HPAC ACVL

TRAINING LOGBOOK

Hang Glider Rating H1/H2

hpac.ca ■ acvl.ca

Hang Glider Training Logbook Guide

The training logbook belongs to the student; he/she must bring it to each training or theoretical lesson during the H1 and H2 training. At the end of the training, a copy of this logbook shall be provided to the school doing the H2 certification.

This logbook allows the student to become familiar, right from the beginning of the training, with the minimal requirements of the HPAC to obtain the H2 Novice rating, the content of the theory and the exercises that should precede the first solo flight, the content of the H2 level theory and the ground and flight exercises that will prepare the pilot to meet the requirements of the H2 rating.

The training logbook is a tool for the pilot to follow the training progression for themselves and also for all the instructors that he/she may encounter during the training. The review of each point in the logbook will promote discussion among students and self-evaluation, with the aim of making the student aware of his/her responsibilities and to train a conscientious and responsible pilot.

The student, with the help of his/her instructors, keeps his/her training logbook up to date.

The training logbook is used to record the training on the ground, the preparatory lessons, the tandem flights and solo flights of each student-pilot.

The details regarding the training and lessons on the ground are recorded in the sections ***Recommended exercises before the 1st flight over 1000' and Record of the theoretical training,*** and each page should be signed by the instructor.

The details regarding tandem and higher altitude flights are recorded by the student and the instructor in the ***Record of flight training.***

The instructor must verify the entries made by the student. Each completed section must be certified accurate by the instructor as well as by the student. The comments pages are used by the student and the instructor for any additional notes or to write dates and training not specifically mentioned in the training logbook (example: for recording the dates of ground training).

Student/Pilot Name	HPAC Number (once a member)
(Last name) *(First names)*	

ADDRESS				
# *Street*	*Town*	*Prov*	*Postal Code*	
PHONE	Res	Work		

INSTRUCTOR(S) INFORMATION Note: Only certified instructors can instruct students solo			
Name	**HPAC #**	**Signature Example**	**Initials Example**

Providing instructor info above allows instructors to simply initial witnessed tasks on following pages

HPAC PILOT RATINGS PROGRAM — PRD410 for up-to-date rating requirements

DESCRIPTION OF THE HPAC/ACVL PILOT RATING SYSTEM

- The HPAC/ACVL rating system consists of five levels each for Paragliding and Hang Gliding. A pilot can hold one rating for Paragliding and one rating for Hang Gliding.
- The Beginner rating (H1/P1) is given at the introductory level of instruction and is aimed at introducing pilots early on to the HPAC/ACVL rating system and to make them aware of the Association.
- The Master rating (H5/P5) is awarded to selected individuals who have contributed significantly to the sports of Hang Gliding in Canada.

MINIMUM REQUIREMENTS FOR BEGINNER THROUGH ADVANCED RATINGS

- The tables (in the HPAC SOP 410) specify the minimum requirements that must be met by a pilot in order to obtain Beginner, Novice, Intermediate, Advanced ratings and specific endorsements for hang gliders.
- Note: The HAGAR examination is administered by Transport Canada.

H1 BEGINNER - GENERAL DESCRIPTION

The H1 Student pilot has the knowledge and basic skills necessary to fly and practice within specific operating limitations. The pilot understands the HPAC/ACVL hang gliding rating system and recommended operating limitations. The pilot shall use good judgment and have a level of maturity commensurate with the rating.

Operating Limitations H1 Student Pilots:

Once the H1 Student rating is issued by HPAC the H1 - Student Pilot must:

- Fly a hang glider recommended by the manufacturer as suitable for Beginner pilots.
- Fly a hang glider equipped with wheels on the basetube.
- Conduct their flights and ground handling sessions at sites and within conditions defined by the instructor using instructor approved equipment.

H2 NOVICE - GENERAL DESCRIPTION

Novice rated pilots have the knowledge and basic skills necessary to fly and practice without direct instructor supervision. The pilot understands the HPAC/ACVL rating system and recommended operating limitations.

Pilots must demonstrate Novice level skills and knowledge before obtaining the Novice rating. All witnessed flights must be pre-planned by the pilot and discussed with the Instructor/Apprentice Instructor

Operating Limitations H2 Novice Pilots:

- Should not fly in thermal lift exceeding your ability to maintain control.
- Keep landing zone within a safe glide.
- Avoid advanced maneuvers such as spirals, wing-overs, stalls without guidance of a certified instructor.
- Fly a glider recommended by the manufacturer as suitable for beginner or novice pilots.
- Avoid flying in wind speed that exceeds 2/3 of your glider's trim speed.

