final.

3.2 FLYING ROUTINES

1. **Before Flying**

    a) Be ready to fly when you get in line.
    [Controls, Instruments, Straps, Trim & Ballast, Release, Spoilers & Flaps, Canopy, Options.]
    d) Do a release check if the aircraft is flown for the first time.

2. **In Flight**

    a) Do the over-the-fence check (IS). [Instruments, Spoilers]
    b) Do the 300' check allowing turning back to the airfield in case of a rope break.
    c) Do the after release checks (SW). [Spoilers, Wheel]
    d) Before doing any aerobatic manoeuver (e.g. stalls, spins, loops, etc.) do a CALL check. [Cockpit, Altitude, Location]
    e) Do pre landing checks (SWAFTS). [Straps, Wheel , Water & Wind, Airspeed, Flaps, Traffic, Spoilers]
    f) Always do proper lookout.

3. **After Landing**

    a) Close air brakes, flaps, master switch and canopy.
    b) Rotate glider perpendicular to the field to minimize obstruction.
    c} Assume responsibility for the aircraft until it is properly secured off the runway or has been taken charge of by the next pilot.

3.3 CLUB GLIDER ALLOCATION

1. Club gliders can be used for cross-country tasks and for badge attempts.
2. They must be declared before 10:00 a.m. that day and approved by the instructor in charge.
3. If more than one pilot is interested, a toss up will be organized by the Performance Flying Group at 10:00 hours in the clubhouse.
4. Krosno and Blanik L23 are not allowed to go cross country but can be used for locally flown badge attempts. Other club ships can, provided there are enough

ships left for the number of members wanting to fly. The following guidelines apply:

a) A minimum of two fiberglass single-seaters must be available for remaining members.
b) Exceptions can be made, as decided by the chief instructor in charge, for official competitions, or if there is a minimum number of members waiting to fly.
c) The L13 may be used for cross country out landing checks with an instructor to Wendover Airport..

3.4 TIME LIMITS

1. During normal flying operation, all flights are limited to one hour, except for introductory flights which are limited to 30 minutes. Krosno/Blanik L13 are also limited to 30 minute flights unless approved by the instructor of the day. After 3 minutes of grace, every over time minute will be billed (see Fee Structure, Appendix 10.13) This will only be waived in the following cases:

   a) The pilot is accomplishing a declared task
   b) The pilot inquires if, or is informed, he can stay longer.
   c) The pilot can prove nobody was waiting for the aircraft.
   d) Time limits during the weekday operation will be determined by the authorized responsible person in charge.

3.5 DUAL FLYING

1. Students may take familiarization flights in an aircraft beyond their current training, but this should be exceptional since current training is more important.
2. Licensed pilots may fly together provided they are both solo on the aircraft. They cannot double their time limit.
3. Aerobatics are prohibited unless one of the pilots is an instructor (Air Regulation para 519) The other must be a licenced pilot.
4. Transfers of controls must be accompanied by a positive response from both pilots as follows " You have control" reply "I have control" or "I have control" reply "You have control."

3.6 AEROBATICS

1. The minimum altitude for aerobatics is 3000 ft AGL and must be preceded by a CALL check (see soar instruction manual). In club aircraft the following rules apply:
2. Pilots can only do the maneuvers for which a qualified instructor has trained them.
3. The only permitted maneuvers are loops, wing overs and spins.
4. Inverted flight is strictly prohibited.
5. High speed low passes are only permitted for contest finishes or with permission from the duty instructor. They must first be cleared by radio giving location, height and intended flight path and should never proceed below 300' AGL
6. Aerobatics are strictly **forbidden to student pilots and with non licensed passengers**. (Transport Canada)

3.7 LANDING PATTERN

1. The normal landing circuit is joined at the upwind end of the field between 800 to 1000' and is done south of the runway.
2. The landing T indicates the active runway , and the earliest permissible touch down point.
3. Unless there is an emergency, the four legs should be made i.e. crosswind, down wind, base and final.
4. Normal runways used at Hawkesbury are 27 & 09

4.0 CROSS COUNTRY FLYING

4.1 GENERAL

1. A "Cross country" flight is one flown outside the gliding range of MSC airfield.
2. All pilots must fly locally i.e. within gliding range of MSC airfield until they are checked out to fly cross-country. Don't get caught landing out because you were chasing thermals.
3. Pilots who are checked out to fly cross country must fly locally until they have completed five flights on type within the last six months.

4.2 CROSS COUNTRY APPROVAL PW5

1. Must do three consecutive successful cross country checks (450' X 150' box landings, 2 head wind and 1 crosswind)
2. Must have five solo take-offs and landings in the season.
3. Demonstrate a working knowledge of rigging, inspection, equipment and trailer usage and inspection.
4. Must do a successful cross country landing check with the Blanik L13 at Wendover Airport with a check instructor in the back seat. Must meet acceptable level of proficiency in circuit planning and landing technique.

5 Logbook signed by Class I instructor that all requirements are met.

4.3 CROSS-COUNTRY APPROVAL (SINGLE ASTIR)

1. Must have made five cross-country out-landings in the PW5
2. Must hold a Silver 'C' badge.
3. Must have one precision observed landing.
4. Must have five solo take-offs and landings in the season.

4.4 CROSS-COUNTRY APPROVAL (LS-1, DG 300, TWIN ASTIR)

1. Must have made three cross-country out-landings in the Single Astir.
2. Must have 10 solo flights on that particular glider.
3. Must have one acceptable precision observed landing on that particular glider.
4. Must have five solo take-offs and landings in the season.

4.5 TWIN ASTIR USE

The Twin Astir should be used according to the following priority:

1. Cross-country instruction
2. Cross-country dual. (Record attempts have priority over local pleasure flights.)
3. Local training and check-outs
4. Local soaring.
5. Introductory flights

4.6 TASK DECLARATION

1. In order to fly a MSC glider cross-country, a member must have the following:

    a) Have a glider available. (See Flying rules, sailplane allocation)
    b) Be approved to fly cross-country on that particular glider.
    c) Have checked that all trailer equipment is ready for retrieve. (see Section 9.2)
    d) Have organized a suitable retrieve crew.

4.7 LANDING OUT

1. When landing away from Club airfield, the pilot must not leave the glider until he has turned the glider lower wing into the wind, and weighted it with the parachute or other suitable object.
2. The pilot should make sure the glider is secure before leaving it, preferably under some supervision.

5.0 TOWING

5.1 GENERAL

1. No passenger carrying in the tow plane unless the Chief Flying Instructor gives authorization. Exceptions can be made only for special events, i.e. special photographic requirements for the club or ferry flights.
2. Cross-country retrieves must be authorized by the Instructor of the day and only from recognized air ports. No aero retrieves are to be made from farmers fields. All gliders ***except the,*** LS1, DG-300, DG-303 can be launched without a wingman as long as the pilot is properly trained and his logbook signed off accordingly.
3. All tow pilots must be familiar with take-off hand signals and emergency release signals.
4. To improve safety the tow planes must have **landing lights turned on at all times when flying.**
5. Tow pilots should return to field as soon as releasing the glider and not do pleasure flying around the sky. Always give way to gliders, especially in the circuit and thermals.
6. If you don't know how to recognize a thermal, talk with a glider pilot and he/she will be more than happy to assist. Non-glider tow pilots are encouraged to take one ***free*** glider flight in order to appreciate what the glider pilot expects from his/her tow.
7. Advise the flight line on the radio of release altitude.
8. Aerobatics and spinning are prohibited.
9. Clean the aircraft at the end of the flying day.

