



**GLIDING NEW ZEALAND INCORPORATED**

***ADVISORY CIRCULAR***  
***AC 1-04***

**TRIAL FLIGHTS**

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## 1 Introduction

A new rule, CAR Part 115 Adventure Aviation – Certification and Operations, covering “hire and reward” flights where passengers go for the “recreational experience”, came into force on 10 November 2011. It includes such flights in gliders.

Traditionally, gliding clubs have used trial flights to attract new members and the CAA’s stated policy is not to disturb arrangements where the trial flights are “bona fide” but the CAA also wishes to ensure that trial flights do not become a “back door” method of conducting commercial activities.

The purpose of this Advisory Circular is to provide guidance to GNZ’s affiliated members on the conduct of trial flights to ensure that they are bona fide, and thus not subject to Part 115.

## 2 How is a Bona Fide Trial Flight Defined?

- 2.1 Part 115 does not apply to bona fide trial flights, or to bona fide flight instructional activities carried out by an appropriately qualified flight instructor. The meaning of *bona fide* given by the Oxford Dictionary is an adjectival phrase meaning ‘in good faith’ and hence ‘genuine’ and also a noun phrase meaning ‘good faith’ and hence ‘sincerity and honesty of intention’.
- 2.2 Trial flights are not actually defined in the CAA rules, so it is necessary to refer to the CAA policy document used in guiding their development – this is reproduced in Appendix 1, with certain key words/phrases **highlighted**.
- 2.3 Section 3 below provides guidance on how these highlighted key words/phrases should be interpreted by GNZ affiliates.

## 3 Key Elements to Ensure that a Trial Flight is Bona Fide

### 3.1 **Current club member**

- 3.1.1 **Club Rules:** The Constitutional rules of GNZ affiliates (both club and commercial) should have a class of membership that is appropriate for introductory or trial flights or short introductory packages. Accordingly, the participant should become a club member under those rules before the flight(s) takes place.

Whatever the affiliate’s membership rules are in detail, they need to set out the methods for election of members, including appropriate forms for completion on the airfield to ensure that the status of each participant is clear. Appendix 2 provides an example of rule wording that accomplishes this.

- 3.1.2 **GNZ Rules:** In the above context, it should be noted that for membership registration and affiliation fee purposes, the GNZ MOAP definition of a flying member of GNZ affiliates (both club and commercial) “includes individuals under training, not yet solo, but excluding those undertaking a training course of not more than seven days duration; or those who have not completed more than six instructional flights in the preceding six months.” (Reference MOAP Appendix 1-B.) This is intended to facilitate short-term memberships associated with trial flights and short introductory course packages, without the need to register with GNZ and pay an affiliation fee. Full GNZ flying membership requirements are triggered when the participant takes a seventh flight in the preceding six months.

### 3.2 ***How the flight is promoted***

Any promotion of trial flights must make it clear that the purpose is to provide an introduction to the sport with ongoing membership as the goal; also that flight instruction will be involved. Overt advertising of glider flights as “joy rides” or “scenic” is not appropriate. Appendix 3 provides an example of a club web page that accomplishes this.

### 3.3 ***Planned to return to the point of take off***

Flights should be conducted within gliding range of the airfield, or with reliable lift conditions, so that the likelihood of the need for an away landing is remote at all times. Safety is paramount.

### 3.4 ***Currently rated instructor***

A pilot conducting a trial flight must hold a current GNZ Gliding Instructor Rating.

### 3.5 ***Incorporated club which is under the auspices of a Part 149 organisation***

GNZ holds a certificate under Part 149, which means that affiliated members meet this provision.

### 3.5 ***Instructor gives a full pre-flight technical briefing and offers manipulation of controls***

The aim should simply be to orientate the prospective trainee to the new surroundings, to introduce the sensation of flight and to show that the glider is stable and easily controlled. The pre-flight technical briefing need be no more than necessary to facilitate this. Generally, the temptation to go into great technical detail should be avoided. It is important to ensure that the person is comfortable and at ease.

The “Familiarisation” and “Orientation” sections in Part 2 of the GNZ Instructors’ Handbook should generally be followed.

*Note that aerobatic manoeuvres must not be carried out during a trial flight.*

## 4 **Post-Flight Considerations**

The prospective trainee should be given an attractive “certificate” as a reminder of the flight that records their period of membership, the flight details and exercises covered signed by the Instructor. This could subsequently form the basis of an initial logbook entry if the person decides to take up the sport.

Material about the club’s facilities, charges etc, and gliding in general should of course be readily available for the prospective trainee to take away.