RECOMMENDATION TO OBTAIN	RECOMMENDING INSTRUCTOR (NAME AND SIGNATURE)	EXAM SCORE	DATE OF EXAM
H1 HPAC RATING			
H2 HPAC RATING			
ENDORSEMENTS			
Thermal soaring			
Coastal / ridge soaring			
Towing (winch)			
AT (aero-towing)			

FLIGHT TEST TO OBTAIN HPAC–HANG GLIDER H2		
Instructor (name and signature)	HPAC Number	Date

RECOMMENDED EXERCISES AND DISCUSSIONS BEFORE ENROLLING IN AN H1 or H2 COURSE

Demonstrations	Instructor Initials
Use of flight simulator/stand	
Introduction to harness	
Critical Points Checklist / Hang Check	
Glider Assembly	
Pre-Flight Inspection	
Ground Handling Tips	

Discussions	Instructor Initials
Intro to HPAC	
Mention of Transport Canada	
Introduction of HAGAR	
Need for Cat4 Medical (for HAGAR)	
Clarify local airspace at Training Site	
Basic Aerodynamics - Creation of Lift	
HPAC & School Waivers Signed	
Importance of being pilot-in-command	

RECORD OF THE THEORETICAL TRAINING / SAFETY AND RISK MANAGEMENT						
YEAR _____		TRAINING TO PREPARE FOR THE HANG GLIDER H1 EXAM AND THE 1ST FLIGHT OVER 300'			INSTRUCTOR	
MONTH	DAY	SUBJECTS (REFERENCE: SOP 410 PILOT RATINGS OF THE HPAC)		HOURS	INITIALS	HPAC#
		THEORY	Basic Aerodynamics			
			Basic Meteorology			
			Techniques of Flight (foot, tow, AT)			
			Awareness of Air Regulations			
		SAFETY & RISK MGT	Human Factors			
			Environment			
			Equipment			
			Emergency procedures			
			Incident & Accident reporting			

H1 Student - Demonstrated Skills & Logged Requirements	Instructor Initial
Assembly and Pre-Flight of glider and harness	
Demonstrates hang glider handling skills sufficient for controlled launch.	
Demonstrate method(s) of establishing that pilot is properly connected to the glider.	
Launch unassisted showing: Proper control of the glider prior to launching.	
Control during launch (pitch, roll, yaw, direction).	
Smooth transition from ground to flying.	
Airspeed recognition and control; Six flights, predetermined to show:	
Constant airspeed.	
Smooth straight flight towards a pre-selected target.	
Confident, slight variation in airspeed and direction showing awareness of control inputs and absence of cross controlling.	
Smoothly increasing airspeed, and smoothly slowing airspeed showing control.	
Safe, smooth landing, on feet or landing gear (not basetube wheels), into wind.	

H1 Novice - Demonstrated Skills & Logged Requirements (Continued)	Instructor Initial
Shows the ability to recognize and understand how different wind conditions at a site will affect their flights, including: Wind direction & velocity, Terrain shape, Obstructions.	
Must pass the HPAC/ACVL H1 Student Hang Gliding written exam.	
Must agree to all the provisions of the HPAC/ACVL standard waiver and assumption of risk agreement for the H1 Student rating and deliver a signed copy to the HPAC/ACVL office.	

RECOMMENDATION FOR THE FIRST FLIGHTS OVER 300'

I, undersigned _____ certify that _____ has reached a satisfactory level of competence to carry out flights over 300' under the supervision of an instructor.

Instructor authorization:		HPAC number:		Date:	

REQUIRED EXERCISES AND DISCUSSIONS BEFORE THE 1ST FLIGHT OVER 1000' ABOVE GROUND LEVEL

Demonstrated Exercises	Instructor Initials
Mush-mode and exit	
Gentle stall recognition and exit	
Larger stall recognition and exit	
Demonstrate linked 180 degree turns	
Equipment management	
Dual command training (recommended, not req'd)	

Discussions	Instructor Initials
Spin recognition and exit	
Cross wind Launches and Landings	
Discuss Communication failure	
Spiral dive recognition and exit	
Emergency procedures	
Usage of the reserve parachute	

NOTES ON PROGRESSING TO HIGHER FLIGHTS

PARACHUTES ARE REQUIRED FOR FLIGHTS OVER 300' ABOVE GROUND LEVEL (AGL)

UNTIL A STUDENT HAS COMPETENTLY DEMONSTRATED THE ABOVE TASKS, THEY ARE NOT TO BE OVER 1000' ABOVE GROUND LEVEL (AGL) OR ABOVE LZ

RECORD OF THE THEORETICAL TRAINING / SAFETY AND RISK MANAGEMENT					
YEAR _____		TRAINING TO PREPARE FOR THE HANG GLIDER H2 EXAM			
MONTH	DAY	SUBJECTS (REFERENCE: SOP 410 PILOT RATINGS OF THE HPAC)		HOURS	INSTRUCTOR INITIALS
		THEORY	Aerodynamics		
			Meteorology		
			Techniques of Flight		
			Air Regulations		
		SAFETY & RISK MGT	Human Factors		
			Environment		
			Equipment		
			Emergency procedures		
			Incident & Accident reporting		