5.2 TOW PROCEDURES

1. Operating from runway 27, tows should consist of a left hand circuit staying over farmers fields and avoiding Casburn Road and the housing development in West Hawkesbury.
2. Operating from runway 09, tows should consist of a right hand circuit staying clear of built up areas over West Hawkesbury especially at low altitudes.
3. Deviation from the standard tow pattern should only occur when the glider pilot makes a request and should be kept to a minimum.
4. On take off, never pull up quickly or allow tug to balloon. This can cause a lot of problems for the glider pilot who may have water on board with a diminishing airspeed.
5. While towing always keep yours eyes moving for gliders in free flight.
6. Always drop the glider upwind of airport.
7. Visually ensure that the glider has released before reducing power or descending.
8. Do not tow a glider further from the airfield than your tow plane can glide with a dead engine
9. Always be alert for unusual problems, i.e. engine failure, glider with airbrakes open, glider that can't release. In the case of the latter, return to the airfield until the problem is resolved. In this case a release by the tow plane may be necessary, but only if the glider pilot identifies the problem by flying to either side waggling wings.
10. Think noise abatement when flying under 2000'.

5.3 TOW SPEEDS

1. Tow speeds are critical, especially with low performance gliders, i.e. Krosno, 1:26. These gliders should not be towed in excess of 60 mph.

6.0 OFF SITE OPERATIONS

6.1 PRE- DEPARTING

1. Prepare five tow ropes minimum, 200' with links.
2. Pack one case of Shell W100 in Twin Astir Trailer.
3. Check all trailer lights.
4. Check wheel bearings and wheel lugs on all trailers.
5. Check trailer tire pressure.
6. Pack six ground screws for each trailer with tie down rope.
7. Purchase four rolls of white tape for the Twin Astir and LS1 gliders.
8. Pack a parachute for each glider seat. (Short packs for Twin)
9. Install oxygen systems in all gliders going to wave flying sites, pre test system.
10. Contact A/C Maintenance Director for instructions on which tug is to go. (Radio must be in working condition)
11. Arrange for master oxygen bottle and filler hose. (See Wave Boss)
12. Make sure that all pilots going out of country are aware of the importance of having Medical Insurance.
13. The tug shall fly with the Journey Log Book on board and upon arriving at the site, store it with the other logs in the box in the Twin Astir Trailer.
14. Pack two battery chargers and associated A/C batteries.

6.2 TRAILERING GLIDERS

1. Provide MSC board with names of who is trailering gliders down and back with firm dates.
2. Drivers must carry A/C Log Book (Technical) with them and store in Twin Trailer when there.
3. Driver is responsible to tie down trailer when he gets to the off site airport. Tie down at both ends of glider trailer.

6.3 RESPONSIBILITY

1 Overall responsibility of the Wave Camp rests with the Pre-Assigned Person.
2. All pilots who sign up will be billed cost of operation on a shared basis with the exception of tow pilots not flying gliders.
3. Anyone wishing to fly must register with the Pre-Assigned Person when they arrive at the off-site location.
4. Anyone who has not flown before at the site must take an orientation flight in the Twin with an MSC Instructor.
5. Tow pilots must keep an accurate record of fuel purchased on the form provided. Forward to Club Treasurer upon completion of the Wave Camp.
6. The Pre-Assigned Person will maintain the time sheets and tow charges.
7. The Pre-Assigned Person will be responsible to ensure that all aircraft (Glider & Tug) logbooks must have entries made daily. (Journey and Technical)
8. All pilots must have their logs books with them and hold a Silver C Badge if they wish to fly solo. Those who have flown at the site for many years and don't hold a Silver C Badge but meet all other criteria can be considered "grand-fathered in." Solo pilots must have a Medical Category 3 in order to fly in a foreign country. **Medical certificates with validity periods exceeding 24 months are not valid outside of Canada.** See Transport Canada MC revisions for international flights.

6.6 SAFETY

1. Remember when flying the ridge always turn away from the ridge when reversing direction and know where the airport is at all times.
2. Fly safely and above all have fun.
3. At active airports, such as Lake Placid:

a) Do not drive on the runway. Use the grass on the side only.
b) Cross runway on grass before threshold only.

6.7 OPERATIONS (Specific to Lake Placid)

1. All takeoffs will be done on the hard strip.
2. Pilots will board glider on holding area at end of runway in use and will be hooked up in that location and then slowly towed onto the runway by the tug for takeoff.
3. All landings will be on the grass strip to the east of the main runway. This includes the tow plane and all gliders.

7.0 INSTRUCTOR REQUIREMENTS

7.1 CRITERIA TO BECOME A GLIDER INSTRUCTOR

1. To qualify must be invited by the Instructors Panel to become a MSC Glider Pilot Instructor.
2. Must attend and pass SAC Instructors Course to qualify.
3. If unable to attend SAC Course may at the discretion of the CFI write the MSC Instructors exam and achieve a minimum of 60%.
4. Candidate should have approximately 100 hrs. P1 time.
5. Should have flown all of the MSC fleet.

7.2 CLASS III INSTRUCTOR

1. Minimum age is 18
2. Instructor should train in the basic trainer (Krosno) and Blanik only.
3. Cannot sign out any students as a Class III Instructor.
4. Should instruct at least 20 flights per season.
5. Cannot sign out any check flights, but can sign observed landings.
6. A new instructor is considered to be on probation for first year of instructing.

7.3 CLASS II INSTRUCTOR

1. Appointment made with recommendation by the CFI, when candidate demonstrates the nec essary attributes to be come a Class II instructor.
2. May instruct in all MSC sailplanes.
3. May provide checkout signature on 1st check flight only.
4. Should instruct at least 20 flights per season.

7.4 CLASS I INSTRUCTOR

1. Appointment made with recommendation by the CFI, when candidate demonstrates the necessary attributes to be come a Class I instructor.
2. May provide checkout signature for 1st or 2nd check flights.
3. Should instruct at least 20 flights per season

7.5 CHIEF FLYING INSTRUCTOR

1. Chief Flying Instructor appointed by the Instructors Panel yearly.
2. CFI appoints a Deputy CFI and Chief Tow Pilot
3. Deputy Chief Tow Pilot appointed by Chief Tow Pilot
4. Other details of CFI responsibilities are listed in the Club Regulations.

7.6 INCIDENT REPORTING

1. The instruction guide for completing the Accident/Incident Reporting and Coding Form (SAC Form can be obtained from the CFI or his deputy.
2. The purpose of the form is to record a gliding-related event that was significant, unfortunate, of ten expensive, and undesirable to repeat.

3. The aim is let other gliding related participants learn about it, and to provide data for statistical analysis to evaluate trends in accidents and incidents.
4. Report on as many "Events" as possible is the aim of this program.
5. Incidents should be anonymous, so there is no need to include your club's name, etc. but al ways provide the pilot and aircraft data.
6. Incidents involving damage must be reported to the CFI is detail. This data is for the use of the MSC Instructor's Panel and the Board of Directors only.

8.0 LICENCING

(See Tranport Canada web site for current requirements at:
http://www.tc.gc.ca/quebec/nar_a/broch_plan_e.htm#items%20required%20for%20flight

8.1 STUDENT PILOT PERMIT REQUIREMENTS

AGE: An applicant must have reached their 14th birthday.

8.2 PROOF OF AGE

1. A Citizenship Certificate
2. A Certificate of Registration of Birth Abroad.
3. A birth or baptismal certificate.
4. A passport.
5. An aviation personnel licence.
6. A Canadian Immigration Record (1MM1000)

8.3 CITIZENSHIP

The following documents are acceptable as proof of citizenship:

1. A Citizenship Certificate
2. A valid passport
3. A Canadian birth or baptismal certificate or a certificate from a country whose citizens do not require a passport to travel in Canada
4. An aviation personnel licence, showing the holder's citizenship. The licence must be issued by the state of which the applicant is a citizen.
5. A Canadian Immigration Record and Visa (Form IMM1000) issued by the Dept. Of Employment and Immigration. Canadian Immigration Identification Card acceptable
6. A Certificate of Registration of Birth Abroad issued by the Dept. Of Employment and Immigration.

