



Flight Test Guide Glider Pilot Licence

First Edition
April 2005

FLIGHT TEST GUIDE

GLIDER PILOT LICENCE

This reference sets out the skill requirements for the flight test for the Glider Pilot Licence. It is intended for the use of flight test candidates, flight instructors, and flight test examiners.

Detailed descriptions and explanations of the exercises as numbered on the flight test form can be found by referring to the corresponding chapter number in the *Soaring Association of Canada Instructor's Manual*.

Flight tests for Glider pilot licences conducted at SOSA will be done by designated Flight Test Examiners.

GENERAL

Admission to Flight Test

In order to be admitted to a flight test required for the issue of a Glider Pilot Licence, the candidate shall present:

- ✓ proof of meeting the medical standards for the Glider Pilot Licence,
- ✓ a letter from a qualified flight instructor certifying that:
 - the candidate is considered to have reached a sufficient level of competency for the issuance of the Glider Pilot Licence,
 - the instructor recommends the candidate for the flight test.
- ✓ evidence of having completed
 - no less than ?? hours flight time and ?? flights,
 - a pre-flight test evaluation.

Admission to a Partial Re-test

Prior to admission to a partial re-test following failure of a flight test, the candidate shall provide:

- ✓ a copy of the Flight Test Report for the previously failed flight test; and
- ✓ a letter signed by the holder of a valid Flight Instructor Rating - Glider, certifying that the candidate:
 - has received further training on the failed exercise/s,
 - is considered to be competent to successfully complete the flight test, and
 - the instructor recommends the candidate for the re-test.

All flight tests will be conducted when weather conditions do not present a hazard to the operation of the glider, when the glider is airworthy, and when the candidate's documents, as required by the Canadian Aviation Regulations, are valid.

Note: The letter/s of recommendation must be dated within 30 days prior to the flight test and, in the case of a candidate recommended by a class 4 flight instructor, the letter must be co-signed by the supervising instructor.

Glider Requirements

The glider used for the flight test must be certified for spins.

Pass Mark

The pass mark for the Glider Pilot Licence is 50%.

Failed Flight Test

Failure to obtain the applicable minimum pass mark or the failure of any one item in any exercise constitutes failure of the flight test. An assessment of zero in one or two exercises requires a partial re-test on those exercises. Assessment of a third zero requires a complete re-test.

The examiner shall stop the test if a complete re-test becomes necessary. The examiner shall also stop the flight test, and the flight test shall be assessed as "fail" when gross incompetence or dangerous flying is displayed.

Failure to use proper visual scanning techniques to clear the area before and while performing visual manoeuvres shall constitute a failure of the flight test and a complete re-test will be required.

Partial Re-test

Provided that the applicable pass mark has been achieved and there are no more than two failed items (or one in the testing of ground exercises), the skill requirement for licence issue may be met by completing a partial re-test of the item or items assessed "fail". This re-test must be completed within 30 days of the original flight test and the candidate will be required to successfully perform only the items assessed as "fail" on the complete flight test. Flight test items previously passed will not be re-assessed during a partial re-test, but any display of unsafe or dangerous flying shall result in the partial flight test being assessed "fail." No more than one partial re-test will be allowed for each complete flight test.

Complete Re-test

A complete re-test will be required in the following situations:

- ✓ the required pass mark is not obtained during a complete flight test;
- ✓ failure of more than two exercises during a complete flight test;
- ✓ the flight test exercise being assessed is failed during a partial re-test;
- ✓ gross incompetence or dangerous flying is displayed during a flight test resulting in the flight test being assessed "fail"; or
- ✓ a partial re-test is not completed within 30 days of the original flight test.

Pre-Test Briefing

The flight test examiners will brief test candidates on the following details:

- ✓ **The sequence of test exercises to be covered.** There is no need for the candidate to memorize this sequence as the examiner will give instructions for each exercise.
- ✓ **If in doubt -- ask!** Candidates who do not clearly understand what they are being asked to do should feel free to ask. It may be that the examiner wasn't clear in giving instructions for the test exercise.
- ✓ **Who is pilot-in-command?** At SOSA this will be the flight test examiner, however the flight test candidate must proceed in all decision making and flight actions as if they are PIC.
- ✓ **How to transfer control.** It must always be clear who is flying at a particular time so proper transfer of control through the words "You have control" and "I have control" is expected during a flight test.
- ✓ **Method of simulating emergencies.** For example, for a simulated rope break, what method will be used? Verbal? Release pulled?

