



THE CONSTITUTION OF THE ARMY GLIDING ASSOCIATION



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CONTENTS

CHAPTER ONE – ORGANISATION
CHAPTER TWO – MEMBERSHIP
CHAPTER THREE – FINANCE
CHAPTER FOUR – AIRCRAFT AND EQUIPMENT
CHAPTER FIVE – OPERATIONS
CHAPTER SIX – TECHNICAL
CHAPTER SEVEN – ADMINISTRATION
CHAPTER EIGHT – AGA FORMS
AGA Membership Application Form
AGA record Absolute Altitude and/or gain of Height Claim Form
AGA Distance Record Claim Form
AGA Speed Record Claim Form
Motor Glider Data Form

CHAPTER ONE - ORGANISATION

1 Aims and Objectives

1.1 Gliding is a recognised Army Sport under the terms of Games and Sports in the Army (AC 61021). It is also deemed to be an Adventurous Training Activity, when competitive flying is not taking place.

1.2 The Army Gliding Association, hereafter known as the AGA, exists to administer gliding on behalf of the Army Sport Control Board and to provide gliding and soaring opportunities for all ranks of the Army.

1.3 The aim of the AGA is to:

“To encourage training and proficiency in gliding and soaring amongst all ranks of the Army in accordance with AGAI Vol 1 Ch 11 and JSP 419”.

1.4 The aim of the AGA is supported by a number of key objectives:

- a. To establish and organise clubs at suitable sites in UK and abroad where possible.
- b. To assist clubs of the Association financially or by the provision of aircraft and launching equipment.
- c. To be responsible for Army Teams in the Inter-Service, National and International competitions.
- d. To act as a central body for the cooperation of Army gliding activities and for liaison with the British Gliding Association and the RN and RAF Gliding and Soaring Associations.
- e. To encourage cross-country flying and foster competitive and adventurous gliding.

2 Governance

2.1 The AGA comprises of a number of member clubs, who facilitate the provision of gliding within the Army on behalf of the Association and within the policies laid down by the Services Sports and Adventurous Training Organisations, and hereafter contained within this Constitution.

2.2 The AGA and its member clubs are expected to operate under Service and MoD Rules and Regulations pertinent to sporting and adventurous activities. This includes all aspects of Finance, Health and Safety, Flying Regulations and Adventure Training Expeditions.

2.3 To ensure accountability, the Chairman of the AGA Executive Committee and the Chairman of all AGA Clubs are to be serving Officers acting in the capacity as ‘Commanding Officer’ of the Association or Club.

2.4 The member clubs of the AGA are:

- a. Wyvern Gliding Club – based at Upavon, Wiltshire, England.
- b. British Army (Germany) Gliding Centre – based at Javelin Barracks, Elmpt, Germany.

- c. Anglia Gliding Club – based at Wattisham, Suffolk (from 01 Apr 06).

2.5 No alteration of this Constitution shall be made unless authorised by the AGA General Committee. No alteration shall be valid unless supported by at least a two-thirds majority of those eligible to vote at a General Committee Meeting.

3 Management of the AGA

3.1 The AGA shall be governed by the AGA General Committee who are responsible for the formulation of AGA policy and who provide strategic direction for the Association. Subordinate to this, the General Committee is to form an Executive Committee that is responsible for the routine administration of the Association.

3.2 A Flying Sub-committee, subordinate to the Executive Committee is to be formed, that is responsible for all flying, expedition and competition administration. The General Committee may also, periodically, establish additional sub-committees as appropriate to the level of work required to establish a strategy or way forward.

4 AGA General Committee

4.1 The AGA General Committee is to consist of the following officers and representatives and is to meet at least once each year before the Annual General Meeting:

- a. The President AGA.
- b. All Honorary Vice-Presidents.
- c. Chairman AGA.
- d. Secretary AGA.
- e. Treasurer AGA.
- f. The Director of the Army Sport Control Board or his representative.
- g. The Chairman and CFI of each AGA club, or their representatives.
- h. The Chairman of the Flying Committee.
- i. The Chairman of any other sub-committee set up by the General Committee, if not already a member of the committee.
- j. A representative from HQ LAND Command, Adventurous Training Group(Army) (ATG(A)).
- k. The AGA Communications Officer.
- l. The AGA Competition Secretary.

- 4.2 At any General Committee meeting five members shall form a quorum.
- 4.3 The General Committee may co-opt any member to fill any position which becomes vacant between Annual General Meetings.
- 4.4 The Secretary AGA shall call a General or Executive Committee Meeting at the request of the President, the Chairman, the Director Army Sport Control Board or any three committee members. Two weeks notice shall be given of any General Committee Meeting; the Executive Committee shall be given seven day's notice except when the members agree to a shorter period.
- 4.5 The Annual General Meeting shall be held each year before the AGM of the British Gliding Association.
- 4.6 The Secretary shall call a Special General Meeting at the request of the General or Executive Committees or at the request of the committee of any club. Three weeks notice shall be given of any Special General Meeting.
- 4.7 All members of the Association shall be entitled to attend General Meetings and vote on all ordinary business. Only full members of the AGA may vote on any special resolution.
- 4.8 No alteration shall be made to the rules of the Association except by special resolution at the Annual General Meeting or at a Special General Meeting called for the purpose.
- 4.9 At any General Committee meeting five members shall form a quorum.
- 4.10 AGA General Committees may co-opt any member to fill any position which becomes vacant between Annual General Meetings.
- 4.11 The Secretary shall call a General or Executive Committee Meeting at the request of the President, the Chairman, the Director Army Sport Control Board or any three committee members. Two weeks notice shall be given of any General Committee Meeting, the Executive Committee shall be given seven day's notice except when the members agree to a shorter period.

5 AGA Executive Committee

- 5.1 The AGA Executive Committee shall be empowered to deal with business which is not of sufficient importance to necessitate calling a meeting of the General Committee or is too urgent to await the next meeting of the General Committee. In practice, the AGA Executive Committee is responsible to the General Committee, for the routine management of the Association.
- 5.2 The AGA Executive Committee is to consist of a minimum of the following officers:
- a. Chairman AGA
 - b. Secretary AGA.
 - c. Treasurer AGA.
 - d. Chairman of each AGA club
 - e. A co-opted member from each Association club, who need not to be members of the General Committee.

- f. The Chairman of the Flying Committee.
- g. The Chairman of any sub-committee formed under para 3.1.

5.3 Representatives of the ASCB and HQ LAND ATG (A) shall be invited to attend any AGA Executive Committee Meeting to provide feedback to the Executive Committee on any matters pertinent the conduct of sports or adventure training activities.

5.4 A minimum of three AGA Executive Committee meetings are to be held each calendar year. Minutes of the meeting are to be maintained by the Secretary AGA, and are to be promulgated to all Executive Committee members, and to Secretaries of all AGA clubs.

5.5 At any AGA Executive Committee meeting five members shall form a quorum.

5.6 The AGA Executive Committee may co-opt any member to fill any position which becomes vacant between Annual General Meetings.