8.4 SPECIAL NOTES

1. A landed immigrant may have their citizenship status entered as A Landed Immigrant@ or their country of citizenship.
2. If a landed immigrant becomes a Canadian Citizen, they may notify Transport Canada and their licence will be re-issued without charge to reflect their Canadian Citizenship.
3. To avoid confusion the applicant should not alter their choice on subsequent applications.
4. Refugee applicants who cannot satisfy the previous mentioned citizen requirements may use one of the following documents as proof of citizenship
    a) A valid Minister's Permit IMM1263
    b) A valid Employment Authorization Form IMM1102 or IMM1442

8.5 MEDICAL FITNESS

1. A Medical Assessment letter. The letter must indicate Medical Category 1,3 or 4.
2. A valid Medical Certificate indicating Medical Category 1, 3 or 4

8.6 KNOWLEDGE

1. The applicant must provide a statement of assurance from the holder of a flight instructor rating-Glider category stating that the applicant has passed an examination on the following subjects:

    1. Canadian Aviation Regulations
    2. Air Traffic Control Clearances
    3. Air Traffic Control
    4. Special VFR Regulations
    5. Information Circulars
    6. Notams

8.7 EXPERIENCE AND SKILL

1. Prior to the issuance of a Student Pilot Permit, an applicant must be provided with a log book certified by a holder of a valid Glider Pilot licence endorsed for Glider Instructor privileges. The entry must state that the applicant has reached a satisfactory standard of experience and skill to complete solo flight.

8.8 ISSUING THE STUDENT PILOT PERMIT

1. The Student Pilot Permit is issued by an Authorized Person within MSC.
2. The Student Pilot Permit must be issued before solo flight can occur.
3. The Student's log book must indicate that a pre-solo exam has been given by a valid Glider Pilot Instructor indicating signature and licence # prior to solo flight This exam is shown in Appendix 10.3.
4. The Student log book must be signed by two MSC Check Instructors stating that the student has reached the necessary level and has the qualifications to solo. A Check Instructor is as follows :

    1) Class II Instructor with 2 years instructor experience may give the 1st solo check.
    2) Class I Instructor with 3 years instructors experience may give the 2nd solo check.

5. The Student Glider Pilot Permit is good for 60 months.

8.9 GLIDER PILOT LICENCE REQUIREMENTS

8.10 AGE

1. An applicant must have reached their 16th birthday.

8.11 MEDICAL FITNESS

1. The applicant must possess a valid Category 1, 3 or 4 Licence Validation Certificate. The validation certificate is valid for 60 months.

2. The normal medical validity period for a licence holder is 60 months.

12 KNOWLEDGE

1. Ground school: 15 hours of Glider Pilot ground school must be completed (10 hours by a power pilot) covering the following:

    1. Canadian Aviation Regulations
    2. Aerodynamics
    3. Theory of Flight
    4. Meteorology
    5. Airframes and Systems
    6. Flight Instruments
    7. Navigation
    8. Flight Operations
    9. Emergency Procedures
    10. Human Factors

The instructor must state in a letter that the course has been completed. It should show the number of hours and subjects covered along with the date, signature and licence # of the instructor.

2. Written Examination:

1) The applicant must successfully complete (60%) the Glider Pilot written examination (GLIDE) given by Transport Canada. A letter of recommendation is required in order to send the applicant to write the Transport Canada exam. See appendix 10.10.

2) Prior to sending an applicant to write the Transport Canada exam, a similar exam is given at MSC, which is reviewed with the applicant immediately after completion. Explanation is given on incorrect answers. If the applicant is ready to write the Transport Canada exam, they should have a least 60% on the MSC exam. If marks are less than this, the applicant should do some more studying before rewriting the MSC exam The phone numbers for Transport Canada are: Montreal 514-633-3863
and 416-224-3124 or 3520 for Toronto.

8.13 EXPERIENCE

1. An applicant must have completed six hours total flight time in gliders. (three hours for power pilots) The training course shall be completed within 24 months preceding the date of application for the licence and shall include not less than one hour dual and two hours solo time including no fewer than 20 takeoffs and landings.
2. The applicants log book must be certified by the CFI or instructor.
3. The flight time must be completed within 24 months preceding the date of application.

8.14 SKILL

1. The applicant must successfully complete a Glider Pilot flight test.
2. A letter must be submitted to Transport Canada stating that the applicant has demonstrated the ability to perform both normal and emergency procedures with a degree of competency appropriate to a glider pilot.

    a) The letter must be dated prior to or the same day as the application.
    b) Flight test may be conducted by a valid Glider Instructor.

8.15 TIME LIMIT

1. The written examination required for the issuance of a Student Pilot Permit is valid until a pilot licence is issued.
2. The Glider Pilot written examination and flight test must be successfully completed within the 12 months preceding the date of application for the licence.

8.16 GLIDER PILOT INSTRUCTOR RATING

1. Requires a letter to Transport Canada from the MSC CFI recommending appointment. (See appendix 10.12)

8.17 GLIDER PILOT ENDORSEMENT

1. Requires a letter to Transport Canada from the MSC CFI recommending the endorsement. (See appendix 10.11)

9.0 EQUIPMENT

9.1 PARACHUTES

a) CARE OF PARACHUTES

1. They should be handled carefully and kept in good condition. Check the packing card and if not packed in the current calendar year, the chute should be removed from service.
2. Never leave a parachute lying around on the ground. Store parachute in parachute bag when not in use. Cute harnesses should be left in the connected condition.
3. Always lift a parachute by the harness, never by the risers.
4. Chutes may be stored in their bags for aircraft stored in the hangar but chutes used with glider stored in their trailers should be stored in their bags in the parachute room.
5. Parachutes should be re-packed and aired at least once a year.
6. Check the POPTOP for excessive material protruding from under the pilot chute. This is the round disk on the back of the container, if applicable, excessive material jutting out will mean that the chute is lopsided and therefore needs to be repacked.

b) WEARING A PARACHUTE

1. Ensure that the ripcord handles are well positioned in their pockets.
2. Prior to boarding the aircraft make sure that all the straps are connected and snug. It is useless to wear a parachute that is not ready to use in an emergency.
3. It is recommended that instructors and students wear parachutes when doing Aerobatics maneuvers and spin training.

c) USING A PARACHUTE

1. Below 500' agl you are better to ride the glider down especially if in a heavily wooded area.
2. If the occasion should occur when you have to use the parachute, don't hesitate to go. Exit the aircraft as quickly as possible and as soon as you are clear pull the ripcord using both hands.
3. Look straight at the horizon and keep the feet firmly together. Upon contact with the ground do not raise your legs just before landing. This could result in serious injury.
4. If you find yourself being dragged by the wind after landing, grasp any riser line and pull in hand over hand until the canopy deflates.

9.2 TRAILERS

CHECKLIST BEFORE USING TRAILER

1. Check tire pressure and wheel lugs.
2. Check that all components used for cross country retrieve are present.
3. Check that running and brake lights are operational.
4. Check that a safety chain is available.
5. Check that licence plate and registration are available.

2. WIRING STANDARD

1. Plugs used on all MSC trailers are of the same design as used on standard travel trailers, i.e. 7 contacts plus center pin.
2. At no time shall these plugs be removed or modified and no other type shall be added to the system.
3. The standard wiring is as shown follows:

White = Ground
Red = Left Flash
Brown = Right Flash
Green = Running
Black = 12 Volt Supply Steady (for inside lights etc.)
Blue = Electric Brakes (Not used on MSC Trailers)

3. TRAILER TOWING

1. MSC trailers use a 1 7/8" ball with the exception being the Krosno and Blanik trailer which use a 2" ball.

9.3 BAROGRAPHS

1. USE OF BAROGRAPHS

1. Club barographs are available from the barograph cupboard located in the club house office.
2. Barographs should be handled carefully since they are precision instruments. When finished with unit, it should be returned to the storage cupboard.