Flight Test Results

A flight test, and the resulting flight test report, measures the performance of the candidate for the flight test, the examiner conducting the flight test, the instructor who recommended the flight test, and the performance of the chief flight instructor. All of these are identified on the flight test report.

The specific purposes of the flight test are to measure whether the candidate meets the minimum skill standard for the licence or rating, whether the recommending instructor is performing competently as an instructor, whether the examiner is conducting the test in accordance with the standards, and whether SOSA is performing in accordance with its responsibilities as a Flight Training Unit.

A copy of the flight test report will be given to the candidate, to the instructor who recommended the candidate for the flight test and to the chief flight instructor. A copy shall also be retained by the examiner who conducted the flight test.

Marking Scale

The "Performance Criteria" section of each exercise outlines the marking criteria. These criteria assume no unusual circumstances as well as operation and configuration of the glider in accordance with the manufacturer's specifications in the Pilot's Operating Handbook/Aircraft Flight Manual or other approved data. Consideration shall be given to unavoidable deviations from the published criteria due to weather, traffic or other situations beyond the reasonable control of the candidate. To avoid the need to compensate for such situations, the tests should be conducted under normal conditions whenever possible.

- 0** Any one of the following will result in an assessment of fail:
- aim of exercise not completed;
 - acceptable level of practical knowledge not demonstrated;
 - failure to take prompt corrective action when tolerances stated in the performance criteria are exceeded;
 - repeatedly exceeding tolerances;
 - aim of exercise completed but at expense of using unsafe airmanship and/or handling errors;
 - any action or lack of action by the candidate that requires corrective intervention by the examiner to maintain safe flight.
- 1** Aim of exercise safely achieved in a rough manner. Performance includes **more than one major error** and indicates a level of skill or knowledge which results in a marginal performance. Deviations from the performance standard or tolerances are observed, but the candidate promptly corrects and safety is not compromised.
- 2** Aim of the exercise safely achieved. Performance includes **not more than one major error** and may include frequent minor errors. A deviation from the performance standard or a tolerance is observed, but the candidate promptly corrects and safety is not compromised.
- 3** Aim of the exercise safely achieved with frequent minor but no major errors.
- 4** Aim of exercise safely achieved with very few minor errors. Performance shows smooth control of aircraft.
- 5** The ideal performance under existing conditions. Anticipates and adapts easily to changing or unusual flight situations.

Airmanship

The candidate's airmanship will be assessed with other factors in determining the mark awarded for each item. Items such as lookout for other aircraft, use of cockpit checklists, and consideration for other aircraft on the ground and in the air, will be assessed. The candidate will be expected to demonstrate good airmanship and complete accurate checks on a continuing basis.

How to Pass the Flight Test

Instructors prepare their students for the flight test with every training trip. They do this by helping the student master all the flight exercises, but they also let the student take more and more responsibility for decision-making with each lesson so the student will be fully ready to make **all** the decisions during the flight test. Here are some tips on how to pass the flight test:

1. Review the flight test guide with your instructor before the flight test.
2. An instructor will do a pre-flight test evaluation, sort of a simulated flight test, before recommending you for the real test.
3. Be rested.
4. Arrive early.
5. The test measures skill exercise by exercise. If you think you did poorly on one exercise, try very hard to focus on the immediate task and don't let yourself be pre-occupied with an exercise you already completed. Besides, you may have done better than you thought.
6. Don't be afraid to ask the examiner if you are unsure what the examiner wants you to do. The examiner will either tell you what you need to know or tell you that you have to work with the information you have. You can't lose by asking.
7. Tell the examiner what you are planning to do before you do it.
8. The flight test is not a race. Don't put additional pressure on yourself by rushing.
9. "Visualize" the flight test in advance by thinking through all the manoeuvres you will perform and developing mental pictures of what you are going to be doing.
10. Difficult as this may be, try to think of the examiner as your very first passenger with your new licence. Keep the examiner informed as you would keep a passenger informed.