6 AGA Flying Committee

6.1 The AGA Flying Committee is to provide the direction on AGA flying policy on behalf of the AGA General Committee. It is to comprise of the minimum following officers:

- a. A Chairman appointed by the General Committee.
- b. The Competition Secretary.
- c. The Expeditions Member.
- d. The CFI or the DFCI of each AGA Club.
- e. The AGA Technical Member (if appointed).

6.2 The Flying Committee is to advise the General and Executive Committees on all airspace matters likely to affect AGA operations, and to conduct any negotiations on airspace matters on behalf of the AGA. It should also advise clubs on the framing of rules and instructions relating to airspace matters which affect them.

6.3 All elements of the composition of the Army Gliding Team and all AGA and Army associated competition flying are to be directed by the AGA Flying Committee. Pursuant to this, the AGA Flying Committee is responsible to the AGA General Committee for:

- a. The formulation and publication of rules for the selection of competition pilots.
- b. The selection of Army teams and allocation of AGA aircraft to them. In this connection all suitable AGA aircraft shall be under the control of the Flying Committee.
- c. All arrangements for the participation of Army teams in competitions.

6.4 Club CFIs, as members of the Flying Committee is responsible to the AGA General Committee for the maintenance and management of flying standards, operations and instruction across all AGA clubs, and to ensure that all flying operation are conducted in accordance with AGA, BGA and Service requirements. Pursuant to this, the Chairman AGA Flying Committee is responsible to the AGA General and Executive Committees for:

- a. The provision of advice on the appointment of club CFIs and DCFIs.
- b. To formulate and publish standards of experience and achievement required of pilots before they may fly the various types of AGA owned aircraft.
- c. To advise on the distribution of AGA aircraft.
- d. The production of yearly and five yearly training and expedition plans.

6.5 The AGA Competition Secretary is responsible to the AGA General Committee, through the Chairman Flying Committee for all AGA entries in competitions and all expeditions. This includes:

- a. Assisting club CFIs in the nomination of AGA pilots for competitions and to take part in final selections.
- b. Advising clubs and pilots on current Army and other regulations pertaining to competition flying.
- c. The provision of current air maps for competition pilots if required.
- d. The maintenance of records of achievements in competition and provide a report to the AGM on the past year's activity.
- e. Provide administrative support for AGA pilots as required.
- f. Liaise with other gliding organisations on matters of competition flying, specifically to coordinate AGA entries and arrange the payment of entry fees.
- g. The management of Adventurous Training expeditions.

7 Elections and Voting

7.1 The Director of Army Aviation (DAAvn) will normally assume the appointment of President of the Association on appointment. The Director Army Sport Control Board will be requested to advise on a suitable President for the Association (1* or above) if the appointment cannot be filled by either the current, or a future DAAvn.

7.2 Up to five Honorary Vice-Presidents may be elected by the General Committee. Honorary Vice-Presidents will normally be those individuals whose support to Army Gliding has been, and continues to be of value.

7.3 The other officers of the Association detailed under paras 3.2c, 3.2d, 3.2e, and 3.2i shall be elected annually at the Annual General Meeting. Retiring officers shall be eligible for re-election without nomination. Other candidates may be nominated by club committees or any ten full members. Only full members of the AGA shall be eligible for nomination and election to those offices.

7.4 In the absence of the President, the Chairman shall preside at General Committee Meetings. If none of these committee officers are present then those present shall elect a Chairman for the meeting.

7.5 Where there is a difference of opinion in matters pertaining to AGA policy or for a proposal which no unanimous way forward can be established, then a vote may be taken. Voting may only be considered as an avenue for resolution by members at a General Committee Meeting, where the President AGA will have the casting vote.

7.6 Any sub-committee formed by the General Committee (including the Executive Committee) shall not vote on a resolution for which a way forward cannot be established but should present the matter at a general Committee for resolution.

8 Management of Clubs

8.1 The Chairman of each AGA club will be appointed by AGA General Committee. The Chief Flying Instructor (CFI) of each club will be appointed by the AGA Executive Committee.

8.2 Each AGA club is to form a General and Executive management Committee, under the club Chairman, to manage the day to day running of the club. The Executive Committee is to comprise of a minimum of the following club officers:

- a. Chairman.
- b. CFI.
- c. Secretary.
- d. Treasurer.
- e. Club Technical Officer.

8.3 The Executive Committee of each AGA club is to meet a minimum of four times each calendar year. Minutes of the meeting are to be recorded and a copy sent to the Secretary AGA.

8.4 The General Committee of each AGA club should meet a minimum of twice in every year and should consist of all club officers with responsibility for various functional areas of the club, for example:

- a. Chairman.
- b. CFI.
- c. DCFI.
- d. Secretary.
- e. Treasurer.
- f. Club Technical Officer.
- g. Ground Equipment and or MT representative
- h. Trailer member
- i. Bar or Social Club member

j. Property member

8.5 Each club is required to abide by this Constitution without exception. This document provides the framework for the management of the AGA and member clubs. These principles shall be supported by AGA member club rules which should provide greater clarity where necessary, document club procedures and provide direction on local issues.

8.6 The rules of each AGA member club shall be approved by the AGA Executive Committee and shall not contravene any of the Association's rules.

8.7 Clubs are not to deviate from this Constitution on any matter whatsoever without authority from the General or Executive Committee.

8.8 All flying at service airfields is to be conducted in accordance with JSP 550 Regulation 420.115 and Regulation 420.120. A copy of these regulations is to be maintained at each AGA club.

8.9 Each club shall keep the AGA Executive Committee informed of any proposed change to the Secretary or Treasurer and must satisfy the Executive Committee that the new official is competent to carry out his duties.

8.10 Each club will submit reports on its affairs annually or when these are called for by the General or Executive Committee.

8.11 Within the framework of this Constitution, each club shall thereafter be responsible for its own management.

8.12 Where other gliding groups (apart from the Air Training Corps), syndicates or individuals who are not members of the Association but have been given permission to operate from an airfield where there is an Association club, then the Association club CFI is responsible for all flying issues. These groups, syndicates or individuals are to comply with the Association and Club rules. While reciprocal agreements for use of equipment are often prudent clubs are empowered to initiate agreements to cover such matters.

9 Formation of New Clubs

9.1 Before any new club wishing to receive financial assistance, gliders or other equipment through the Association can be formed, permission shall be obtained from the General Committee of the Association.

9.2 The permission shall only be granted if the Committee is satisfied that:

- a. The proposed CFI is acceptable to the Association, in that he must hold a current Full-Category Instructor rating, with adequate previous experience of instructing and have shown that he is capable of controlling all flying activities in a club.
- b. There will be continuity in management.
- c. The proposed financial arrangements are sound.
- d. The club will be open to all ranks of all Arms.

10 The British Gliding Association

10.1 The AGA shall be a full member of the British Gliding Association and shall maintain close liaison with that body.

10.2 All operational regulations laid down by the British Gliding Association shall be accepted and strictly enforced in all clubs of the Association.