2. EVIDENCE AND PROCEDURES

1. The barograph is required to record all FAI badge and record flights, except for duration flights which are under continuous observation by an OO(Official Observer). The "barogram" which is produced, provides proof of any or all of three events.
2. Altitude: The barograph records air pressure against time. With the proper interpretation, the pressure trace so recorded can be used to establish the height gained.

3. **Uninterrupted Flight:** The barogram ensures that the recorded task consists of a single uninterrupted flight.

4. **Duration:** The barogram may be used to determine the duration of a flight in the case where the OO does not witness the landing of the glider. Calibration of the barograph rotation rate is required. The trace should be continuous. A stoppage of drum rotation will invalidate duration evidence, or height gain evidence if the high point, low point, or release point occur during the resultant vertical portion of the trace. An interruption of the trace may invalidate the flight claim. If a trace is l

Likely to occur over more than one full rotation of the barograph, then the foil should be attached to the drum so that the hold down bar (if used) will not interrupt the trace. One end of the foil may be attached in such a way that it covers the hold down bar and then wraps underneath. The OO must use discretion in allowing a non continuous trace as evidence.

3. PRE-FLIGHT PREPARATIONS

The following steps must be taken:

1. Affix the foil or paper strip to the barograph drum. Ensure that the strip cannot slip on the drum. Do not use double sided adhesive tape, as it may be impossible to remove without tearing the trace. Rubber cement works very well. Also. if you use aluminum kitchen foil, get the heavy duty oven thickness. The normal wrapping foil is too light to survive the constant handling it gets between barogram inspection and filing with SAC.

2. If you use foil, smoke it evenly and lightly, or it may tend to flake when disturbed. Use squares of solid camphor (available at drug stores).

3. Load the drum in the barograph and ensure the mechanism is fully wound and the rotation rate is suitable for the flight. The 2 or 4 hour rate is preferred as the faster rates allow more accurate analysis of significant elements of the barogram such as the release and low points. It does not matter if the trace crosses itself on a long flight. Note: You should test the actual running time of your barograph when set at the different rates, (especially the fastest one) to ensure that it will not run down and stop on a long flight.

4. Just prior to the flight. turn on the barograph and rotate drum ONCE to scribe a baseline trace for the day which will be related to the airport elevation. Leave the drum so positioned that the hold
down bar tape or foil/paper edge will not interfere with recording a critical portion of flight such as the release point. **LEAVE THE BAROGRAPH ON**. The chief cause of barograph failure is "finger trouble".

5. The OO who will supervise the flight must now place an identification mark on the drum, seal the barograph and initial or mark the seal. The barograph must be sealed in such a manner that the barograph trace cannot be tampered with. Lead meter seals are preferred for sealing although split shot fishing sinkers used with braided or twisted wire may also be used. Pliers with smooth faced jaws may be used to effect the seal. leaving a surface suitable for initialing or marking. Alternately, self adhesive labels may be used.

6. The OO will check the storage of the barograph. It must be inaccessible to the pilot or passenger (if any). Ensure that the barograph is placed so that a bump can not turn it off, that it is not switched off by the stowing process itself, or that it isn't stowed with the stylus side on the bottom which may cause interruptions in the trace.

7. For a distance flight, the foil/paper may also be used to record the flight declaration before sealing, if no photographic evidence is required.

8. For general tidiness if for nothing else, use a clean foil/paper for the flight. The only time two flights should have to appear on one trace is in the case of a relaunch for a badge or record attempt.

9. For flights in which the absolute altitude achieved is important, rather than altitude gain, the OO must also record the airfield elevation indicated on the altimeter when it is set to 29.92 (average several altimeters if possible to gain accuracy).

4. IN-FLIGHT PROCEDURES

1. The pilot should ensure that a clear low point is recorded on the barograph following release to enable the starting altitude to be determined. If the release occurs in lift, it is necessary to dive the glider and/or open the spoilers for a short time. This allows an obvious "notch" of at least 200 to 300 feet to show on the trace (if you are too fast, the barograph won't have time to react). This is needed to define the low point of a wave flight. or the starting height of a distance flight to determine if any height penalty is to be assessed. Failing to notch the trace is likely to be the most common error made at this point of the flight because of all the external factors and high workload of getting established in the wave and avoiding the rotor, yet it must be remembered.

2. The OO should monitor and record the take off time, the tow, the tow release time (if possible) and the tow plane landing time. A knowledge of the tow duration is very useful in estimating starting altitude on a trace if a good notch is not present.

5. POST-FLIGHT PROCEDURES

1. After landing, the pilot should let the barograph run for a few minutes to allow the landing site air pressure to settle and be recorded clearly. The barograph should then be turned off so that the trace will not be confused by handling shocks and transportation. The barograph must be returned (still in a sealed condition) to the OO who sealed it, as soon as possible.

2. After verifying the seal as the one he marked the OO will carefully remove the drum and add the following information to the flight trace:

    1. Pilot's name (print)
    2. Flight date
    3. Drum rotation rate
    4. Make and serial number of barograph
    5. Observers signature and number
    6. Type of glider and registration

3. The above information is the minimum required by the FAI Sporting Code. Any other data may be added and is recommended, such as: OO's name (print); badge leg or record being claimed, indication of release, low, high, landing point. Take off location, etc. (do not let any mark touch the flight trace).

4. Do not add any altitudes to the trace as they cannot be accurately determined until after the barogram has been evaluated using the calibration graph.

5. Smoked foil barograms must be "fixed" after the above information is added. This fixing I is best done by coating the foil (while it is still on the drum) with a spray plastic or lacquer finish. Be careful to use a fine first coat, as a heavy initial spray may obliterate the trace. Test the spray pattern on something unimportant first.

6. After the barogram has been fixed the OO must evaluate the flight to find the heights of interest. This requires the use of a calibration graph of the barograph prepared from a calibration trace done in the year prior to, or within one month after, the flight. The original calibration graph and trace must be submitted with the claim, since photocopies are rarely the same size. You do not need to submit the originals with a Silver altitude gain claim of more than 3800 ft (1150 m), or with a Gold or Diamond altitude claim of more than 800 ft (244m) over the minimum. However, a photocopy of the calibration trace must be provided with barograms which do not include an accurate preprinted height scale. SAC may require the original calibration graph and trace if the barogram is questionable.

7. A current calibration is not required if a barogram is being used only to prove the continuity of a flight (such as for a distance claim), but is required if start height has to be verified.

8. When a barograph will not be used for a long period of time it should be allowed to unwind as a kindness to the spring mechanism.

6. CERTIFICATE OF CONTINUOUS OBSERVATION

1. The OO may sign this certificate instead of requiring a barogram for Silver and Gold duration flight claims. The certificate was originally used for ridge soaring flights where the glider is confined to a limited geographic area. Some discretion is required by the OO before signing this certificate for flights made under thermal conditions. The OO must ensure that the glider is in sight at some minimum interval which eliminates the possibility of a landing and take off from a second site.

7. HEIGHT DIFFERENCE CERTIFICATE AND DISTANCE PENALTY

1. This certificate attests that for flights up to 100 kilometers the "1% rule" has been followed. For these flights the difference in height between the starting altitude (launch release altitude or the altitude crossing a start line) and the finishing point (the elevation of the landing point or the remote finishing point) can't be greater than one percent of the distance covered, or the flight is invalid. One should note that the pilot is not required to land at a remote finishing point.

2. For distances close to the Silver requirement. this rule will likely affect

the pilots "normal" launch release height. For Silver distance, the maximum height difference is 500 meters (1640 feet), increasing by 10 meters (32.8 feet) for every additional kilometer flown. The pilot planning a Silver distance flight should calculate his allowed release height before take-off and the OO and tow pilot should be made aware of this limit. As the allowed release height is troublesome to calculate in English units of measure, the following table is provided to simplify the task.