H2 Novice - Demonstrated Skills & Logged Requirements	✓ Seen	Instructor Signature (Mastered)
1. Demonstrates consistent ability to perform		
a. aircraft landing approaches.		
b. S-turn		
c. figure eight landing approaches		
d. accurate, planned & controlled landings		
2. Demonstrates assembly and preflight of the glider, harness, and backup reserve parachute.		
3. Gives a reliable analysis of general conditions of the site and self, and a flight plan including flight path, areas to avoid in relation to the wind flow, and obstacles to stay clear of.		
4. Demonstrates consistent and reliable pre-flight checks.		
5. Demonstrates how to brief and instruct a ground crew in assisted launch techniques and explain when an assisted launch is necessary.		
6. Demonstrates flight with smooth variation in airspeed, from minimum sink to fast flight and back to minimum sink, while maintaining a heading and exiting the maneuver without stalling.		
7. Demonstrates controlled turns in both directions, and at various speeds and bank angles.		
8. Demonstrates or explains proper strong wind landing procedures.		
9. Demonstrates or explains how to lengthen and shorten the flight path.		
10. Demonstrates or explains right-of-way traffic.		
11. Demonstrates reserve deployment while hanging in a harness in a simulated environment.		

HANG GLIDING ENDORSEMENTS (SEE SOP410 FOR OFFICIAL ENDORSEMENTS)		✓ SEEN	INSTRUCTOR SIGNATURE (MASTERED)
THERMAL SOARING	The Thermal Soaring Endorsement signifies that the pilot understands the special conditions and has demonstrated the flying skills required to fly safely in moderate to strong thermal conditions (400-1200 fpm, 2-6 m/s)		
	1. Demonstrates controlled, calm and confident flight in conditions requiring quick, deliberate, substantial, and correct control application.		
	2. Demonstrates proper directional control and correction in turbulent conditions.		
	3. Demonstrates the ability to launch unassisted with strong consistent launches in winds less than 3 mph (5 km/h).		
	4. Demonstrates proper directional control and correction in turbulent conditions.		
	5. Demonstrates sustained flight in moderate thermal conditions without the aid of ridge lift.		
	6. Demonstrates smooth and correctly timed speed control in turbulent conditions. No stall.		
	7. Logs five 30-minute thermal flights without sustaining ridge lift. The time starts after launch or release from a tow system.		
	8. Demonstrates understanding of high altitude conditions (e.g., air density, cloud suck, anabatic and catabatic conditions, hypoxia, hypothermia).		
	9. Demonstrates consistent safe landings in thermic conditions with zero damage to person or glider.		

HANG GLIDING ENDORSEMENTS		✓ Seen	Instructor Signature (Mastered)
Coastal / Ridge Flying	The Coastal or Ridge Soaring Endorsement signifies that the pilot understands the special conditions and has demonstrated the flying skills required to fly safely in the strong laminar wind flow found on ridge and coastal sites which in turn makes soaring possible.		
	1. Demonstrates 2 high-wind (9-19 mph, 15-30 km/h) launches.		
	2. Demonstrates the ability to judge and allow for proper clearance from a ridge obstacles and aircraft.		
	3. Demonstrates a consistent ability to top land in 12-19 mph (20-30 km/h) laminar flow wind and be able to identify the different approaches needed in landing in those wind speeds.		
	4. Understands and explains the causes, variations and problems associated with venturi.		
	5. Understands and explains the causes, variations and problems associated with wind gradient.		
	6. Demonstrates how to brief and instruct a ground crew in assisted launch techniques and explain when an assisted launch is necessary.		
	7. Explains proper strong wind landing procedures and how to keep from being turned down wind, as well as various strong wind glider unhooking technique.		

HANG GLIDING ENDORSEMENTS		✓ SEEN	INSTRUCTOR SIGNATURE (MASTERED)
GROUND-BASED TOWING	Ground-Based Towing is defined as any method of towing where the mechanism providing the towing force remains on the ground.		
	1. Participates in an instructional course whose focus is the theory and practical demonstration of the skills, techniques, methods, equipment and communication skills needed for the type of towing being practiced, i.e. foot launch, cart, wheel, or vehicle.		
	2. Understands and discusses towing pressure.		
	3. Demonstrates consistent ability to launch in no wind with the method for which the pilot has received instruction, i.e. foot launch, cart, wheel, or vehicle.		
	4. Demonstrates an ability to communicate both with hand or leg signals and by radio to avoid over-tensioning to avoid whip-stalls.		
	5. Understands the term “lock out” and describes how to avoid it.		
	6. Demonstrates consistent skill in staying “on line” during tow.		
	7. Demonstrates consistent skill in staying “on line” during a cross wind conditions of up to 30°.		
	8. Understands and communicates with the instructor the procedure to take should the tow line fail to release from pilot or glider.		
	9. Understands and communicates with the instructor the skills and procedure necessary to safely exit a low level line/weak-link break or premature release.		

