

GLIDER PILOT LICENCE CHECK SHEETS

Student Pilot name Club

Flight no 1: Instructor Date/time /

Flight no 2: Instructor Date/time /

Student Flying Time dual: solo: No. of solo flights

FIRST TEST FLIGHT

Runway in use Wind °/ knots

Aircraft used, type Regn. Weather

ITEM	FAIL	MPR	*ACCPT	GOOD	COMMENTS
Documents					
Preflight interior and exterior checks of a/c					
Pre-takeoff checks (incl options & rwy clear?)					
Take off, tow, boxing the wake					
Slack rope (aerotow)					
Emergencies on tow – see notes A & B below					
Release procedures (prior lookout?)					
Gentle and medium stalls (symptoms)					
CALL check before doing stalls?					
Coordination of controls in turning					
Continuous medium turns (lookout?)					
Steep turns; speed control (lookout?)					
Spiral dive recovery ('g' control)					
Awareness of position relative to airfield *					
Sideslipping (also on approach if high)					
Circuit pattern incl. choice of High Key Area					
Pre-landing checks - awareness of other a/c?					
Speed control in circuit and on approach					
Coordination near ground in final turn					
Use of dive brakes; glide path control					
Flare & landing (held off)					
Post landing actions					
General airmanship: -					
* Situational Awareness (traffic, location, weather, etc)					
Keeping a lookout; technique used?					
Planning ahead, use of SOAR technique					

Notes: A: 1 – Cannot release; 2 – Spoilers Open, then Tug Rudder Signal;
3 – Tug Wave-off at Release Height.

B: A low level release (unannounced) is a mandatory part of the licence tests and should have been performed satisfactorily at a time close to these two flights.

MPR – More Practice Required; **ACCPT** – Acceptable

SECOND TEST FLIGHT

Runway in use Wind °/ Knots

Aircraft used, type Reg Weather

ITEM	FAIL	MPR	*ACCPT	GOOD	COMMENTS
Cockpit checks, take off, tow					
Rope break procedure: Aerotow / winch / auto					
Slow flying, use of stick and rudder					
Wing drop stall recovery					
Full spin to the left					
Full spin to the right					
CALL Check before stalls/spins					
Recognition of Spin-situations; spin avoidance by early recovery from developing spin					
Flying at high speed, (approx. 0.8 Vne)					
Off-Field Landing Procedures* - Note below					
Circuit entry from High Key Area					
Choice of Reference Point and Circuit pattern					
Pre-landing checks - awareness of other a/c					
Cross wind approach					
Landing (cross wind - mandatory)					
General airmanship: -					
Situational Awareness (traffic, location, weather, etc)					
Continuous lookout? Technique used ?					
Planning ahead, use of SOAR technique					

Notes: * 1 – Field Selection; 2 – Circuit Planning into chosen fields; 3 – Surface suitability and Hazards on Approach into the field; 4 - Decision Heights.

MPR – More Practice Required; **ACCPT** – Acceptable

Division of flight items between first or second test flights is suggested as above. Items missed on one flight to be covered on other flight(s).

C.F.I.'s comments on General Flying Ability

Airmanship

	P1	P2	Totals
Flying experience to date Hours:			
No. of flights:			

Recommended for licence: Yes No

Check Instructor's Signature Date

Name (Please PRINT) Licence Number