MAXIMUM ALLOWABLE HEIGHT LOSSES
TABLE 1

km	ft	km	ft	km	ft	km	ft	km	ft
50	1640	60	1968	70	2296	80	2624	90	2952
52	1706	62	2034	72	2362	82	2690	92	3018
54	1771	64	2099	74	2427	84	2755	94	3083
56	1837	66	2165	76	2493	86	2821	96	3149
58	1902	68	2230	78	2559	88	2887	98	3215
								100	3281

The FAI Badge and Record Procedures book should be checked to ensure that up-to-date procedures are being used for all badge claims and the use of all types of barographs.

8 VOLKSLOGGER FLIGHT DATA RECORDER

1. INTRODUCTION

The Volkslogger is an FAI approved GNSS Flight Data Recorder with integral Navigation Dis play. The unit should not be exposed to direct sunlight for extended periods of time on the ground, but keep it covered when not in use. It should not be stored in cold temperatures during the winter months.

2. SHORT OPERATING INSTRUCTIONS

The VOLKSLOGGER is a self-contained GPS Navigator and Flight recorder. This compact unit is capable of providing navigational support in the form of waypoint storage, distance to, from various fields and other common navigational fields. As a logger the unit records flight track, speed, climb and altitude data. See the operating manual for details on its use. It is stored in the baragraph cupboard in the club office.

9.4 OXYGEN USE IN SAILPLANES

1. GENERAL

a} Several MSC aircraft are equipped with oxygen systems. Anyone intending to use these systems must be familiar with both the physical effects and the mechanics or operation of the system.

b) Before flying at MSC wave camps a pilot should familiarize themselves with the following information.

2 ANOXIA

a) The seriousness of the effects of lack of oxygen cannot be over stressed. The problem of a lack of oxygen is usually a feeling of well-being and over-confidence. This is followed by a progressive lack of concentration so that, the aircraft is not completely under control. Finally, loss of consciousness and even death occurs unless the supply of oxygen is restored.

b) It should be noted that if you are a smoker, supplementary oxygen should be used 3,000 ft lower than a non-smoker.

3. WHEN TO USE OXYGEN

a) At 10,000 ft all pilots should use the glider oxygen system. Use the Normal setting on the regulator. This is good between 10,000 - 25,000 ft.

b) If you fly above 20,000 ft. you should carry a three minute bail out bottle.

c) Remember at 25,000 ft., without the oxygen system you only have 30 seconds of consciousness left.

d) Above 25,000 ft, set the regulator to High.

e) If you intend to fly high and use an oxygen mask, shave off your beard if you want the mask to fit and work properly.

4. PRECAUTIONS

a) No oil or grease may be used on or near oxygen equipment as this may cause an explosion on contact with the oxygen.

b) Check the complete system regularly, including mask, for leakage.

c) Before take-off, check the contents indicator and turn on the main valve as far as it will go.

d) Ensure that oxygen flows freely into the mask.

e) If you intend to fly high and use a oxygen mask, shave off your beard if you want the mask to fit and work properly.

5. CONCLUSION

a) Remember that oxygen is of no use if the pilot is insufficiently skilled to make use of the conditions, or if the aircraft or instruments are unserviceable. Only systematic care will ensure that all the vital things are serviceable on the day they are needed.

Appendix 10.2 STUDENT PROGRESS RECORD

A - Satisfactory
B - Acceptable, more practice necessary
C - More practice necessary
D - Mainly demonstrated and assisted manoeuvre

← **Instructor Must Mark a Letter In Every Applicable Column**

MSC STUDENT PROGRESS SHEET

STUDENT NAME:

FLIGHT #	DATE(Y/M/D)	GLIDER TYPE	GLIDER REGISTRATION	P2 FLIGHT TIME	FAMILIARIZATION FLIGHT	WALKAROUND	COCKPIT CHECK	OVER THE FENCE CHECK	PRE-RELEASE CHECK	POST RELEASE CHECK	CALL CHECK	SWAFTS CHECK	POST LANDING CHECK	CTRL EFFECTS 1 GENTLE TURNS	CTRL EFFECTS 2 & AILERON DRAG	STABILITY,TRIM, EFFECTS RUDDER	SLOW FLYING & STALLS	MEDIUM TURNS	THERMALLING	CIRCUIT PLANNING	LANDING	TAKE-OFF	AEROTOW	EMERGENCY PROCEDURES	STEEP TURNS	ADVANCED THERMALLING	SPIRAL DIVES/SHARP STALLS	SIDESLIPPING	INCIPIENT & FULL SPINS	X-WIND T-OFFS & LANDINGS	SIMULATED ROPE BREAK	AIRSPEED COVERED	ALTIMETER COVERED	SOAR PRE-RELEASE	INSTRUCTOR'S NAME & COMMENTS
AIR INSTRUCTION NOTES Page #					2		2							3	4	6		10	10	12	13	14	14	18	18	18	21	21	23	25	15				
SOAR Page #														39	45	55			63	67	88	89	89	89	119	119	121	111	127	133					
STAGE					I	I	I	I	I	I	I	I	I	II	III	IV	V	VI	VI	VII	VII	VIII	VIII	VIII	X	X	XI	XII	XIII	XIV	XV	XVI	XVII	XVIII	

Appendix 10.2 Advanced Training Sheet

ADVANCED TRAINING BLANIK L 13
PILOTS NAME :

5 APPROVED LANDINGS IN L23 and Krosno before formal training can take place in Blanik L13. Must obtain Glider Pilot Licence before Blanik L13 training is complete.

ACTION	DETAILS	INIT.
Take-Off	into wind	
	cross wind	
Tow	normal	
	rough air	
	in low tow position	
Operation	of wheel	
	of flaps	
	of trim	
Medium Turns	airspeed constant	
	slip/skid	
Steep Turns	airspeed constant	
	slip/skid	
Stalling	gentle	
	steep	
	from turns	
Lazy 8 Maneuver		
Spin		
Spiral Dive		
Wing Over		
Speed 100K +		
Emergency Descent		
Thermal	entry	
	centering	
Flap Use		
Speed-ring Use		
Circuit	track	
	airspeed plus or minus 3 kts	

Continued on back

FOLD

ACTION	DETAILS	INIT.
Airbrake Use	on time/gentle deployment	
	speed adjustment	
Slipping Turn		
Sideslip Approach		
Landing	drift correction	
	round out	
	drift kick-off	
	within 50' of T	
	tail low	
	wheel brake use	
Instruments Covered	airspeed	
	altimeter	
	airspeed & altimeter	
Lookout		
All Checks	i.e. CISTRS-C-O	
Unusual Circumstances	reaction	
Read Pilot Notes		
Oral Test on A/C		
Blanik DI ok		
X-COUNTRY CHECK	Circuit & Landing at Windover Airport	
Glider Pilot Licence	All licence requirements met	

Request Blanik L13 checks from two check instructors. This form should be returned to the CFI when Blanik L13 training is completed.

2. Tow pilots should keep tows and turns shallow when towing training aircraft and the 1:26, as the pilots in these cases are usually low time pilots.

3. All turns should be Rate 1 .

Appendix 10.3 PRE-SOLO ORAL EXAM

This exam is mandatory prior to solo flight.

1. Explain the take off signals.
   Answer: Take up Slack - Straight arm swinging from side to side across the body and just below shoulder height.
   Start Take Off - Full arm swinging through 360 degrees.
   Emergency Stop - Hold both arms still, extended straight up. Drop the wing tip if necessary.

2. As the rope tightens you, as pilot are not satisfied with the take-off conditions. What is your immediate action?
   Answer: Pull the release.

3. What action must be taken if the towrope breaks at 100 feet above ground?
   Answer: Nose down to maintain speed, pull the release to free rope and land straight ahead if possible.

4. If the rope breaks above 250 - 300 feet, what action is taken?
   Answer: Nose down to maintain speed, pull the release to free rope, turn to land downwind or join circuit if height and position are satisfactory.

5. The tow plane wings are waggled in a deliberate manner. What is your immediate action?
   Answer: Release (Tow plane is in trouble)

6. How do you signal the tow pilot if you cannot release?
   Answer: Fly out well to one side of the tow plane and rock wings. Repeat on other side if necessary.

