

## USE OF LOGBOOK

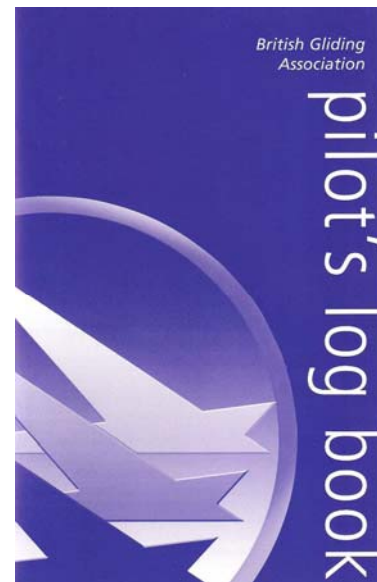
**Aim:** To learn how to use the BGA Glider Pilot Logbook.

Not only is it a good idea to keep a record of our flying experience, it is a BGA requirement to record our flight experience and qualifications, until we have a Silver C. The Glider Pilot Logbook is designed to meet our this requirements as well as our own desire to have a record or diary of the flying we do. Our logbook becomes a personal record and can be looked back on in later times much as we would a diary.

While the logbook is a personal document with entries being made by us, it has to be available to Instructors to allow them to assess your experience and to make entries, certifications and approvals related to any training provided.

Some tips on using and looking after your logbook:

- Read the information and instructions in the front of the logbook.
- Normally, use one line for each flight. However, you can block a series of short consecutive flights in one line but always accurately record the number of launches made. This applies mainly to winch ops.
- Write / print neatly; others may need to read what you write.
- Use the same colour pen. A different colour can then be used to highlight notable flights like first solo.
- Always bring your logbook to the field; be careful not to damage it or to lose it, as it has to last many years.
- Keep your logbook up to date. Entries should be made as soon as practically possible after flying.
- Keep your logbook in a safe place when at home.
- Take a photocopy of the most recent page every so often and certainly before travelling away with your logbook. It is insurance in case of ever losing your logbook.
- It is acceptable to use several lines for one flight. Don't worry, it will still take you a few years to fill the book.



Take a look at the examples over the page.

### **Need To Know:**

- How to make the appropriate entries in your logbook.
- Your responsibilities for keeping a logbook.

### **Food for Thought:**

The state and condition of a pilot's logbook reflects much about the owner's character.

**EXAMPLE**

W= Winch Launch  
A=Aero tow

P2 is 2<sup>nd</sup> pilot, P1 is pilot in command. When you are training with an instructor you are P2

Year 2008 Total Gliding brought forward

Serial No. of Flight	Date	Glider Type	Glider No.	Place of Launch	Type of Launch	Crew Capacity	Time in Air H M	Kms. Flown	Details of Flight
1	1/1	GROB103	P70	NYMPFIELD	A	P2	35		First Flight with John Smith.... Great.
2	2/2	"	P70	"	W	P2	12		First Winch launch & effects of controls
3	2/2	K13	EUC	"	W	P2	47		Ridge Soaring - Trim and stalls.
4	4/2	K21	FYV	"	W	P2	9		With Dave & Bob's more stalls.

**Sequential numbering**

You can block several flights together, if they are on the same day

What you put in the "details of flight" column is up to you. This is your record of what you did on the flight. An instructor will often put his remarks to allow others to assess what training has been done. Make use of abbreviations to save space, record notable events that can be looked back on with interest. Use more than one line for a flight if you wish.

14	13/3	GROB103	P70	NYMPFIELD	W	P2	1 49		Brilliant flight along the ridges to Devils Chimney - with JS, got really low at base level. Wind NW 15-20.
15	20/3	GROB103	P70	NYMPFIELD	W		10		With JS practice circuits, getting better, landings still not held off properly.
16	20/3	"	"	"	W		7		
17	20/3	"	"	"	W		6		
18	27/3	"	"	"	W		15		Antwoord circuit with JS landed down

Day and Month

Aircraft Model

Number on the tail of the glider, usually 3 letters or the G Registration. You need to be able to identify the aircraft readily.

Total time carried forward

Total time Single Seaters	—	No. of flights	—
Total time P.1 Multi-Seaters	—	No. of flights	—
Total time P.2 Multi-Seaters	4 hrs 35 mins	No. of flights	18

Keep a running total, and carry forward onto next page. When you go solo it is normal to do so in a 2 seater and then convert to the single seater. **Keep these totals separate.**