

<b>Title</b>	<b>Fly a glider to gain a Gliding New Zealand Soaring Pilot certificate</b>		
<b>Level</b>	<b>4</b>	<b>Credits</b>	<b>6</b>

<b>Purpose</b>	People credited with this unit standard are, to Gliding New Zealand Soaring Pilot standards, able to: demonstrate circuit procedures, in-flight competence, thermal and ridge soaring; carry out type conversions; complete incident reporting; and demonstrate non-normal situations. They are also able to complete the Gliding New Zealand Soaring Pilot certificate requirements.
----------------	---

<b>Classification</b>	Aviation > Aircraft Operation
-----------------------	-------------------------------

<b>Available grade</b>	Achieved
------------------------	----------

---

### Guidance Information

- 1 This unit standard is aligned with the relevant parts of the prescribed syllabi of the Soaring Pilot certificate. Credit will be awarded upon meeting the requirements of the Gliding New Zealand approved assessment or examination.
- 2 Industry standards and recommended practices are those set in place by Gliding New Zealand, and any other procedure relating to this aspect which is detailed in the Clubs Standard Operating Procedure available at <https://gliding.co.nz/>.
- 3 Evidence presented for assessment against this unit standard must be in accordance with industry texts and standards.
- 4 Industry requirements are that the candidate must meet the requirements laid down by Gliding New Zealand.
- 5 All references to the Civil Aviation Authority (CAA) refer specifically to the New Zealand Civil Aviation Authority <https://www.aviation.govt.nz/>.
- 6 Industry texts may include but are not limited to – aircraft flight manuals, Gliding New Zealand Manual of Approved Procedures, Gliding New Zealand Flight Training Programme, CAA Rules, operator exposition.
- 7 Standards include but not limited to – Gliding New Zealand Soaring Pilot standards.
- 8 *Non-normal situations* refer to emergency procedures that may be encountered immediately after a launch commences and during a flight.
- 9 Emergency procedures may be real or simulated.

---

## Outcomes and performance criteria

### Outcome 1

Demonstrate circuit procedures.

#### Performance criteria

1.1 Circuit procedures are demonstrated.

Range cross wind, high wind, wind gradient and/or turbulence, joining variations, steep approach, shallow approach, landing performance, simulated out landing, use of radio.

### Outcome 2

Demonstrate in-flight competence.

#### Performance criteria

2.1 Stalling consolidation is demonstrated.

Range cause, recognition and recovery in turns, in approach configuration, counter the effects of slip and skid.

2.2 Spinning is demonstrated.

Range causes, recognition, recovery.

2.3 Spiral dive is demonstrated.

Range recognition, recovery.

2.4 Handling is demonstrated.

Range steep turns, manoeuvring up to  $V_{ne}$ , wing overs, side slipping straight, side slipping in a turn, side slipping with brakes out.

### Outcome 3

Demonstrate thermal soaring.

#### Performance criteria

3.1 Lift sources and types are identified.

3.2 Entry and exit points into thermals are demonstrated.

3.3 Soaring techniques are demonstrated.

Range centering, minimum sink, maximum lift drag ratio (L/D), speed angle of bank (AoB), use of varicos, safe gliding distance.

3.4 Right of way and etiquette are demonstrated.

#### **Outcome 4**

Demonstrate ridge soaring.

##### **Performance criteria**

4.1 Soaring techniques are demonstrated.

Range optimum speed and height, turbulence, gust stalling, cloud formation and avoidance.

4.2 Visual illusions are identified.

4.3 Right of way and etiquette are demonstrated.

#### **Outcome 5**

Carry out type conversions.

##### **Performance criteria**

5.1 Flight manual review and daily inspection are carried out.

5.2 Aircraft and cockpit familiarisation are carried out.

5.3 Handling exercises are carried out.

Range steep turns, manoeuvring up to  $V_{ne}$ , wing overs, side slipping straight, side slipping in a turn, side slipping with brakes out.

5.4 Glider is rigged and derigged.

#### **Outcome 6**

Complete incident reporting.

##### **Performance criteria**

6.1 Incident reporting is completed.

Range requirements for reporting, how to report, follow-up action.

#### **Outcome 7**

Demonstrate non-normal situations.

**Performance criteria**

7.1 Actions taken on non-normal situations are demonstrated.

Range may include but is not limited to – brakes jammed open, brakes jammed closed, flight in rain.

**Outcome 8**

Complete the Gliding New Zealand Soaring Pilot requirements.

**Performance criteria**

8.1 Soaring flight is piloted.

Range solo flight of 90 minutes duration.

8.2 Daily inspection is completed.

<b>Planned review date</b>	31 December 2028
----------------------------	------------------

**Status information and last date for assessment for superseded versions**

Process	Version	Date	Last Date for Assessment
Registration	1	19 November 2010	31 December 2018
Review	2	20 October 2016	31 December 2019
Review	3	30 August 2018	31 December 2025
Review	4	28 September 2023	N/A

<b>Consent and Moderation Requirements (CMR) reference</b>	0028
--	------

This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

**Comments on this unit standard**

Please contact Ringa Hora Services Workforce Development Council [qualifications@ringahora.nz](mailto:qualifications@ringahora.nz) if you wish to suggest changes to the content of this unit standard.