10.3 No information reasonably required by the Council of the British Gliding Association shall be withheld from them.

10.4 The Association's representatives at British Gliding Association General Meetings shall be the Chairman and either the Secretary or Treasurer or such other representatives as may be appointed by the General Committee.

11 The Royal Navy and Royal Air Force Gliding and Soaring Associations

11.1 The AGA is to maintain close liaison with the Royal Navy and Royal Air Force Gliding and Soaring Associations on all flying and safety related matters.

12 Civilian Clubs

12.1 The Association shall be responsible for entering into such legal agreements as are needed on behalf of any civilian club in the Association. Such agreements shall require the approval of the General Committee after prior scrutiny and comment by the Director, Army Sport Control Board.

12.2 No club shall operate with any civilian club on basis of sharing facilities without the proper legal agreement. Where reciprocal agreements are in force with local clubs for flying and use of facilities, then written copy of the conditions of the agreements must be maintained annually and displayed/made available at the club launch point.

13 Regimental or Corps Clubs or Groups

13.1 Nothing in these rules shall be construed as preventing any Regimental or Corps Gliding Clubs from joining a club within the Association on a per capita basis and then subsidising its own members from its own funds. The Association's club shall be paid its full normal subscription for each member and its normal flying fees.

13.2 If any Regimental or Corps Club wishes to enter into any special agreement with any club within the Association, the proposed agreement shall first be submitted to the General Committee for approval. Before any such agreement is approved, the General Committee shall be satisfied that the agreement does not prejudice in any way the position of the AGA and that it is in the general interest of all concerned.

14 Management Plan

14.1 The AGA is to maintain a Management Plan which is to be updated annually as at 1st February and forwarded to the ASCB.

14.2 The Management Plan should contain the following:

- a. Statement - a brief introduction.

- b. Performance Standards - what you are trying to achieve in standards over the next five years.
- c. Main Objectives and Targets - concerning the development of gliding, the number of instructors required and any other relevant material.
- d. Five Year Costing/Equipment Plan. This should highlight areas of extra-ordinary expenditure such as equipment, competitions and expeditions and tours etc over the next five years. Public funding areas and sponsorship should not be included.

CHAPTER TWO - MEMBERSHIP

15 General

15.1 The AGA comprises of a number of member clubs, who are authorised, under single Service regulations, to facilitate the provision of gliding within the Army on behalf of the Association and within the policies laid down by the Services Sports and Adventurous Training Organisations.

15.2 The facilities to conduct gliding, unlike many Army sports, cannot be provided at Unit or Corps level. A pan-Army approach needs to be taken to ensure that gliding is readily accessible, where practicable, to all ranks of the British Army.

15.3 The transient nature of Service life, the location of suitable facilities and the need to provide an adequate, dependable instructor base, to meet legal operating supervisory requirements, makes the provision of Army gliding dependant on a degree of support from ex-members of the Armed Forces and from enthusiastic civilians. This will remain AGA policy for the foreseeable future.

15.4 Any individual that wishes to fly in an AGA owned or operated aircraft must become a Member of the Association. Membership of the Association is facilitated by membership of an AGA club, or directly through the Secretary AGA.

15.5 Membership of the Association shall require an annual membership fee to be paid, which will be used to offset the cost of administering the Association.

15.6 Four categories of membership exist within the Association and its member clubs. These are to be strictly adhered to in order to maintain a majority Army balance whilst recognising the requirements of para **Error! Reference source not found.** The four categories are:

- a. Full Member.
- b. Full (Service) Member.
- c. Associate Member.
- d. Temporary Member.

16 Full Membership

16.1 Full members of the Association shall attract voting rights at the AGA Annual General Meeting.

16.2 Full members of the Association shall be entitled to hold a committee appointment on the AGA General Committee, the AGA Executive Committee, or any Sub Committee.

16.3 Full members of the Association shall be eligible for Army Team selection, to participate in all AGA adventurous Training Expeditions and to receive funding for such activities from Service sources.

16.4 Full members of the Association shall make up 51% or greater of the Association.

16.5 Entitlement by right for Full membership of the Association shall be limited to:

- a. Serving Army Officers and Other Ranks on full time engagements.
- b. Officers and Soldiers who are members of the Territorial Army.¹
- c. Army Officers and Soldiers in FTRS, NRPS and MPGS appointments.

16.6 Full members of the Association may apply for, and maintain membership through, the Secretary AGA or through an AGA club.

17 Full (Service) Members

17.1 Full (Service) membership shall be open to serving officers and other ranks of the RN, RM and RAF as part of the reciprocal agreement by which Army members may join their gliding and soaring associations.

17.2 Full (Service) members contribute to the requirements of para **Error! Reference source not found.**

17.3 Full (Service) members may, by exception, hold an ex-officio committee appointment on the AGA General Committee, the AGA Executive Committee or any sub-committee in the absence of a Full member. Any appointment of a Service member onto the General or Executive Committees must be authorised by the AGA General Committee.

17.4 Full (Service) members may vote at any meeting of the Association, provided they hold a committee appointment on either the AGA General or Executive Committees (or sub-committees).

17.5 Full (Service) members are not eligible for selection to the Army Team, but may, by exception, participate as non-scoring member of the Army contingent in an Inter-Services Competition.

17.6 Full (Service) members may fly AGA aircraft and take part in competitive events at Club level.

17.7 Full (Service) members of the Association may participate in AGA Adventurous Training expeditions, provided that the total number of Full (Service) members on any expedition is less than one third, but will not be eligible for funding from Army sources other than directly from the AGA.

18 Associate Membership

18.1 Associate members of the Association shall not attract voting rights at the AGA Annual General Meeting.

18.2 Associate members of the association may hold ex-officio committee appointments on the AGA General Committee, the AGA Executive Committee, or any Sub Committee.

18.3 Associate members of the Association shall not be eligible for Army Team selection, but may, by exception, participate as non-scoring member of the Army contingent in an Inter-Services Competition.

¹ Evidence of status should be achieved through Unit confirmation
Issue 1.1

- 18.4 Associate members of the Association may participate in AGA Adventurous Training expeditions, provided that the total number of Associate members on any expedition is less than one third, but will not be eligible for funding.
- 18.5 Associate members of the Association are to make up no more than 49% of any AGA club.
- 18.6 All Associate members of the Association are required to conduct themselves in a manner that maintains the Association's Service ethos.
- 18.7 There are no rights of entitlement for membership of the Association as an Associate member other than those who have previously held Full or Service membership for two years, and as a result of discharge from the Armed Forces are no longer eligible by right, for membership in that category. In such circumstances, transfer to the category of Associate membership shall occur on the date of discharge from the Forces, but will not require any additional fees to be paid until the membership is renewed.
- 18.8 The Chairman of each AGA club is responsible for balancing the requirements of the AGA in the provision of gliding for members of the Army against the requirements detailed in paras **Error! Reference source not found.** and **Error! Reference source not found.**
- 18.9 To achieve the requirements of para **Error! Reference source not found.**, each AGA club is to establish and maintain procedures for the selection and award of membership to suitable individuals whose membership is required to meet the needs of **Error! Reference source not found.** and who can demonstrably contribute to the success of club and the provision of gliding to soldiers.
- 18.10 Associate members continued suitability should be reviewed by each AGA club when an application for membership renewal is submitted.
- 18.11 To maintain the Service ethos of clubs and to meet the requirements of para **Error! Reference source not found.**, consideration for membership should be given to applicants in the following priority order:
- a. Members who have previously held Full or Service membership for less than two years, and as a result of discharge from the Armed Forces are no longer eligible, by right for membership in that category.
 - b. Serving members of the Royal Air Force Reserve and Royal Naval Reserve, reservists of all services, retired officers and soldiers from all three services and MoD Civil Servants.
 - c. Adult Instructors of Combined and Single Service Cadet Forces.
 - d. Spouses and dependant children aged 14+ of Full, Service and Associate Members².
 - e. Exceptionally, civilians aged 18+ in order to meet the requirements of para 1.3.
- 18.12 Applications for initial membership of an AGA club as an Associate Member must be made in writing to the club chairman or club membership committee for due consideration.
- 18.13 Application for membership renewals by Associate Members should be submitted in writing at least 60 days before membership expires, to enable AGA clubs sufficient time to consider an