Flight Test Exercises

Flight 1

EX 1 GLIDER FAMILIARIZATION AND PREPARATION FOR FLIGHT

A. Documents and Airworthiness

Aim

To determine that the candidate can correctly assess the validity of documents required to be carried on board and, from these documents, determine that the aircraft is airworthy.

Description

The candidate must determine the validity of all documents required to be carried on board the glider and determine that required maintenance certifications have been completed.

Performance Criteria

The candidate will:

- determine that the required documents on board are valid;
- determine that the maintenance release ensures glider serviceability and currency of inspection for the proposed period of flight;
- determine the number of flying hours before the next service or maintenance task is due;
- ensure that any conditions or limitations in the Daily Inspection Log can be complied with;
- determine the impact on glider operations of unserviceabilities or equipment configuration changes for the proposed flight.

B. Glider Performance

Aim

To determine that the candidate understands the performance capabilities, approved operating procedures, and limitations for the glider being used for the flight test.

Description

The candidate will be required to demonstrate a practical knowledge of the performance capabilities, approved operating procedures and limitations for the glider to be used on the flight test. Essential performance speeds, applicable to the airplane used, shall be quoted from memory. Other glider performance data may be determined from the Pilot's Operating Handbook

Performance Criteria

The candidate will:

State from memory the following speeds:

- stall speed
- minimum sink speed;
- best L/D speed;
- manoeuvring speed.
- Vne speed.

C. Weight and Balance, Loading

Aim

To determine that the candidate can correctly complete weight and balance calculations for the glider used for the flight test.

Description

The candidate will be required, using actual weights to apply the approved weight and balance data for the glider used in the test to make practical computations for the actual test including take-off and landing weights. If a loading graph or computer is available with the glider, it may be utilized. Knowledge of weight and balance graphs and envelopes, shall be demonstrated.

Performance Criteria

The candidate will:

- determine if the take-off and landing weights and centres of gravity are within permissible limits for the intended flight;
- demonstrate practical knowledge of how to correct a situation in which the centre of gravity is out of limits and/or in which the gross weight has been exceeded.

D. Pre-Flight Inspection

Aim

To determine that the candidate can complete internal and external checks in accordance with the approved checklist.

Description

The candidate shall determine that the glider is ready for the intended flight.

All required equipment and documents shall be located and, so far as can be determined by pre-flight inspection, the glider shall be confirmed to be airworthy.

Performance Criteria

The candidate will:

- using an orderly procedure, inspect the glider including at least those items listed by the manufacturer or glider owner;
- verify that the glider is in condition for safe flight;
- describe the appropriate action to take for any unsatisfactory item detected or described by the examiner;
- identify and verify the location and security of baggage and required equipment;

E. Operation of Aircraft Systems

Aim

To determine that the candidate can operate aircraft systems in accordance with the Pilot's Operating Handbook.

Description

The candidate will be expected to demonstrate practical knowledge of the operation of systems installed on the glider being used for the flight test.

Performance Criteria

The candidate will operate the glider systems in accordance with the Pilot's Operating Handbook and explain the operation of at least two of the following systems:

- primary flight controls and trim
- flaps
- landing gear
- avionics system
- pitot-static system and associated flight instruments

EX. 2 PRE-TAKEOFF PROCEDURES

Aim

To determine that the candidate can complete ground operations and checks as required up to towrope hook up.

Description

The candidate shall maneuver the glider onto the flight line, check glider systems and equipment to determine that the glider is airworthy and ready for flight and complete boarding of glider. The candidate will be asked to demonstrate or explain how to correct any unsatisfactory condition encountered or specified by the examiner.

Performance Criteria

The candidate will:

- demonstrate an awareness of other persons and property and proper ground handling techniques during all required ground handling;
- comply with any applicable club rules and procedures;
- accurately complete glider pre-takeoff checks;
- take appropriate action with respect to unsatisfactory conditions;
- use the appropriate checklist provided by the manufacturer or glider owner;
- check flight controls for freedom of operation and correct movement.

