



SOARING ASSOCIATION OF CANADA

71 Bank St, 7th floor, Ottawa, ON K1P 5N2

(613) 236-4901 ext.109, sac@sac.ca

BRONZE BADGE

Introduction Acquiring the Bronze badge reflects the continuous development of a pilot's skills after licensing; bridging the gap between the first level "C" badge (1 hour flight) and the Silver badge that requires the somewhat daunting 5 hour duration flight, a 50 km cross-country flight and a 1000m gain of altitude. Some advanced dual flights are needed which will materially increase your enjoyment of the sport. The badge, therefore, is a ready means of showing that you have acquired the additional skills, not normally taught for the glider pilot licence. When you have this badge you will be on your way to having the basic skills for cross-country flying. You may not aspire to this type of flying; however, the skills are a necessary part of becoming a competent glider pilot. The badge is available from SAC and is awarded by the club to pilots completing the requirements. A checklist is available from your CFI to keep with your log book. The required exercises are listed below.

This badge is the required entry level for beginner's cross-country clinics run by provincial associations and by the Canadian Advanced Soaring Association (some course entry requirements may contain extra items not specified for this badge).

Three consecutive spot landings An area is to be marked out on the runway about 50m wide by 150 m long. The glider is to cross the threshold at a minimum height of 1 metre, and come to rest before the 150 metre mark. The pilot is to continue making landings until three consecutive landings are within the area. The instructor will certify completion of these three 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 & final glide 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 agl, to allow sufficient height for the circuit.

Rigging/derigging/trailer This 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 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	Requirement	date done	signed	Requirement	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					