7. After release t

13. Slightly low and downwind, at what speed do you head back to the airfield?
    Answer: **Fly best L/D (Lift/Drag) speed of the glider plus 1/3 wind speed. Speed up if heavy sink encountered.**

14. At what height must you give full attention to the circuit?
    Answer: **1000 feet AGL.**

15. What does the landing T indicate?
    Answer: **The active runway, the direction of landing and the first permissible point of touchdown.**

16. What is the formula for calculating circuit speed?
    Answer: **Stall speed plus 1/3 of that speed plus wind speed.**

17. Two gliders are in a landing pattern together. Which one has the right of way?
    Answer: **The glider with the lower altitude**.

18. If your airbrakes fail to open, what glide control methods are still available?
    Answer: **Slipping turn to final and sideslip.**

19. Explain actions which may be required on landing due to wind gradient.
    Answer: **Retraction of airbrakes if in use, and nose down to ensure speed is maintained. (Approach higher and faster when wind speed is high)**

20. What control actions are needed to recover from a stall?
    Answer: **Stick forward to neutral, opposite rudder to maintain wings level and ease gently back out of resulting dive.**

21. How do you distinguish between a spin and a spiral dive?
    Answer: **In a spin the airspeed remains fairly constant and the turn does not tighten, whereas in a spiral dive, airspeed will increase rapidly and turn tightens.**

22. Describe the control actions for spin recovery.
    Answer: **Opposite rudder to stop rotation, stick neutral to forward and when rotation stops, gently pull out of dive.**

23. Describe the control actions to recover from a spiral dive.
    Answer: **Ease off bank with ailerons and rudder, use airbrakes if speed is excessive and pull gently out of dive.**

24. What actions must be taken in case of an aircraft accident?
    Answer: **Call an ambulance (if necessary)**
    Do not remove occupants unless absolutely necessary.
    Inform CFI or instructor.
    Do not release any information until CFI contacted. (Note: emergency phone numbers for telephone outside clubhouse are kept by the phone.)
    Do not remove the aircraft if serious.

Appendix 10.4 GLIDER MANUAL QUESTIONNAIRE For Krosno KR-03A

GLIDER MANUAL QUESTIONNAIRE

1. Give the figures for the following?
   Vfeflaps extended **Answer:** **(not applicable)**
   Vslstall **Answer:** **36kts**
   Vttow **Answer:** **70 kts**
   Landing speed without wind **Answer:** **49kts**
   Best glide with glide ratio **Answer:** **1:27**
   Minimum sink
2. Locate the following controls?
   Spoilers or Airbrakes **Answer:** **Left side cockpit**
   Wheel retraction lever **Answer:** **(not applicable)**

Flaps (if applicable describe use)
Canopy jettison (lever right side on canopy)
Trim, what is the take-off setting? 3-5 from full forward position
Wheel brake Orange handle on left cockpit floor

3 What is the minimum pilot weight for each seat? Front 145.5 lbs or 121 lbs with red weights

4 Where should the ballast be stowed? Screwed to floor in front of front seat on both sides

5 What aerobatic manoeuver are allowed on this aircraft? Loops, stall turn, spiral dive, climbing turn, lazy eights

6 Are you familiar with the rigging of this aircraft?

Appendix 10.4 GLIDER MANUAL QUESTIONNAIRE (For Blanik L-13)

GLIDER MANUAL QUESTIONNAIRE

1. Give the figures for the following?

   Vne never exceed**.** **Answer: 130 knots**

   Vfe flaps extended. **Answer: 60 knots**

   Vsl stall. **Answer: Approximately 30 knots**

   Vt tow**.** **Answer: 76 knots max.**

   Landing speed without wind**.** **Answer: 45 knots**

   Best glide with glide ratio. **Answer: 28:1**

   Minimum sink. **Answer: 2.7 feet/sec**

2. Locate the following controls?

   Spoilers or Airbrakes**.** **Answer: Left side of cockpit**

   Wheel retraction lever (if applicable**).** **Answer: Right side of cockpit**

   Flaps (if applicable describe use**).** **Answer: Left side of cockpit**

   Canopy jettison. **Answer: On canopy right side**

   Trim, what is the take-off setting? **Answer: Slightly forward of neutral**

   Wheel brake **Answer: Cockpit floor left side**

3. What is the minimum pilot weight for each seat**?** **Answer: 154 lbs front seat**

4. Where should the ballast be stowed? **Answer: On seat**

5. What aerobatics maneuver are allowed on this aircraft? **Answer: Spins only (MSC Rule)**

6. Are you familiar with the rigging of this aircraft?

Appendix 10.4 GLIDER MANUAL QUESTIONNAIRE (For Blanik L-23)

GLIDER MANUAL QUESTIONNAIRE

1. Give the figures for the following?
   - Vne never exceed. **Answer: 135 knots**
   - Vsl stall. **Answer: Approximately 30 knots**
   - Vt tow. **Answer: 81 knots max.**
   - Landing speed without wind. **Answer: 45 knots**
   - Best glide with glide ratio. **Answer: 28:1**
   - Minimum sink. **Answer: 2.7 feet/sec**
   - Rough Air Speed. **Answer: 86 knots**
   - Maneuvering Speed. **Answer: 81 knots**

2. Locate the following controls?
   - Spoilers or Airbrakes. **Answer: Left side of cockpit**
   - Wheel retraction lever (if applicable). **Answer: Right side of cockpit**
   - Canopy jettison. **Answer: On canopy right side**
   - Trim, what is the take-off setting? **Answer: Slightly forward of neutral**
   - Wheel brake **Answer: Cockpit floor left side**

3. What is the minimum pilot weight for each seat? **Answer: 154 lbs front seat**

4. What is the maximum pilot's weight solo? **Answer 242 lbs**

5. Where should the ballast be stowed? **Answer: Special seat, weighs 33 lbs**

6. What aerobatics maneuver are allowed on this aircraft? **Answer: Spins only (MSC Rule)**

7. Are you familiar with the rigging of this aircraft?

Appendix 10.4 GLIDER MANUAL QUESTIONNAIRE

(For the Astir CS77)

GLIDER MANUAL QUESTIONNAIRE

1. Give the figures for the following?

Vne never exceed. **Answer: 250km, 155mph, 135knots**

Vfe flaps extended. **Answer: (not applicable)**

Vsl stall. **Answer: 32-35 knots**

Vt tow. **Answer: 170km, 105 mph, 92 knots**

Landing speed without wind. **Answer: 50 knots**

Best glide with glide ratio. **Answer: 1:38 @ 105 km/hour**

Minimum sink. **Answer: .7m/sec @ 95km/hour**

2. Locate the following controls?

Spoilers or Airbrakes. **Answer: Left-hand side of the cockpit**

Wheel retraction lever. **Answer: Located on the right hand side of the cockpit**

Flaps **Answer: (not applicable)**

Canopy jettison. **Answer: Pull both handles left and right**

Trim, what is the take-off setting? **Answer: Located on left hand side of cockpit 32 to 97 knots**

Wheel brake. **Answer: Lever is located on the stick**

3. What is the minimum pilot weight? **Answer: 154 lbs.**

4. Where should the ballast be stowed? **Answer: On the seat**

5. What aerobatics maneuver are allowed on this aircraft? **Answer:Loop, Chandelle, Steep turn, Lazy Eight**

6. Are you familiar with the rigging of this aircraft?

Appendix 10.4 GLIDER MANUAL QUESTIONNAIRE (For the LS1-C)