EX. 3 TAKEOFF

Aim

To determine the candidate's ability to take off safely using the correct procedure and technique for the actual wind conditions, runway surface and length (or those specified by the examiner).

Description

The candidate shall demonstrate:

- a normal take-off;

If possible at least one of the take-offs should be completed under crosswind conditions.

Performance Criteria

The candidate will:

- complete appropriate checklists;
- coordinate with the wing runner as required;
- position the flight controls and configure the glider for the existing conditions;

- maintain position behind the towplane during the take-off roll;
- rotate at recommended airspeed;
- remain in ground effect while towplane becomes airborne (max altitude 10 feet);
- answer questions regarding rope break options during takeoff.

EX. 4 AEROTOW PROCEDURES

Aim

To determine the candidate's ability to safely perform a complete aerotow.

Description

The candidate shall demonstrate:

- a normal aerotow to 2,000 feet AGL;
- "boxing the wake";
- continue normal tow to 4,000 feet AGL
- knowledge of appropriate emergency signals;
- perform a normal release.

Performance Criteria

The candidate will:

- complete appropriate checks;
- smoothly maintain any required position relative to the towplane during the aerotow;
- maintain a lookout throughout the tow;
- perform a through lookout prior to release;
- release at the correct altitude (+/- 100 ft)
- establish the glider in normal flight clear of towplane after release.

EX. 5 SLOW FLIGHT

Aim

To determine the candidate's ability to recognize entry into the slow flight speed range, maintain flight control within this range and accomplish prompt recovery to flight in the normal speed range.

Description

At an operationally safe altitude that allows recovery at or above the altitude recommended by the manufacturer or 2,000 feet AGL, whichever is higher the candidate will be requested to:

- identify when the glider is in the slow flight speed range;
- maintain flight control and perform maneuvers during slow flight as requested by the examiner.

Performance Criteria

The candidate will:

- complete appropriate safety precautions before entering slow flight;
- announce the entry into slow flight;
- establish the glider in slow flight;
- maintain the specified IAS within +/- 5kts;
- prevent a stall;
- maintain co-ordinated flight;
- maintain an effective lookout;
- perform medium banked turns;
- promptly accomplish a return to normal airspeeds.

EX. 6 STALL

Aim

To determine that the candidate can recognize indications of the approach to arrival stalls, the full stall, and can accomplish a positive and smooth recovery with a minimum loss of altitude.

Description

At an operationally safe altitude that allows recovery at or above the altitude recommended by the manufacturer or 2,000 feet AGL, whichever is higher, the stall manoeuvre will be entered from a power off situation. The glider configuration for the stall demonstration shall be specified by the examiner.

Performance Criteria

The candidate will:

- complete appropriate safety precautions before entering a stall;
- establish the specified configuration;
- transition smoothly to a pitch attitude that will induce a stall;
- recognize and announce the onset of the stall by identifying the first aerodynamic buffeting or decay of control effectiveness;
- stall the glider;
- use immediate and correct recovery procedures;
- avoid secondary stall, excessive airspeed, or excessive altitude loss.

EX. 7 SPIN

A- Incipient

Aim

To determine that the candidate can recognize indications of the approach to a spin and can accomplish a positive and smooth recovery with a minimum loss of altitude.

Description

At an operationally safe altitude that allows recovery at or above the altitude recommended by the manufacturer or 2,000 feet AGL, whichever is higher, a spin manoeuvre will be entered from a turning stall. The glider configuration for the stall demonstration shall be specified by the examiner.

Performance Criteria

The candidate will:

- complete appropriate safety precautions before entering a spin;
- establish the specified configuration;
- transition smoothly to a pitch and bank attitude that will induce an incipient spin;
- recognize and announce the onset of the spin by identifying the first aerodynamic buffeting or decay of control effectiveness;
- stall the glider;
- use immediate and correct recovery procedures;
- avoid secondary stall, excessive airspeed, or excessive altitude loss.

B- Full

Aim

To determine that the candidate can recognize a full spin and can accomplish a positive and smooth recovery with a minimum loss of altitude.