HANG GLIDING ENDORSEMENTS		✓ SEEN	INSTRUCTOR SIGNATURE (MASTERED)
AERO TOWING	Aerotowing is defined as any method of towing where the mechanism providing the towing force is an aircraft.		
	1. Participates in an instructional course whose focus is the theory and practical demonstration of the skills, techniques, methods, equipment and communication skills required for aero towing		
	2. Understands and discusses towing pressure.		
	3. Demonstrates consistent ability to launch in no wind with the method for which the pilot has received instruction, i.e. foot launch, cart, wheel.		
	4. Demonstrates an ability to communicate both with hand or leg signals and by radio		
	5. Understands the term "lock out" and describe how to avoid it.		
	6. Demonstrates consistent skill in staying "on line" during tow.		
	7. Demonstrates consistent skill in staying "on line" during a turn by the tow plane.		
	8. Understands and communicates with the instructor the skills and procedure necessary to safely exit a low level line break.		
	9. Understands and communicates with the instructor the procedure to take should the tow line fail to release or become entangled with the pilot upon release.		

EXERCISE SHEETS

PRE-FLIGHT

PRACTICED EXERCISE		Instructor		PRACTICED EXERCISE		Instructor	
		✓ SEEN	PERFECT			✓ SEEN	PERFECT
1	Conditions observation			6	Air speed / ground speed / wind speed		
2	Positive pilot attitude			7	Equipment maintenance		
3	Wing preparation layout and inspection			8	Radio protocols		
4	Obstacles at launch and at landing			9	Pre-flight inspection		
5	Harness adjustment			10	Pre-flight checklist		

Instructor comments:

LAUNCH

PRACTICED EXERCISE		Instructor		PRACTICED EXERCISE		Instructor	
		✓ SEEN	PERFECT			✓ SEEN	PERFECT
11	Balancing wing in the wind			15	Hand position/transition		
12	Launch timing - monitoring cycles			16	Control in strong wind (20 km/h max)		
13	Launch - Pitch control			17	Launch in light or no wind (8 km/h max)		
14	Launch – roll control			18	Launch in steady wind (20 km/h max)		

Instructor comments:

EXERCISE SHEETS

IN-FLIGHT

	PRACTICED EXERCISE	Instructor ✓ SEEN	Instructor LEARNED		PRACTICED EXERCISE	Instructor ✓ SEEN	Instructor LEARNED
19	Familiarization tandem flight (where applicable)			29	Demonstrate control of pitch and roll		
20	Corrections and small turns			30	Understanding of speed to fly (sink rate minimum, best glide)		
21	Response to radio inputs						
22	Final in straight line, upright body			31	Turns at various bank angles		
23	Observation of flight conditions			32	Faster descent techniques - straight flight		
24	Self-planning and respecting the flight plan			33	Accelerated descent techniques w/turn		
25	Keeping the heading – control of the drift			34	Dive Recovery w/o approaching stall		
26	90°, 180°, 360° turns			35	Landing in steady wind (20 km/h max)		
27	Eliminating Cross-controlling			36	Manage and exit high bank 360° turns		
28	Transitioning to prone flying smoothly			37	Using Ground Effect (avoiding mush landings)		

Instructor comments:

LANDING / POST FLIGHT

	PRACTICED EXERCISE	Instructor ✓ SEEN	Instructor LEARNED		PRACTICED EXERCISE	Instructor ✓ SEEN	Instructor LEARNED
38	No wind landings (flare)			41	Landing protocol (rotate and move)		
39	Higher wind landings (run out)			42	Discuss Tree landing techniques		
40	Accuracy/Spot Landing practice			43	Proper packing of glider		

Instructor comments:

TRAINING LOGS

RECORD OF PRACTICAL TRAINING

YEAR _____			WING	SITE			FLIGHT			
FLIGHT#	MONTH	DAY	MAKE/ MODEL/ SIZE	FLYING SITE	CONDITIONS	TYPE * OF LAUNCH	DURATION	MAX ALTITUDE	RIDGE	THERMAL
						PAGE TOTALS				

* [F=Foot][C=Cart][AT=AeroTow [PW=Payout Winch][SW=Stationary Winch]

		INSTRUCTOR AND STUDENT COMMENTS
MONTH	DAY	

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