² A dependant child is considered someone aged between 14 and 18, never married, in full-time education and economically inactive.

applicants renewal. It is the applicant's responsibility to ensure that their reapplication for membership of an AGA club is received by the AGA club in a timely manner.

18.14 Temporary membership of one month should be given to an applicant on initial application, to allow sufficient time for consideration of their membership and to allow an applicant to fly under the terms of para **Error! Reference source not found.**

19 Membership of the Association

19.1 The Secretary AGA is required to maintain a membership database of all members of the Association and to make this database available to the ASCB on request.

19.2 The membership database is to record the instructor qualifications, BGA and FAI badges, medical status and specialist qualifications of all members to ensure that full visibility of the Association's operational status is maintained, and to direct resources in support of the AGA's aims accordingly.

19.3 Applications and renewals for membership of the Association for Full and Full (Service) members shall be submitted through the AGA club or directly to the Secretary AGA. The right to fly an AGA aircraft in accordance with para **Error! Reference source not found.** shall have been satisfied when club membership has been granted providing that an application for membership or the renewal has been submitted to the Secretary AGA.

19.4 Application and renewals for membership of the Association for Associate members shall be processed through the AGA club. The right to fly an AGA aircraft in accordance with para **Error! Reference source not found.** shall have been satisfied when club membership has been granted providing that an application for membership or the renewal has been submitted by the club to the Secretary AGA.

19.5 The Association fees shall be set by the AGA General Committee and reviewed each year.

19.6 No-one under the age of sixteen may become a member of the Association or its member clubs except as an Associate member under the terms of para **Error! Reference source not found.** sub- para(d), or as a temporary member for the purposes of conducting an air-experience training flight.

19.7 Without exception, anyone under the age of 16 who attends an AGA club site for the purposes of conducting flying training or as a spectator must be accompanied by a parent or legally responsible guardian.

20 Life Members

20.1 The AGA General Committee may periodically grant Life Membership of the Association to members of the Association, in recognition of a member's outstanding contribution to Association.

20.2 Life members of the Association are to be awarded Associate Membership of the AGA and are not required to pay annual fees to the Association.

20.3 The President AGA and all Honorary Vice Presidents shall automatically be granted life membership on appointment.

20.4 The General Committee of an AGA member club may confer club Life Membership on a club member in recognition of that individual's outstanding contribution to the club.

21 Temporary Membership

21.1 All AGA clubs are authorised and encouraged to provide air-experience training flights to non-club members as a means of income generation, thereby financially supporting the primary aims of the Association.

21.2 All current Full and Associate members of the Royal Navy Gliding and Soaring Association (RNGSA) and Royal Air Force Gliding and Soaring Association (RAFGSA), and all members of AGA are, on production of a valid membership card, deemed to be members of the Association for the purposes of para **Error! Reference source not found.**

21.3 To satisfy the requirements of para **Error! Reference source not found.**, any individual who is not a member of the Association or deemed to be a member in accordance with para **Error! Reference source not found.** is required to obtain temporary membership before being entitled to fly in an AGA aircraft.

21.4 The maximum of temporary membership that may be awarded to an individual by AGA member clubs on a single occasion is 30 days.

21.5 AGA clubs are at liberty to set the cost of temporary membership according to the individual clubs requirements. No more than 90 days temporary membership may be awarded to any individual in any 12 months period.

22 Membership Status of Visiting Pilots

22.1 During the period of operation from an AGA club site, there may be occasions where pilots who are not members of the Association fly privately owned aircraft from the AGA club site, at the invitation of the AGA member club, or may have cause to land at the club and wish to make use of clubs launch facilities. Under such situations these pilots are required to complete a temporary membership form covering each day of flying taking place and shall be considered Associates of the AGA as far as flying rules, club rules and insurance matters are concerned.

23 Termination of Membership

23.1 With the exception of Life Members, membership of the Association shall continue so long as the member pays the appropriate subscription to the AGA either directly, or through an AGA club.

23.2 Failure to pay the club subscriptions shall be taken as a voluntary act of resignation from the club, and unless dues are paid directly to the Secretary AGA, from the Association.

23.3 The Association General or Executive Committee or any club committee may expel from an AGA club any member who's flying or general behaviour is considered to be damaging to the interests of the Association or club or is not conducive to the maintenance of a clubs Service ethos. Where this action is taken by a club committee they are to report the matter to the AGA Executive Committee to whom the member may appeal if he/she wishes. The decision of the Executive Committee shall be final. Anyone expelled under this rule may not be re-admitted to membership by any club committee without the permission of the AGA Executive Committee.

24 Individual Membership, Transfer between Clubs, Visits etc

24.1 Those eligible for membership of an AGA club, but who are unable to fly regularly at a specific club will continue to remain eligible for Individual membership of the Association.

24.2 Full members of the Association who are posted may transfer their AGA club membership to the AGA club nearest to their new station without payment of any further subscription providing they have paid a full annual subscription to the club they are leaving.

24.3 Associate members who wish to transfer to another club may do so only with the permission of the committee of the club they wish to join.

24.4 Full members whose club membership has lapsed may start flying again with their original club without further application but must pay the appropriate club subscription before flying.

Associate members must comply with the rules for membership renewal as at paras **Error!**

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24.5 AGA club members may visit other AGA clubs as bona fide visitors without payment of any further membership subscriptions. Similarly, members of the RAFGSA and RNGSA have reciprocal rights with the AGA and are entitled to fly from an AGA club site without the requirement to pay an AGA membership subscription.

24.6 Members who wish to fly regularly (typically greater than once a month) with more than one AGA club will be required by the club committee concerned to pay a full subscription to each.

24.7 Notwithstanding Rule **Error! Reference source not found.** club committees shall lay down their own policy as to who shall be classed as a visitor and who are regular member so far as those rules are concerned.

CHAPTER THREE - FINANCE

25 General

25.1 The financial management of the AGA and its member clubs is to be conducted in accordance with Service Funds Accounting (SFA) regulations.