Description

At an operationally safe altitude that allows recovery at or above the altitude recommended by the manufacturer or 2,000 feet AGL, whichever is higher, a spin manoeuvre will be entered from straight and level flight.

Performance Criteria

The candidate will:

- complete appropriate safety precautions before entering a spin;
- establish the specified configuration;
- transition smoothly to a pitch attitude that will induce a stall;

- stall the glider and induce a spin in the direction specified by the examiner;
- when prompted by examiner (after no more than 2 turns) use immediate and correct recovery procedures;
- avoid secondary stall, excessive airspeed, or excessive altitude loss.

EX. 8 SLIPPING

Aim

To determine that the candidate can slip safely and effectively to lose altitude.

Description

The candidate will be required to use a forward slip or carry out a slipping turn to lose altitude.

Performance Criteria

The candidate will:

- smoothly establish an effective slip;
- maintain a slip appropriate to the flight profile;
- recover smoothly to co-ordinated flight;
- maintain flight path.

EX. 9 CIRCUIT

Aim

To determine that the candidate can operate the glider in a safe manner in the vicinity of the aerodrome.

Description

The candidate will demonstrate correct circuit joining and flying procedures. The examiner will assess by questioning any procedures that circumstances prevent being demonstrated.

The ability to comply with proper radio procedures and phraseology while maintaining separation from other aircraft shall be demonstrated.

The requirement to perform this landing in a crosswind if possible may result in this circuit being to a different runway than the current active runway.

Performance Criteria

All other flight test exercises will be completed no lower than 1,200' AGL at a position allowing a normal circuit to be established. From that position the candidate will:

- enter the circuit at the correct altitude and position;
- fly an accurate circuit

- maintaining correct position and separation from other aircraft including awareness of radio calls;
- correct for wind drift and sink/lift as required to ensure a safe landing;
- remain oriented with the runway/landing area in use;
- maintain airspeed (+ 10 /-5 kts);
- make required radio calls;
- complete appropriate checklists.

EX. 10 APPROACH AND LANDING

Aim

To determine the candidate's ability to approach and land safely using the correct procedure and technique for the actual wind conditions, runway surface and length (or those specified by the examiner), to assess the possibility of such further conditions as wind shear, turbulence and conflicting traffic.

Description

The candidate will be required to demonstrate:

- a normal landing;

If possible, the landing shall be completed under crosswind conditions.

Assessment of approach and landing will be based on the candidate's ability to select the proper approach profile for the actual conditions, or for those specified by the examiner.

Note: The candidate must be able to explain the operational necessity for any variation from recommended speeds, e.g. gusty or crosswind conditions.

Performance Criteria-Normal Approach and Landing

The candidate will:

- consider the wind conditions, landing surface and obstructions;
- select a suitable touchdown zone and specify a touchdown point;
- establish the recommended approach and landing configuration;
- maintain a stabilized approach and recommended airspeed, or in its absence, 1.3 V_{so}, (+10/- 5 knots);
- maintain crosswind correction and directional control throughout the approach and landing;
- make smooth, timely, and correct control application during the approach and landing;
- touch down smoothly at a minimum speed for existing conditions, at or within 200 feet beyond a specified touch-down point;
- touch down with no drift and with the glider's longitudinal axis aligned with and within 15 feet of the centre of the landing surface;
- apply brakes as necessary, without lockup or skidding;
- clear runway and secure glider.
- arrange tow back to flight line and hand off to next pilot.

Flight 2

EX 11 PREPARATION FOR FLIGHT

Aim

To determine that the candidate can correctly assess off field landing sites. To ensure the candidate understands the requirements for the short field exercise that will be performed at the end of flight 2.

Description

Verbal questioning to determine the candidates knowledge of off field selection criteria.

Description and setup of short field landing criteria. An area of the active runway will be designated as the threshold and "far end" of the landing area for the purposes of the exercise. Any obstacles will be described.

Note: The intent of this exercise IS NOT to perform a cross country checkout. The field length selected will not be less than 500 ft and any assumed obstacles will not be closer than 400 ft from the exercise threshold.

Performance Criteria

The candidate will:

- show sufficient knowledge of field selection criteria;
- ensure that they understand the short field requirements.

