



# SOARING ASSOCIATION OF CANADA

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## BRONZE BADGE

**Introduction** Some changes have been made to the Bronze badge to more aptly recognize the continuous development of a pilot's skills after licencing. The purpose is to bridge the gap between the first level "C" badge (1 hour flight) and the more difficult Silver "C" badge which requires a somewhat daunting 5 hour duration flight plus a 50 kilometre cross-country flight and a 1000m gain of altitude task. Some advanced dual flights are needed which, it is hoped, will materially increase your enjoyment of the sport. The badge, therefore, will be a ready means of showing that you have acquired these additional skills, which are not normally taught for the glider pilot licence. When you have this badge you will be well on your way to having the basic skills for cross-country flying, though you may not of course aspire to this type of flying. However the skills are a necessary part of becoming a competent glider pilot.

This badge is the required entry level for the Basic or Beginner's cross-country clinics run across the country by some provincial associations and by the Canadian Advanced Soaring Association (particular course entry requirements may contain extra items not specified for this badge). The badge is available from the SAC office and is awarded by the club to pilots completing the requirements. A checklist is available from your CFI to keep with your logbook. The required exercises are listed below.

**Three consecutive spot landings** An area is to be marked out on the runway approximately 50 metres wide by 150 metres long. The glider is to cross the threshold at a minimum height of 1 metre, and come to rest before the 150 metre mark. If the pilot does not achieve the above on one of the three landings, three consecutive landings are to be re-attempted.

The instructor will certify successful completion of these landings on the checklist below. Before attempting this task, discuss the requirements with an instructor, and ask that the landings be witnessed so that the checklist may be signed accordingly.

**Off-field landing exercises** These exercises are to be flown dual, and will normally require a minimum of two flights. Field selections should be practised at different times of year, and choices that are made from the air close to the club should be checked on the ground after the flight.

**Map reading and final glide exercises** Map reading can be practised at any time. The requirement for the badge includes an ability to mark the map to show typical final glide heights needed to return to the club. The exercise to be flown dual will include a final glide from a distance of about 5 miles, and must show you can judge your glide to arrive at a minimum of 1000 feet above ground, to allow sufficient height for the circuit.

**Rigging/derigging/trailer** The requirement can be completed on a non-flying day, and would include some trailer handling. Arrange with an instructor to be taught how to derig and rig the glider that you might fly cross-country first. The requirement for independent rigging checks is important, and the method of recording this must be included. Trailer reversing exercises should be practised, with other pilots providing a lookout. The club instructors will suggest how to set up a suitable practise area. Get fully conversant too with the hazards of trailering with a glider, particularly if the club owns an open trailer.

C H E C K L I S T	<i>Requirement</i>	date done	signed	<i>Requirement</i>	date done	signed
	1	Glider Pilot Licence			8	Map reading exercises during dual flight
2	Pilot in command time of 10 hrs			9	Final glide exercise during dual flight	
3	Soaring flight of 2 hrs – 1st flt			10	Rigging/derigging/trailer instruction and practise	
4	Soaring flight of 2 hrs – 2nd flt			11	Club requirements for XC flying	
5	3 consecutive spot landings in marked areas on club field			12	Basics of advanced instrumentation (speed to fly ring, TE compensation, final glide calculator)	
6	Off-field landings, dual field selection exercises					
7	Off-field landings, dual circuit planning exercises					