GLIDER MANUAL QUESTIONNAIRE

1. Give the figures for the following?

   Vne never exceed. **Answer: 119kts, 136mph, 270 km/hr**

   Vfe flaps extended. **Answer: (not applicable)**

   Vsl stall. **Answer: 60km/hr., 39 mph**

   Vt tow. **Answer: 150km/hr., 43 mph, 81 knots**

   Landing speed without wind. **Answer: 90 km/hr., 56 mph**

   Best glide with glide ratio. **Answer: 1:38 @ 56 mph**

   Minimum sink. **Answer: .65ft/sec**

2. Locate the following controls?

   Spoilers or Airbrakes. **Answer: Left-hand side of the cockpit**

   Wheel retraction lever. **Answer: Located on the right hand side of the cockpit**

   Flaps **Answer: (not applicable)**

   Canopy jettison. **Answer: Pull both handles left and right**

   Trim, what is the take-off setting? **Answer: Left side of cockpit slightly forward of neutral**

   Wheel brake. **Answer: Lever is located on the airbrake lever left side**

3. What is the minimum pilot weight? **Answer: 154 lbs.**

4. Where should the ballast be stowed? **Answer: On the seat**

5 What aerobatics maneuver are allowed on this aircraft?

   Answer: Loop, Chandelle, Steep turn, Lazy Eight

6 Are you familiar with the rigging of this aircraft?

Appendix 10.4 GLIDER MANUAL QUESTIONNAIRE (For the DG300)

GLIDER MANUAL QUESTIONNAIRE

1. Give the figures for the following?
   Vne never exceed. **Answer: 146knots**
   Vfe flaps extended. **Answer: (not applicable)**
   Vsl stall. **Answer: 60km/hr., 39 mph**
   Vt tow. **Answer: 108 knots**
   Landing speed without wind. **Answer: 48 Knots**
   Best glide with glide ratio. **Answer: 1:39.5**
   Minimum sink. **Answer: .65 m/sec aver**

2. Locate the following controls?
   Spoilers or Airbrakes**.** **Answer: Left side of cockpit, blue handle**
   Wheel retraction lever. **Answer: Left side of cockpit, black lever**
   Flaps **Answer: (not applicable)**
   Canopy jettison. **Answer: Red knob on right side of canopy**
   Trim, what is the take-off setting? **Answer: 1 inch behind forward position**
   Wheel brake. **Answer: Operated at the end of travel of the air brake lever**

3. What is the minimum pilot weight? **Answer: 154 lbs max is 242 lbs**

4. Where should the ballast be stowed? **Answer: Right hand side console lead ballast box**

5. What aerobatics maneuver are allowed on this aircraft?
   Answer: Spins, loop, stall turn, chandelle, lazy eights

6. Are you familiar with the rigging of this aircraft?

Appendix 10.4 GLIDER MANUAL QUESTIONNAIRE

(For the Twin Astir Grob 103)

GLIDER MANUAL QUESTIONNAIRE

1. Give the figures for the following?

   Vne never exceed. **Answer: 250km/hr., 135 knots, 155 mph**

   Vfe flaps extended. **Answer: (not applicable)**

   Vsl stall. **Answer: 36 knots**

   Vt tow. **Answer: 170 km/hr., 92 knots, 105 mph**

   Landing speed without wind**. Answer: 55 knots**

   Best glide with glide ratio. **Answer: 1:38**

   Minimum sink. **Answer: .73m/sec., 2.3 ft/sec. @ 90 km or 49 knots**

2. Locate the following controls?

   Spoilers or Airbrakes. **Answer: Left hand side of cockpit**

   Wheel retraction lever. **Answer: Right hand side of cockpit**

   Flaps **Answer: (not applicable)**

   Canopy jettison. **Answer: Levers on left and right on canopy**

   Trim, what is the take-off setting? **Answer: Slightly forward of neutral**

   Wheel brake. **Answer: End of travel of air brake lever on left**

3. What is the minimum pilot weight in the front seat? **Answer:154 lbs. Front Seat solo or dual**

4. Where should the ballast be stowed? **Answer: On the seat**

5. What aerobatics maneuver are allowed on this aircraft?

   Answer: Loop, Stall Turn, Spin, Chandelle

6. Are you familiar with the rigging of this aircraft?

Appendix 10.5 BADGES

BADGES FA I

"A" BADGE

The "A" Badge is awarded, with no charge, upon completion of initial glider solo flight.

"B" BADGE

The "B" Badge is awarded, with no charge, upon completion of a soaring flight of at least 30 minutes after a release from a 2000' tow. If a 3000' tow was taken the flight time must exceed 45 minutes.

"C" BADGE

The "C" Badge is awarded upon a flight of at least 1 hour after release. If a 2000' tow is taken then the total flight time should exceed 1 hour 10 minutes. *The recipient must have a least 2 hours minimum solo time to qualify.* Badge is obtained by applying to SAC.

BRONZE C BADGE

The "Bronze" Badge is awarded upon completion of acquiring a Glider Pilot Licence, 50 solo flights, a solo gain of a least 1000 meters (3281 feet) above the release point or low point after release and a solo duration of at least 2 hours from time of release from a launch of no more than 2000 feet, or if a higher launch is made, 15 minutes additional time for each 1000 feet or part thereof.

SILVER C BADGE

The "Silver C" Badge is awarded upon completion of a duration flight of 5 hours from time of release, a gain of height of a least 1000 meters (3281 feet), a distance flight of at least 50 km measured in a straight line from the departure point to the landing point.

GOLD C BADGE

The "Gold C" Badge is awarded upon completion of a duration flight of at least 5 hours, a gain in height of at least 3000 meters (9842 feet), and a distance flight of at least 300 km containing not more than three turn points.

DIAMOND C BADGE

The "Diamond Goal" Badge is awarded with a gain of height of at least 5000 meters(16,404 feet), a flight of at least 300 km around a triangle, and a flight of at least 500 km not containing more than three turn points.

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1000 Km DIPLOMA

The 1000 km Diploma is awarded for achieving a distance flight of 1000 km or more.

Appendix 10.6 CHECK FLIGHT SHEET (FRONT)

MSC GLIDER CHECK FLIGHT SHEET	
STUDENT NAME:	**DATE:**
INSTRUCTOR NAME:	**Note: Initial Applicable Boxes**
PURPOSE OF CHECK:	
CHECK #	
PILOT LICENCE #	**EXPIRE DATE:**
FAILED (Needs more practice)	
OK FOR 2nd CHECK:	
FINAL CHECK OK:	**RETURN ALL SHEETS TO CFI**
A=SATISFACTORY B=ACCEPTABLE C=MORE PRACTICE NEEDED D=MANDATORY FAIL	

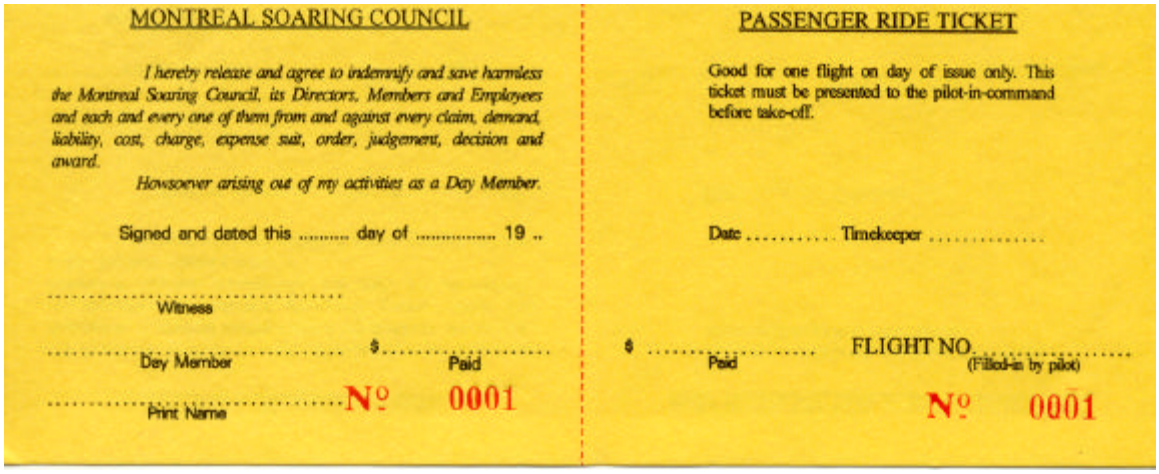
CHECK ITEM	A	B	C	D
WALK AROUND:				
COCKPIT CHECK : CISTRSC/O - Controls, Instruments, Straps, Trim & Ballast, Release, Spoilers & Flaps, Canopy, Options				
TAKE-OFF: Watch for height & drift control until TUG is airborne				
TOW: Over the fence check, flaps, airbrakes, instruments				
POSITION: Horizon between wings & wheels, hold steady				
TURNS : Waits for entry and keeps rope tight				
PRE-RELEASE: Checks for Airport location prior to release				
RELEASE: Mandatory fail if no look-out prior to turn or if tug tail pulled up.				
AFTER RELEASE: checks flaps, airbrakes & gear				
STRAIGHT & LEVEL: Speed Control				
FULL or INCIPIENT SPIN: **CALL:** Cockpit, Altitude, Location, Lookout				
Sensible rate of speed reduction				
Correct recovery action (words & action)				