EX. 12 TAKEOFF

Aim

To determine the candidate's ability to take off safely using the correct procedure and technique for the actual wind conditions, runway surface and length (or those specified by the examiner).

Description

The candidate shall demonstrate:

- a normal take-off;

If possible at least one of the take-offs should be completed under crosswind conditions.

Performance Criteria

The candidate will:

- complete appropriate checklists;
- coordinate with the wing runner as required;
- position the flight controls and configure the glider for the existing conditions;
- maintain position behind the towplane during the take-off roll;
- rotate at recommended airspeed;
- remain in ground effect while towplane becomes airborne (max altitude 10 feet);
- answer questions regarding rope break options during takeoff.

EX. 13 AEROTOW PROCEDURES

Aim

To determine the candidate's ability to safely perform a complete aerotow.

Description

The candidate shall demonstrate:

- a normal aerotow to 3,000 feet AGL;
- perform a normal release.

Performance Criteria

The candidate will:

- complete appropriate checks;
- smoothly maintain any required position relative to the towplane during the aerotow;
- maintain a lookout throughout the tow;
- perform a through lookout prior to release;
- release at the correct altitude (+/- 100 ft)
- establish the glider in normal flight clear of towplane after release.

EX. 14 SPIRAL

Aim

To determine the candidate's ability to recognize a spiral dive and to effect a smooth, safe recovery to straight and level flight.

Description

This manoeuvre will be initiated by the examiner from an overbanked steep turn or an incorrect spin entry. Control will be given to the candidate when the spiral

is established. On assuming control the candidate will be expected to commence recovery immediately.

Recovery shall be completed at a height specified by the manufacturer, or no less than 2,000 feet above ground, whichever is greater.

Performance Criteria

The candidate will:

- recover promptly with proper use of flight controls;

RETURN SMOOTHLY TO STRAIGHT AND LEVEL FLIGHT WITH MINIMUM LOSS OF ALTITUDE WITHOUT EXCEEDING ANY OPERATING LIMITATION OF THE GLIDER.

EX. 15 STEEP TURN

Aim

To determine the candidate's ability to perform a level, co-ordinated steep turn.

Description

At an operationally safe altitude, the candidate will be asked to execute a steep turn through 360°, with an angle of bank of 45°, using a pre-selected and prominent geographic point as a heading reference. The examiner will specify the airspeed and reference point prior to entering the turn.

Performance Criteria

The candidate will:

- complete appropriate safety precautions before entering the steep turn;
- maintain co-ordinated flight;
- maintain the selected airspeed within +/- 10 knots;
- maintain the angle of bank within +/- 10°;
- maintain an effective lookout;
- visually recover from the turn within +/- 10° of the pre-selected recovery reference point.

EX. 16 OFF FIELD LANDING

Aim

To determine the candidate's ability to carry out the procedures for a landing on an unfamiliar airstrip or a landing area where the suitability of the landing surface is unknown.

Description

The examiner will outline the reasons requiring a landing. The candidate must select a suitable landing area, determine the landing path and describe a planned procedure to fly an accurate approach.

Performance Criteria

The candidate will:

- select, in a timely fashion, a suitable area on which a safe landing could be made;
- select the most suitable touchdown zone considering wind conditions, landing surface and obstructions;
- describe a suitable circuit at an appropriate distance from the airstrip/landing area;

EX. 17 CIRCUIT

Aim

To determine that the candidate can operate the glider in a safe manner in the vicinity of the aerodrome.

Description

The candidate will demonstrate correct circuit joining and flying procedures. The examiner will assess by questioning any procedures that circumstances prevent being demonstrated.

The ability to comply with proper radio procedures and phraseology while maintaining separation from other aircraft shall be demonstrated.

Performance Criteria

All other flight test exercises will be completed no lower than 1,200' AGL at a position allowing a normal circuit to be established. From that position the candidate will:

- enter the circuit at the correct altitude and position;
- fly an accurate circuit
- maintaining correct position and separation from other aircraft including awareness of radio calls;
- correct for wind drift and sink/lift as required to ensure a safe landing;
- remain oriented with the runway/landing area in use;
- maintain airspeed (+ 10 /-5 kts);
- make required radio calls;
- complete appropriate checklists.