25.2 The AGA financial year runs from 1 Nov-31 Oct. AGA and individual member club accounts are to be closed at 31 Oct annually and submitted for audit.

25.3 Clubs are to submit a copy of their completed AF N 1514 to the Treasurer AGA by 14 Dec each year. The Treasurer AGA is to submit a copy of the Association's completed AF N 1514 to the ASCB by 1 Apr each year.

25.4 The Treasurer AGA will account for the main AGA funds, the receipt and expenditure of the annual ASCB and HQ ATG(A) grants and such other welfare grants as may be made. He will make provision for regular depreciation of all AGA property. He is further to present the audited accounts for the previous year at the AGA AGM.

25.5 Clubs must account for the receipt of all entrance fees, subscriptions, flying fees, bar takings and for all expenditure on insurance, maintenance and repair, fuel and other servicing costs.

25.6 The Association shall be responsible for making proper provision for depreciation and replacement on all aircraft and capital equipment which it owns through the accumulation of fees raised by Capital Asset Levies and through the timely submission of grant applications through service sources.

25.7 In the event of the Association ceasing to operate all AGA assets listed on the AGA property register, and all AGA equipment listed in individual club property registers will be at the disposal of the Army Sport Control Board. That part of the property which has been presented by the Nuffield Trust for the Forces of the Crown will be dealt with in accordance with the regulations laid down in current Defence Council Instructions.

25.8 In that an event that an AGA club is unable to maintain financial viability, then the AGA General Committee should determine whether the club should be supported by redirecting AGA funding from elsewhere, providing other solutions or ultimately deciding whether the club should be dissolved.

25.9 If the event of an AGA club being dissolved by the AGA General Committee, then all AGA and club assets recorded in the club's property book will be redistributed across the remainder of the AGA clubs. The AGA will further ensure that all outstanding liabilities are settled, if necessary by recovering the necessary costs of settlement through the sale of club or AGA property.

26 AGA Funding

26.1 The AGA Executive Committee is responsible to the AGA General Committee for the financial management of the Association. Essentially the individual AGA clubs are responsible for maintaining a positive balance of income over expenditure, after meeting all club and AGA operating costs.

26.2 The AGA Executive Committee will facilitate a strategic capital equipment replacement programme, which will be supported by an annual levy against each of the AGA clubs operating profit. Additionally the AGA Executive Committee will manage and allocate all Army training, maintenance and sports equipment grants.

26.3 The amount payable by each AGA club will be calculated as a percentage of the capital assets belonging to the AGA that the club holds and is due 1 Oct of each AGA financial year, retrospectively.

- The levy is to be set by 1 Apr each year forecasting three years in advance.

26.4 The Chairman Flying Committee is responsible for maintaining a register of Capital Assets, by equipment type, location and depreciation and is to ensure that the register is presented to the AGA Executive Committee Meeting prior to the 1st of April each year.

26.5 Losses of Capital Assets by clubs due to accident, damage or theft must be reported to the Chairman Flying Committee as soon as practicable in order that register can be amended accordingly if its value is reduced. Requests for a reduction in levy fees caused by non-availability of equipment which is attributable to theft, accident or damage must be made formally at the next AGA Executive Committee, where the circumstances can be discussed.

26.6 The loss of Capital Assets through accident, damage or theft does not constitute a right to a reduction in Capital Levy fees during that financial year.

27 Distribution of Funding

27.1 Each year the AGA can apply for funding to support its primary aims. The funding applications will ordinarily be processed by the Treasurer AGA against the priorities set by the AGA Executive Committee. Applications for funding are to be submitted to the relevant branches/organisations prior to the 1 Apr each year or within the time period specified for requests for funding submissions by the ASCB or HQ(ATG).

27.2 The AGA Executive Committee is to ensure that the priority for funding is set prior to the 28 Jan each year to allow sufficient time to staff the application process.

27.3 Sports Equipment Grant (ASCB). This grant is provided through the ASCB and is to be used for the purchase of new or replacement low value equipments. Items purchased from the Sports Equipment Grant are to be included on the AGA's property register.

27.4 Sports Association Maintenance Grant (ASCB). This grant is provided by the ASCB and is to be used to support the Army team in competitive events throughout the year.

27.5 Adv Training Grant (HQ ATG(A)). This grant is provided by HQ ATG(A) and is primarily used to offset the cost of conducting training and expeditions (including the ISRGC).

27.6 Minor Equipment Grant. Minor Equipment Grants are applied for in accordance with LANDSO 3206, and are used to support repairs and maintenance to the AGA's Capital Equipment.

27.7 Major Equipment Grant. Major equipment grants are applied for in accordance with LAND Standing Orders, and are to be used to support major equipment purchases in line with the AGA's Capital Equipment Replacement Programme.

27.8 Army Sports Lottery Grants. Army Sports Lottery Grants may be awarded to members of the Army on application to the Army Sports Lottery Grants Manager, ASCB to support activities whereby serving Army members have been selected by the AGA to represent the Army in gliding competitions (ordinarily nationals level and above)

28 Club Subscriptions

28.1 AGA club committees shall be responsible for fixing their subscription rates and flying fees, and shall ensure that there is sufficient capital to cover the Capital Asset Levy, all club routine running expenses, the maintenance of aircraft and the depreciation of all equipment.

28.2 Each club shall produce audited annual accounts to the AGA Treasurer before 14 Dec following the end of the AGA financial year.

28.3 AGA Clubs must endeavour to maintain club subscriptions at a rate which is affordable to Full Members of the AGA (serving personnel).

29 Insurance

29.1 All AGA aircraft are to be insured comprehensively under arrangements to be made by the operating clubs, who are to comply with the minimum requirements recommended by the BGA from time to time including third party indemnity cover amounts. In addition the current Crown Indemnity cover stipulated by the MOD is to be obtained.

29.2 For instructors the approved authority (for insurance purposes) is defined as:

- a. Full/assistant/basic category instructors: the BGA authorised instructor rating qualification with CFIs approval.
- b. Club policies are to indicate clearly that club instructors and visiting instructors are covered against third party claims.

29.3 All valuable ancillary equipment such as glider trailers, radios, barographs and parachutes should be insured at current value for loss or accidental damage.

29.4 Clubs may decide their own policy for insurance for other ground equipment.

29.5 The AGA will pay the additional insurance premiums associated with competition flying.

29.6 The carriage of passengers is permitted within BGA rules provided that membership of the club has been taken out, and charges are levied to cover costs of launching and flight only.

29.7 All clubs are to submit copies of their insurance certificates to the Treasurer AGA as at 1 Apr each year. No changes are to be made to the insurable hull value of AGA aircraft without authority of the AGA Executive Committee, or by exception the Chairman Flying Committee.