## Appendix 1 Definitions

1. **CAR Part 115, Adventure aviation operation<sup>‡</sup>** means the following operations for the carriage of passengers by air for hire or reward where the object of the operation is for the passenger's recreational experience of participating in the flight, or engaging in the aerial operation—

(1) an A to A flight in an aeroplane or helicopter issued with a *standard category* airworthiness certificate conducting formation flight, aerobatic manoeuvres, and similar non-standard flight manoeuvres such as steep climbs, steep descents, and steep turns:

(2) an A to A flight (including an interim water landing for amphibious aircraft) in an aircraft issued with an appropriate *special category-primary, special category-LSA, or special category-limited* airworthiness certificate including formation flight, aerobatic manoeuvres, and similar non-standard flight manoeuvres such as steep climbs, steep descents, and steep turns:

(3) an A to A flight in a Class 2 microlight aircraft:

(4) a flight in a hot air balloon:

(5) **a flight in a glider:**

(6) a parachute-drop aircraft operation that is not conducted under the authority of an air operator certificate issued by the Director under the Act and Part 119:

(7) a tandem parachute descent operation:

(8) a tandem hang glider or paraglider flight:

2. **Parts 104 & 149, Trial flights<sup>§</sup>** are defined as flights where: (GNZ emphasis added)

- the purpose of the flight is to introduce a **current club member** to an aerial sport, after which the person may decide to take up the sport; and this is **how the flight is promoted**;
- the flight is conducted by day VFR, involves one prospective trainee only, and is **planned to return to the point of take off**;
- the flight is conducted by a **currently rated instructor suitably experienced** on the type of aircraft, under the control of an **incorporated club** which is **under the auspices of a Part 141 or Part 149 organisation**; and
- the **instructor gives a full pre-flight technical briefing and offers manipulation of controls** during the flight on the assumption that the prospective trainee is undergoing a training flight.

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<sup>‡</sup> This definition is contained in CAR Part 1.

<sup>§</sup> CAA policy document in relation to proposed CAR Part 115, reference DW1120663-1.

## **Appendix 2 Example Wording for Club Constitutional Rules**

**1. Short Term Members.** Short Term Members are entitled to a maximum of six instructional flights as a student in a club glider with a properly qualified instructor. The subscription payment for a short term membership provides an entitlement to non-flying membership rights for three months.

**2. Election of Short Term Members.** Candidates for short term membership shall complete a similar individual application form to that for full, junior and social membership. However the signature of the nominator and seconder shall not be required. Candidates for short term membership shall be deemed to be elected upon their nomination form being approved by an officer of the club or a club-appointed instructor who is also a member of the club. Such approval shall be evidenced by the approving person signing the nomination form. Short term membership shall run for a period of three months from the time of election.

## **Appendix 3 Example Wording for a Club Web Page**

[Note that the underlined text on this page should provide a hyperlink to the specified information – see following pages for examples of such information.]

### Trial Flights

We currently offer two options for an introduction to flight training:

#### Single Trial Instructional Flight

- The Trial Instructional Flight is an introduction to gliding.
- After a briefing on the glider, you and your instructor will take an aero-tow to 4000 feet above ground.
- The flight will last approximately 25-60 minutes depending on what you want to do and what the weather conditions are like. Your instructor will give you the opportunity to take the controls.
- The single Trial Instructional Flight costs \$\$\$\$. Payment by cash or cheque can be made at the airfield when you fly.
- If you wish to purchase a single Trial Instructional Flight voucher as a gift for someone, we offer a "mail order service" as we do not sell vouchers from any business outlet: please leave a message on our club answerphone (n) nnn nnnn or send us an email. As we are a voluntary organisation, it may take a few days to respond to your message so we can arrange payment and posting you the voucher.

#### A Six Flight Course

- This course covers the essential "basics" and lays the foundation for controlling the glider.
- You and your instructor will take six aero-tow launches to 2500 feet above the airfield.
- Each of these flights will last about 15 - 20 minutes.
- The six flight course costs \$\$\$\$. Payment by cash or cheque can be made at the airfield when you fly.

There are some items to bring with you and some airfield rules to abide by when you arrive.

### And continuing

Now that you are ready to continue your flying, we ask you to become a fully flying member of the club – see our Membership Form, or if you are under 19 years of age, our Youth Glide Membership Form. We hope to see you at the airfield.

## Hyperlinked information under [flight training](#)

### About Learning to Fly

The club operates and is administrated on a purely voluntary basis by club members. The club's gliders and tow plane are operated on a cost recovery basis while *all* glider instruction and piloting of the tow-plane is *free*. All instructors are approved by our parent organisation, Gliding New Zealand. We actively welcome all prospective new members to our club.

