

USE OF LOGBOOK

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

Not only is it a good idea to keep a record of our flying experience, it is a legal requirement to record our flight experience and qualifications. The GNZ Pilot Logbook is designed to meet our legal 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 and auto launch 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. Ziplock plastic bags make a good container for keeping your logbook and any documents (like a copy of your Medical Declaration) in one safe / secure place.
- 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 traveling away with your logbook. It is insurance in case of ever losing your logbook.
- It is acceptable to use abbreviations to get maximum value out of the space in the remarks column. Some common abbreviations are:

↗ to show climbing to a height

↘ to show descending

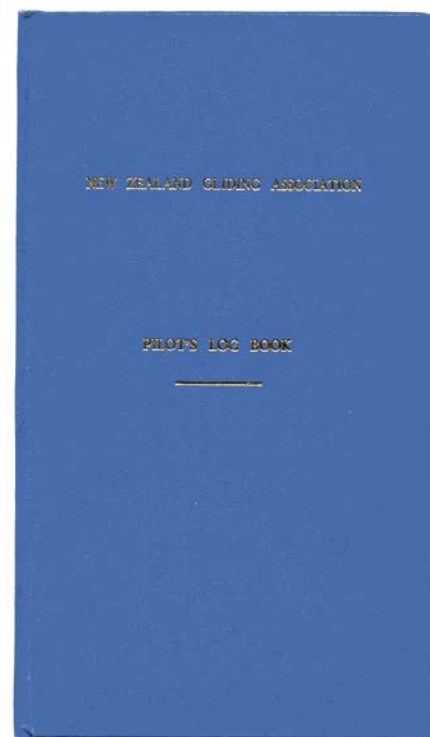
EoC for Effects of Controls

T/o for takeoff

Ldg for landing

Cct for circuit

DS are the initials for an Instructor named Dave Smith.



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.

An example of how to fill out your logbook.

Year 1995		Total Gliding brought forward					∅			
Serial No. of Flight	Date	Glider Type	Regn.	Place of Launch	Type of Launch	Crew of Capacity	Time in Air		Remarks	
							H	M		
1	1/1	Bianik	GIF	Wigram	A	P2	21		First glider flight, Inst. Fred Smith had a try of controls Great fun.	
2	2/1	"	"	"	A	P2	1	07	FS. 2000 Tow. effects of controls and turns	
3	4/2	K-13	GFY	Omarama	A	P2	1	23	FS. trying new glider, soaring on mt St Kilda up to 4500'	
4-6	5/2	Bianik	GIF	"	A	P2		56	Dave Jones, turns and intro to stalling, circuit planning, bounced on bdy.	
7										
Total time carried forward							9	30		
20	17/3	Twin Astir	GJW	Wigram	A	P2	21		DS, Check flight for solo. Smalls in turn and no inst. circuit ok.	
21	17/3	Twin Astir	GJW	Wigram	A	P1	1	17	Solo in Turn at last! Good soaring on Port Hills. C CEOT flight.	
22	20/3	Single Astir	GNE	"	A	P		51	First single seater, lovely glider... and nonstructor!! Climbed 1200'	
Total time Single Seaters							51 mins			No. of flights 1
Total time P.1 Multi-Seaters							3hrs 22 mins			No. of flights 4
Total time P.2 Multi-Seaters							5hrs 17 mins			No. of flights 17

what you put in the remarks column is up to you. This is your record of what you did on a flight. An instructor will often put his remarks in to allow others to assess what training has been done. make use of abbreviations to save space and record notable events that can be looked back on with interest.

Glider registration is recorded using 3 letters

u can record more than one flight, one line, particularly if doing circuits

Initials of your instructor.

The date should be day and month