Continued on back

Appendix 10.6 CHECK FLIGHT SHEET (REAR)

CHECK ITEM	A	B	C	D
Good speed control during recovery				
Knows the difference from a spiral dive				
MEDIUM TURNS WITH REVERSAL: **Good lookout** prior to start				
Constant bank & speed				
Good lookout prior to reversal				
Good reversal				
Good return to straight and level				
SWAFTS: Straps, Wheel & Water, Airspeed, Flaps, Traffic, Spoilers or Airbrakes, Options				
LANDING: Airbrake use or sideslip				
Proper Flare				
Good touch-down				
Control during roll-out				
POST LANDING CHECK: Airbrakes and flaps in, switches off				
GROUND HANDLING: Care getting out, Canopy locked, Elevator locked if necessary				
De-Briefing SOAR: Situation, Options, Act, Reassess				
Knowledge, airmanship, review of flight				

Appendix 10.7 MSC Waiver Yellow Card



MONTREAL SOARING COUNCIL

I hereby release and agree to indemnify and save harmless the Montreal Soaring Council, its Directors, Members and Employees and each and every one of them from and against every claim, demand, liability, cost, charge, expense suit, order, judgement, decision and award.

Howsoever arising out of my activities as a Day Member.

Signed and dated this ..... day of ..... 19 ..

..... Witness

..... $..... Day Member Paid

..... Print Name Nº 0001

PASSENGER RIDE TICKET

Good for one flight on day of issue only. This ticket must be presented to the pilot-in-command before take-off.

Date ..... Timekeeper .....

$ ..... Paid FLIGHT NO. ..... (Filled-in by pilot)

Nº 0001

Appendix 10.9 GLIDER PILOT LICENCE

Transport Canada,,
Attention: Lori-Anne Giacomuzzo,
Kingston Transport Canada Center,
1106 Len Birchall Way, Norman Rogers Airport,
Kingston, Ontario, K7M 9A1

November 8, 1999.

Subject : Application for Glider Pilot Licence

This is to certify that ***John Smith*** has:

Age:	Presented proof of having reached their 14th birthday.
Medical Fitness:	The applicant posses a valid Category 1,2 or 4 Medical Certificate for a Glider Pilot Licence.
Knowledge:	The applicant has completed a minimum of 15 hours of glider pilot ground school instruction including, Canadian Aviation Regulations, Aerodynamics and Theory of Flight, Meteorology, Airframes and Systems, Flight Instruments, Navigation, Flight Operations, Emergency Procedures, and Human Factors including pilot decision-making.
Experience:	The applicant has_____ hours dual instruction flight time and _____hours solo flight time, including _____ takeoffs and landings.
Skill:	Within the 12 months preceding the applicant has demonstrated in flight and on the ground familiarity with, and the ability to perform both normal and emergency maneuvers appropriate to the glider used in the test and with a degree of competency appropriate to that of a Glider Pilot Licence,

Please find the following documents enclosed :

1.One copy of the Application for Flight Crew Permits/Licences (form 26-0194)
2.Payment of the appropriate fee.

It is recommended that the applicant be issued a ***Glider Pilot Licence***.

Sincerely,

Appendix 10.10 GLIDER PILOT EXAM

Transport Canada,,
Attention: Lori-Anne Giacomuzzo,
Kingston Transport Canada Center,
1106 Len Birchall Way, Norman Rogers Airport,
Kingston, Ontario, K7M 9A1

Date: September 29,1996.

Subject: ***Recommendation to write Glider Pilot Exam***.

This is to certify that the applicant ***John Smith*** is a member of the Montreal Soaring Council and a student pilot taking instruction in gliders. He has written the Montreal Soaring Council Glider Pilot Exam and has received a passing grade. His Student Pilot Permit number is ***036758.***

It is recommended that the applicant be permitted to write the Transport Canada Glider Pilot Exam.

Yours truly,

Chief Flying Instructor,
Montreal Soaring Council
1800 County Road 4,
L'Orignal, Ontario, K0B 1K0
Tel: (613) 632-1985

Appendix 10.11 AEROBATIC RATING

Transport Canada
Attention: Lori-Anne Giacomuzzo,
Kingston Transport Canada Center,
1106 Len Birchall Way, Norman Rogers Airport,
Kingston, Ontario, K7M 9A1

June 22, 1996.

Subject: Application for the addition of an Aerobatic Rating (Glider Instructor)

Dear Sirs:

This is to certify that the applicant ***John Smith*** is a member of the Montreal Soaring Council and is familiar with current Instructional Aerobatic techniques and is competent to act as a Glider Instructor with a **Aerobatic Rating.** He has received extensive air training and ground school for this endorsement.

Please find payment enclosed for the appropriate fee of $XX. It is recommended that the applicant be issued with a Glider Instructor Rating Aerobatics.

Yours truly,

Chief Flying Instructor,
Authorized Person,
Montreal Soaring Council,
1800 County Road 4,
L'Orignal, Ontario, K0B 1K0
Tel: (613) 632-1985

Appendix 10.12 Glider Pilot Instructor Rating

Transport Canada,
Ontario Region,
Lori-Anne Giacomuzzo
Kingston Transport Canada Centre,
1106 Len Birchall Way, Norman Rogers Airport
Kingston, Ontario, K7M 9A1

Subject: Glider Instructor Rating Renewal

This is to certify that the applicant ***John Smith***, Glider Pilot Licence # GG 5551212 is familiar with current instructional techniques and is competent to continue to act as a *Glider Instructor.*
Being otherwise qualified, it is recommended that the applicant be provided with a Glider Instructor rating.
Mr Smith has a toal of xxx hours, xxx total flights and xxx two seater flights.
Please find payment enclosed for the applicant fee of $XX..

Yours truly,

Chief Flying Instructor,
Montreal Soaring Council,
Hawkesbury, Ontario.
Licence # GG 12345
Tel: (613) 632-5438
1804 County Road 4,
L'Orignal, Ontario, K0B 1K0

Appendix 10.13 Fee Structure

See the Current Issue of This Schedule
Listed Elsewhere on the Web Site

Appendix 10.14 Flight Line Manager Roster 20XX

See the Current Issue of This Schedule
Listed Elsewhere on the Web Site

Appendix 10.15 Instructor Roster 20XX

See the Current Issue of This Schedule
Listed Elsewhere on the Web Site

Appendix 10.16 MEMBERSHIP CURRENT ISSUE

See the Current Issue of This Schedule
Listed Elsewhere on the Web Site

Appendix 10.17 TRAILER PARK CURRENT ISSUE

See the Current Issue of This Schedule
Listed Elsewhere on the Web Site

Appendix 10.18 AIRCRAFT PROGRESSION FLOW CHART

FLOW CHART FOR AIRCRAFT PROGRESSION

Effective July 27,2001