

Name: _____

Book No. _____

Address: _____

Address: _____

Address: _____



**BRITISH
GLIDING
ASSOCIATION**

Pilot's Log Book

Note: This personal flying log book is approved by the British Gliding Association for the purpose of recording the flying experience of pilots in connection with the private flying of gliders.

INSTRUCTIONS FOR USE

- Flight No** – Personal serial number of the flights starting from 001.
Launch Type – W (Winch); B (Bungee); M (Autotow); A (Aerotow); S (Self Launch); TMG (Touring Motor Glider).
Pilot in Command – (PIC) is either the instructor's name or self.
Registration – Enter the national registration if an EASA glider; BGA trigraph if Annex II.

CREW CAPACITY

Holder's Role	Notation	Example
Pilot in Command	PIC	Flying as pilot in command, including; <ul style="list-style-type: none">• Solo flight as a qualified pilot• Solo flight under the supervision of an instructor <i>(in which case the entry must be certified by the instructor)</i>• Student pilot in command ie. where the instructor on board does not influence or control the flight <i>(in which case the entry must be certified by the instructor)</i>• Acting as a passenger carrier• Acting as a flying instructor• Acting as a flying examiner
Dual Instruction	PUI	Under dual instruction associated with a licence, rating or qualification <i>(the entry, or a summary of entries, must be certified by the instructor)</i>

Notes:

1. 'Qualified pilot' means (a) the holder of a BGA Bronze endorsement and Cross-Country endorsement (or Silver Distance) or (b) under EASA rules, the holder of an appropriate licence.
2. 'Solo flight' means that the pilot in command is the sole occupant.
3. A series of flights on the same day returning to the same site may be recorded as a single entry.

Flight Time 'Other' – Can be used as required by the holder, eg for recording IFR time, etc.

Remarks/Details of Flight – Flight training exercises carried out, route flown, check or test result, Flight Instructor or Examiner signature, etc.

– SAFETY REMINDERS –

- Rigging** – Were you interrupted or distracted? If so, check the rigging is complete and correct!
- Daily Inspection** – Were you interrupted or distracted? If so, run through it again, and make sure the glider is correctly rigged.
- Pre-Flight Checks** – If anyone interrupts your pre-flight checks, run through them again from the beginning.
- Launching** – Are you familiar with tug upsets and relaxed safety guidance? Are you aware of the BGA advice for safe winch launching? If not, consult an instructor!
- Collision Avoidance** – Effective lookout is always crucial for collision avoidance.