EX. 18 APPROACH AND LANDING

Aim

To determine the candidate's ability to approach and land safely using the correct procedure and technique for the actual wind conditions, runway surface and length (or those specified by the examiner), to assess the possibility of such further conditions as wind shear, turbulence and conflicting traffic.

Description

The candidate will be required to demonstrate:

- a short/rough field landing

The simulated surface conditions, obstacles on approach, runway threshold and length of surface available to the candidate for the short or soft field approach and landing will be clearly specified by the examiner prior to the flight and further prior to commencing the exercise.

Assessment of approaches and landings will be based on the candidate's ability to select the proper approach profile for the actual conditions, or for those specified by the examiner.

Note: The candidate must be able to explain the operational necessity for any variation from recommended speeds, e.g. gusty or crosswind conditions.

Performance Criteria – Short field Approach and Landing

- consider the wind conditions, landing surface and obstructions;
- select the most suitable touch down zone and specify a touchdown point;
- establish the recommended approach and landing configuration;
- maintain a stabilized approach and recommended airspeed which will result in a threshold crossing airspeed of $1.2 V_{so}$ (+10/- 5 knots);
- make smooth, timely, and correct control application during the approach and landing;
- touch down at or within 100 feet of the specified point;
- touch down at minimum airspeed, with no drift, and with the longitudinal axis aligned with and within 15 feet of the centre of the landing surface;
- maintain crosswind correction and directional control throughout the approach and landing;
- apply brakes, without lockup or skidding, to stop in the shortest distance consistent with safety;
- clear runway and secure glider.
- arrange tow back to flight line and hand off to next pilot.

EX. 19 EMERGENCY PROCEDURES/MALFUNCTIONS

Aim

To determine that the candidate can react promptly and correctly to emergencies and systems or equipment malfunctions.

Description

The examiner will assess the candidate's knowledge of emergency procedures or abnormal conditions. Assessment may be carried out during any portion of the flight test.

Performance Criteria

Assessment will be based on the candidate's ability to analyze the situation, take appropriate action and follow the appropriate memory items, emergency checklists or procedures, for any two (2) of the following simulated emergencies/malfunctions:

- pitot or static blockage;
- electrical malfunctions;
- landing gear malfunctions;
- flap failure;
- canopy opening in flight;
- emergency descent;
- premature termination of tow
- any other emergency unique to the glider flown.

EX. 20 RADIO COMMUNICATION

Aim

To determine that the candidate can effectively use the radio to permit the safe and efficient conduct of the flight.

Description

The candidate must demonstrate or explain the correct procedures for the use of radio communication equipment available on board the aircraft. The candidate must demonstrate the ability to obtain information relevant to the flight and to obtain. Some rudimentary knowledge of ATC clearances and instructions will be demonstrated with the examiner playing the role of ATS.

Performance Criteria

The candidate will:

- demonstrate the ability to select appropriate frequencies for facilities to be used;
- transmit using recommended phraseology;
- acknowledge and demonstrate understanding of any radio communications received;
- demonstrate knowledge of correct emergency communication procedures;
- demonstrate knowledge of ATC clearances and instructions.

RECOMMENDATION FOR GLIDER PILOT FLIGHT TEST

Name of Candidate (Print)	Licence/Permit Number
Flight Experience (hours) Dual Solo	Flights Dual Solo

I consider the candidate to have reached a sufficient level of competency for the issuance of the Glider Pilot Licence, and I hereby recommend the candidate for the flight test.

Name of Instructor Recommending Test (Print)	Class	Licence Number
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RECOMMENDATION FOR PARTIAL RE-TEST

Name of Candidate (Print)	Licence/Permit Number
Flight Experience (hours) Dual Solo	Flights Dual Solo

have conducted a review of the test exercise(s) _____ with this candidate. I consider the candidate to have reached a sufficient level of competency for the issuance of the Glider Pilot Licence, and I hereby recommend the candidate for the re-test.

Name of Instructor Recommending Test (Print)	Class	Licence Number
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