The club has been teaching people to soar for over fifty years. We are an all-volunteer organisation - everybody in the club offers their time freely to support the sport. The club has experienced pilots and instructors, many with thousands of hours of flying time. In New Zealand we live in a gliding paradise where flights of hundreds of km are possible. You too can enjoy the great opportunities for silent flight that are available on our doorstep.

If you can't find the answer to your question here, please don't hesitate to [contact us](#) for more information.

### Who can learn to fly gliders?

Almost anyone can take up gliding - there is no age restriction. Generally, people under the age of 14 will be too small to reach the controls. If you have any health concerns just check with your doctor that it is OK for you. There is a basic medical declaration required prior to going solo, but no aircrew medical requirement.

### How long will it take to learn?

A typical person takes between 35 and 50 training flights with an instructor before being checked out to go solo, but this depends a lot on individual ability, how frequently you fly and any past flying experience. Note however that long before you go solo you will have demonstrated full control of the aircraft for all phases of the flight. Furthermore going solo is only the first step - there's plenty more to learn from an instructor about making the most of the sources of lift in order to extend your flights as well as advanced skills like cross-country flying which can take you on flights of hundreds of km.

### How much will it cost?

Flying gliders is one of the cheapest ways to enjoy an aviation sport. At all New Zealand Gliding clubs the instruction is free. This is because we are a voluntary-run, non-profit organisation and operate on a "cost recovery" basis. Members pay an annual membership fee plus the cost of glider hire and the cost of the launch - a per-minute charge for the tow plane or a flat fee for a winch launch.

You can join the club at any time of the year and "pay as you fly" - members are invoiced out monthly. However, we do ask members to keep their accounts in credit. In addition there is an

expectation that all members will participate towards the running of the club in whatever way they feel they can. Although the gliders only carry one or two people it is actually a highly cooperative sport requiring the assistance of tow-pilots, winch-drivers, time-keepers, radio operators and wing runners. There are lots of ways to contribute when you aren't actually flying, not the least of which is the social side of the club centered on our clubrooms and involving regular special events.

## How does the training work?

You can train at your own pace, coming out to the field whenever you can. Generally if you fly frequently you will make faster progress - it's better to fly a little every couple of weeks than try for a long flight every three months. Training is performed by the club's experienced instructors - they have taught hundreds of people to fly safely and are prepared for students at all levels of ability and interest. Training flights are available every day we are flying and are performed on a first-come first-served basis. During your flying training it's likely that you will fly with a number of different instructors in order to gain the widest possible range of experience.

Learning to fly gliders is conducted according to a syllabus developed by our parent organisation Gliding New Zealand. In general there are three stages. The first teaches you to take off and land safely and to plan a flight in the vicinity of the airfield. When you have mastered that you are ready to go solo. From that point you will concentrate on the second stage - this consolidates what was learnt in the first stage and introduces the art of soaring - finding and making the best of the rising air which keeps gliders aloft and makes long flights possible. The final stage is learning to fly cross-country - finding lift, navigating and if it becomes necessary, landing in a remote airstrip or paddock.

## Safety

We operate under safety procedures developed by Gliding New Zealand under a certificate granted by the Civil Aviation Authority. Operating in a safe manner is a key part of all our flying and learning to fly safely is the major part of our flight training.



## Hyperlinked information under items to bring and airfield rules

### General Information

#### What You Need to Know and to Bring

- Start - we usually try and start these flights at approximately 10am.
- Finish - expect to finish around lunch time. We are an all-voluntary organisation and we might not always get off to the quickest start in the morning. Being there early (9am) will give you an opportunity to see how the gliders are prepared for the day's flying.
- Clothing - you are much more likely to feel hot than cold when flying at the altitudes experienced during your flying. A sunhat, sunscreen and plenty of water (not fizzy) are a must. In the summer, light colored clothing is a good idea. Some light food is also recommended. Because the airfield is wide open to the elements you should also bring some warm clothing as well.

#### Rules for the Airfield

- The speed limit is 15 km/h at all times. Please drive along the fence line at all times. To find the centre of operations look for the caravan – its location will depend on the wind direction on the day.
- Landing gliders are quiet and sneak up on you, so always maintain a lookout for them when on the field and surrounding areas.
- Treat all aircraft propellers as dangerous, even when stopped.
- If you have friends and relatives with you, we enjoy their enthusiasm and interest, but please pass these rules onto them to make it safe for everyone (and please leave pets at home).
- If you have any questions please don't hesitate to ask.
- Most importantly have a great time!