30 Radio Licence

30.1 All AGA aircraft and ground stations are to be supported by a CAA issued Radio licence.

30.2 Funding for the initial and renewal costs of radio licences are to be met from AGA club resources.

31 Use of Club Operated Aircraft by the AGA

31.1 The AGA, in pursuit of its published aims will require the use of AGA aircraft, operated by AGA clubs, a number of times throughout the year. To simplify the accounting and management of these activities the following rules will apply:

- a. AGA aircraft may be used to support competitions and expeditions authorised by the AGA Flying Committee each year. AGA Clubs may also authorise AGA aircraft to be used in competitions and expeditions at regional and club level by both Full and Associate members of clubs, provided that the aircraft are not required to support formal AGA authorised activities.
- b. AGA Aircraft which are used to support activities endorsed by the AGA Flying Committee will attract flying fees payable to the AGA operating club each day the aircraft is flown. The liability for these fees will be on the pilot but may, under certain circumstances be subsidised, partly or wholly by the AGA depending on training funding available.
- c. The rates of flying fees (per aircraft) payable to the AGA operating club with effect from 31 Jan 06 are:
 - (1) All competitions authorised by the AGA Flying Committee: £5 per day payable for each day that the aircraft is flown.
 - (2) All competitions authorised by clubs, but not endorsed by the AGA Flying Committee: Flying fees from the respective aircrafts operating club for each day flown.
 - (3) All AGA authorised expeditions: £12 per day payable for each day that the aircraft is flown.
- d. On occasions where training grants or the payment of flying fees by the AGA have been authorised by the Flying Committee to support competition/training, they are to be paid in full by the pilot at the time the fees are due, and to be claimed back through the Treasurer AGA on the production of a receipt.

32 Financial Sponsorship - Competitions

32.1 The AGA will endeavour to sponsor pilots in nationally rated and BGA Regional Competitions.

32.2 An individual pilot is only eligible for financial sponsorship or assistance in one nationally rated and one regional competition in any one calendar year; competent pilots will also be eligible and encouraged to fly 2 seat aircraft to train potential competition pilots.

32.3 Pilots are expected to make a financial contribution towards the cost of flying in competition. Individual cases of hardship are to be referred to the Chairman Flying Committee.

32.4 The priorities for the allocation of AGA funds in sponsoring Army Pilots in competition are:

- a. Nationally Rated Competitions.
- b. Inter-Service Regional Competition.

c. BGA Regional Championships.

32.5 Support from AGA funds for the cost of entry and launch fees for all competitions will be subject to the annual approval of the AGA Executive Committee and will only apply to those pilots who play an active part in the Association. Support may also be given to pilots who are unable to fly with an AGA club due to service reasons. Other pilots must pay the full entry fee and launch costs themselves.

32.6 Should an AGA member who is a private owner and eligible under the rules for selection and having been selected for the Army Team, elect to fly his own glider, he may do so with the approval of the Flying Committee. The following conditions with regard to private owner aircraft financial support will apply:

a. Insurance. The AGA will pay only the additional insurance required for nominated pilot for the period of the competition for which he has been selected. The AGA will not be responsible for the payment of any insurance excess in case of accident/damage.

b. Entry and Launch Costs. As approved for other AGA pilots, selected and flying in the same competitions.

32.7 Sponsorship given to AGA pilots competing in Regional Competitions is restricted to those pilots selected by the AGA who, through justifiable service commitments, cannot be released to fly in the Inter-Service Regional Gliding Competition.

32.8 The AGA will meet, in the event of an insurance claim, the accident excess costs in respect of club aircraft used when representing the AGA.

CHAPTER FOUR – AIRCRAFT AND EQUIPMENT

33 General

33.1 Aircraft and equipment provided by or through the AGA whether in-kind or by cash grant shall remain the property of the Association.

33.2 The club to which the aircraft or equipment is loaned will be solely responsible for its maintenance and accommodation.

33.3 AGA member clubs shall not buy or sell aircraft, or capital equipment without the authority of either the General or the Executive Committee.

33.4 All aircraft and equipment which are the property of the AGA are to be comprehensively insured to the values agreed at para **Error! Reference source not found.** under arrangements to be made by the operating club. Copies of the insurance policy of AGA aircraft equipment should be forwarded to the AGA Treasurer in accordance with para **Error! Reference source not found.**

33.5 All aircraft and equipment which are the property of the AGA shall be withdrawn from any club if the General Committee is not satisfied with either the qualifications or performance of a member club CFI, the general standard of instruction at a club or the standard of maintenance of AGA equipment.

34 Policy on Use of AGA Equipment

34.1 The AGA Executive Committee is responsible for the distribution of AGA owned equipment. It will aim to ensure that equipment is sited where it will most benefit Army glider pilots of all standards and will re-allocate equipment where necessary.

34.2 When equipment is offered to the AGA or its clubs on loan or hire, the AGA Executive Committee shall approve the terms of loan or hire before any agreement is formally made.

34.3 When a club or group wishes to loan or hire AGA equipment to an agency outside the AGA it must seek the formal agreement of the AGA Executive Committee before undertaking such loan or hire. The AGA Executive Committee may delegate the conduct of negotiations to the club concerned, but will require its approval of the terms of agreement before they are formally confirmed.

34.4 AGA member clubs shall make available all aircraft which are the property of the AGA for use by any Army Team entered in any Inter-Services or Nationally rated competition authorised by the Flying Committee. Allocation of aircraft for Inter-service competitions and nationally rated competitions will be controlled by the Chairman Flying Committee.

34.5 The policy regarding flying fees payable to clubs making aircraft available for competitions is detailed at para 31.

34.6 AGA member clubs shall make available any aircraft which is the property of the AGA, for use in any adventurous training expedition authorised by the Flying Committee.

34.7 The policy regarding flying fees payable to clubs making aircraft available for competitions is detailed at para 31.

34.8 AGA member clubs shall endeavour to make available any aircraft which is the property of the AGA, for use in competition training formally authorised by the Flying Committee, in support of any Inter Service or nationally rated competition.

34.9 The policy regarding flying fees payable to clubs making aircraft available for competition training is detailed at para 31.

34.10 AGA member clubs may authorise the use of any of its aircraft to support competitions or adventure training expeditions, not formally authorised by the Flying Committee, by any full, associate or special club member subject to written approval to the club Chairman or CFI.

34.11 All AGA clubs are to ensure that robust handover/takeover/inspection system is maintained for any aircraft which used to support AGA competitions, training or expeditions.

CHAPTER FIVE – OPERATIONS

35 General

35.1 Gliding in the UK is controlled by the British Gliding Association; furthermore, all glider and powered aircraft flying in support of gliding operations at service airfields is to be conducted in accordance with BGA laws and Rules, Queens Regulations (Army), Defence Council Instructions (DCIs), Army General Administrative Instructions (AGAI's) and Military Airworthiness Regulations, JSP 550 R420.115 and R 420.120.

35.2 All AGA gliders and aircraft are to be operated and maintained in accordance with the BGA Operating Regulations.

35.3 All AGA club Chairmen and CFI's are to be fully conversant with the overarching Service and BGA rules and regulations. It is **mandatory** for every AGA club is to make available at the launch point, copies of the following documents:

- a. Copy of the BGA Site Operations Manual.
- b. Flying Order Book.
- c. Accident³ Procedures.
- d. Local Garrison Standing Orders.
- e. Details of all local controlled airspace and any processes or procedures pertaining to operation in that airspace.
- f. A copy of this Constitution.
- g. A Copy of the BGA Winch Operators Manual (held on each winch)

36 Accidents and Incidents

36.1 All accidents and incidents will be reported and investigated using the current BGA system.

36.2 All AGA Clubs are to maintain an accident procedures folder at the launch point; the club CFI is to ensure that:

- a. It remains up to date.
- b. It is easily accessible.
- c. Duty instructors are fully briefed on procedures to be followed in the event of an incident or accident.

36.3 The following AGA officials must also be informed of any accident (resulting in the aircraft being unavailable for 5 day or more):

- a. Chairman AGA.

³ Accident is defined as any event which results in injury to an individual(s) or in the damage to an aircraft.

- b. Chairman Flying Committee.

36.4 Any AGA pilot involved in an accident while flying an AGA glider as part of a AGA authorised competition or exercise which is considered by the Flying Committee to be the result of pilot error, may be liable to:

- a. A program of remedial flying training or ban.
- b. A financial penalty to offset the cost of repair.

36.5 The financial penalty amount is to be set by the AGA Executive Committee as advised by the Flying Committee. This will normally be a proportion of the insurance excess and associated costs calculated as the percentage blame attributed to the pilot.

36.6 Accidents to AGA aircraft being operated by club members, and not being the subject of an activity formally authorised by the Flying Committee, will have any appropriate remedial action or financial contribution set by the overseeing clubs committee. In practice these will be accidents which will have occurred during normal club activities.

36.7 Full crash facilities are not required during gliding operations conducted at AGA sites. However, the following minimum equipment be available at the launch point:

- a. First Aid Kit.
- b. Mobile Telephone.
- c. Serviceable vehicle for transport of injured persons.

36.8 When AGA aircraft are operated away from a service airfield, an up to date list of addresses and telephone numbers of nearest doctor and hospital is to be compiled and made available to all pilots.

37 Conduct of Flying Operations at AGA Club Sites

37.1 All flying at AGA club sites is to be controlled by the club CFI. He is responsible for ensuring that duty instructors are correctly delegated control of flying during his/her duty day and is responsible for all aspects of flying and airfield discipline. Flying will take place at an AGA club only when an instructor approved by the club CFI is present.

37.2 All AGA Clubs are to maintain a record of all flights of AGA and private gliders in a Flying Log which is to be maintained at the launch point. The name of the duty instructor is to be annotated on this log.

37.3 All visiting pilots who wish to fly at an AGA site are to have their flying experience and qualifications confirmed by the Duty Instructor. All such visitors are to receive a ground brief, from an instructor, to include:

- a. Airfield layout.
- b. Local restrictions.
- c. Circuit direction.

- d. Launch failures.
- e. Local hazards, including turbulence.

37.4 Visitors who are not Full or Assistant Category instructors or who are not Silver C are to have sufficient site briefing flights to validate/ascertain competency.

37.5 The minimum numbers of personnel present before launching may take place at an AGA club site is to be 3.

37.6 It is AGA policy to ensure that positive control checks are carried out as part of the Daily Inspection (DI) of an aircraft.

37.7 No gliding is to take place at an AGA club site after official Sunset or before official Sunrise.

37.8 When flying in any AGA or privately registered glider from an AGA site, or during an AGA competition or expedition, no pilot is to wear a baseball/baseball-type hat, or any other form of headgear with excessively large or long peaks that would restrict good all-round observation whilst in flight.

38 Medical Status

38.1 Solo flight is not permitted in any AGA aircraft unless the pilot (P1) holds a current Declaration of Medical Fitness signed by their local medical officer or GP, or the pilot holds a current JAR Cat 1 or 2 or service aircrew medical.

38.2 All AGA Clubs are to hold a copy of club members Declaration of Medical Fitness.

39 Flying Currency

39.1 Any AGA pilot who has not flown a glider as P1 during the previous 45 days is to receive currency checks by an full/asst cat instructor before flying solo in an AGA glider, or in a private glider flown from an AGA club site. In the extreme situation where no AGA club member has flown for the preceding 45 days at the club site, the senior Full Cat instructor present shall conduct at least one solo flight to achieve currency, prior to conducting currency checks on other club members.

39.2 The AGA standard of currency checks are:

- a. Pre Bronze C. A minimum of 3 launches, at least one of which is to be a launch failure.
- b. Post Bronze C. Pilots are to have sufficient flights as to validate competency.

39.3 During the checks the pilots are to be placed under pressure and exercised in stall recovery and unusual attitudes, combined with general good airmanship, in particular Look Out.

39.4 Where there is subsequent concern over the suitability of a pilot to fly solo, the checking instructor is to refer the pilot to the club CFI or DCFI

39.5 Currency checks are to be recorded in the pilot's log book and signed by the checking instructor.

39.6 All AGA clubs are to maintain a system for annual currency checks for all pilots, which are to be carried out in accordance with para **Error! Reference source not found.** and recorded in club records and in the pilots log book.

39.7 All AGA clubs are to maintain a system for annual field landing checks for all pilots, regardless of experience, who hold a BGA Cross-Country Endorsement. This should ideally be carried out in a motor glider and consist of a minimum of 2 approaches into unfamiliar fields. The field landing check should be recorded in club records and in the pilots log book.

40 AGA Weather Minima for Flying Operations

40.1 Flying is not normally to take place at an AGA club site, unless explicitly authorised by the CFI or DFCI, when conditions are below the following minima:

- a. Cloud Base - 800 ft agl.
- b. Visibility - Minimum of 3km for circuit flying. For soaring, the visibility must be in excess of 3km.
- c. Wind Strength - The maximum headwind strength is not to exceed 25 kts. The crosswind limit of all aircraft must be observed.
- d. Precipitation - Gliders are not to be launched in moderate or heavy rain due to the possible degradation of performance and the risk of canopy misting.

40.2 Cloud Flying is permitted in an AGA aircraft subject to the following limitations:

- a. A serviceable parachute is worn.
- b. The aircraft is cleared for cloud flying (on aircraft C of A placard).
- c. If fitted with a serviceable artificial horizon (exceptionally a Turn and Slip Indicator).
- d. The individual pilot is deemed competent by the club CFI.

41 Instruction

41.1 The BGA instructor category system is to be used at all AGA Club Sites. The three categories are:

- a. Full Rated Instructor or German, Dutch equivalent.
- b. Assistant Instructor or German, Dutch equivalent.
- c. Basic Instructor.

41.2 All initial flying instruction at AGA club sites is to be in dual control aircraft. Instruction may only be given by qualified and current BGA instructors subject to the limitations of their rating.

41.3 A common training syllabus, modelled on the BGA training syllabus, shall be adopted across all AGA clubs.

41.4 All members of the AGA are to maintain a personal logbook in which they are to record all

their flying. Log books are to be signed by the examining instructors carrying out annual or proficiency checks, and by the CFI annually and prior to attending expeditions or competitions.

41.5 Personal log books are to maintain a record of pilot qualifications, experience, type conversions and instructor and inspector qualifications, and are to be produced on request by an AGA Executive Committee member, Club official or any instructor.

41.6 Every member of an AGA club is required to read the Flying Orders Book on at least an annual basis. All AGA clubs are to maintain a register, signed by the pilot, stating that he has read the Flying Order Book.

42 Type Conversions and Authorisations

42.1 In the interests of standardisation, the AGA Flying Committee will set minimum standards of experience and competence required for each type of AGA owned aircraft. These standards may be increased by club committees if required in order to balance fleet utilisation, but in the interests of progression, clubs should endeavour to make aircraft available to those pilots who have met the minimum AGA qualifications and experience where no justifiable club reason exists. The Flying Committee can be requested to provide direction to clubs and pilots on type conversions and authorisations if necessary.

42.2 The decision to convert an individual to a more advanced airframe is based on personal skills, experience and airmanship. The entitlement to fly a particular type of AGA owned aircraft, and to progress from type to type is based on the AGAs' minimum qualifications and experience criteria and will be at the discretion of the applicable AGA club CFI/DCFI.

42.3 The minimum qualifications and experience required to fly AGA gliders are as follows:

Aircraft Type	Example Aircraft	Solo	Solo-Cross Country	Cross Country Coaching
High Performance 2 Seater	DG1000, Duo Discus	Full Category Instructor approval	Minimum 75 hours total flying & Silver 'C' Certificate	CFI approval + BGA instructor qualification + Gold distance
Basic Training 2 Seater	ASK 21, ASK 13, Puchaz	Full Category Instructor approval	BGA Cross Country Endorsement	CFI approval + BGA instructor qualification + Silver C
High Performance single seater – 18m	LS8/18, ASW 28	Minimum 75 hours total flying & Silver 'C' Certificate	Minimum 100 hours total flying & Silver 'C' Certificate	
High Performance single seater – 15m	LS8/15	Minimum 50 hours total flying & Silver 'C' Certificate	Minimum 75 hours total flying & Silver 'C' Certificate	
Club Class single seater	LS4, Discus	Minimum 35 hours total flying & Bronze 'C' Certificate	BGA Cross Country Endorsement	
Basic single seater	Junior, K23, Astir	Full Category Instructor approval	BGA Cross Country Endorsement	

42.4 The CFI of each AGA member club shall maintain a register of all specialist qualifications and authorisations. This register shall be readily available to duty instructors and as a minimum should include details on the following:

- a. Instructors authorised to coach cross-country flying.
- b. Pilots authorised to cloud fly from AGA sites or in AGA aircraft.
- c. Pilots authorised to perform aerobatics.
- d. All individuals authorised to drive the winch.
- e. Pilots authorised to self-authorise cross-country flights.
- f. Qualified instructors with their ratings and any limitations.
- g. Pilots authorised to fly each aircraft and at what level.

43 Parachutes

43.1 AGA clubs operating AGA aircraft are responsible for providing sufficient appropriate parachutes for use in these aircraft. They will remain club property on transfer or disposal of aircraft.

43.2 It is AGA policy that when gliding, parachutes are to be worn at all times except where the aircraft is not designed to accommodate a parachute and this only with the CFI's approval.

43.3 Exceptionally dispensation may be requested from club CFI when the size of the pilot precludes the safe inclusion of a parachute. In these circumstances, the CFI must authorise the flight in the pilots log book or provide a written letter of authority.

43.4 AGA clubs are responsible for ensuring that all parachutes are regularly serviced and re-packed in accordance with the manufacturers' instructions, and a register maintained for the purpose of recording servicing and maintenance activities.

44 Daily Inspections and Checks

44.1 All AGA gliders are to be subjected to a Daily Inspection (DI) before they are flown, and the details of the inspection recorded in the aircraft log book.

44.2 Members of AGA clubs may only carry out DIs if they have been specifically authorised to do so by the club CFI/DCFI or a qualified glider inspector, and that that authority is correctly recorded in the pilots log book.

44.3 DI authorisations are required for each aircraft type, and are not universal, requiring a separate authorisation for each aircraft type.

44.4 All AGA pilots are mandated to complete pre take-off checks (CBSIFTCBE) as laid down in Laws and Rules for gliders prior to every launch.

44.5 Cable release checks must be carried out prior to the first launch of any glider flown from an AGA club site on a particular day.

45 Winch Launching

- 45.1 No member of an AGA club may operate a winch unless properly trained and authorised to do so.
- 45.2 All AGA clubs are to maintain a register of all authorised winch launch operators.
- 45.3 A copy of the BGA Winch Operators Manual is to be kept in the cab of every AGA winch.

46 Cross Country Flying

- 46.1 All AGA pilots are actively encouraged to fly across country at every opportunity. Pilots should make every effort to achieve the various certificates and goals set out by the BGA and FAI.
- 46.2 All cross country flying is to be authorised by a full or assistant category instructor, except for instructors and those members who have been permitted to authorise their own flights by club CFI.
- 46.3 No cross country flight in an AGA aircraft or from an AGA club site unless the pilot is in possession of a cross-country endorsement issued by the BGA.
- 46.4 All AGA club pilots wishing to fly outside of gliding range of the club site are to notify the Duty Instructor of the proposed task. The details are to be recorded at the launch point providing some indication of the pilot's route should the glider become overdue, and there being no contact from the pilot.
- 46.5 All AGA club pilots who carry out a cross country flights in either an AGA or privately owned aircraft are to ensure that the actual distance flown is recorded on the Daily Flying Log, thus ensuring that the AGA's and clubs annual statistic distances are compiled accurately.
- 46.6 All AGA club pilots are to observe the established field landing protocols with regards to crop, livestock, contact with the landowner etc.
- 46.7 AGA Clubs are to take overdue action in accordance with JSP 550 on any glider which has not returned to the club site at twilight or if there is good cause to believe that the aircraft is missing.

47 Aerobatics and Display Flying

- 47.1 Display flying is only permitted in AGA aircraft approved for the purpose. Participating pilots must obtain a CAA Display License for each display and have the approval of the Chairman Flying Committee and the club CFI.
- 47.2 CFIs are to tightly control all aerobatic flying and publish a register of those pilots who are authorized to conduct them. This must include restrictions to the authorization (e.g. Solo, not below 1000'). Pilots holding other ratings (such as instructors) are not automatically authorised to conduct aerobatics.

48 High Altitude Flying

- 48.1 Prior to any AGA aircraft departing on an expedition where flying above 10,000 ft amsl is likely, the expedition leader is to:
- a. Arrange a formal briefing to all members on the problems associated with high altitude

flying.

- b. Ensure that the aircraft are fitted with a serviceable oxygen management system.
- c. Ensure that all pilots are trained in the use of the oxygen system.

48.2 Oxygen must be carried by any AGA glider if the glider is operated above 10,000 ft amsl. However, gliders may be flown up to 12,000 ft amsl without the pilot using the additional oxygen.

48.3 In the event that any pilot feels unwell while flying at altitude, regardless of whether he is using oxygen, the airbrakes are to be extended and an immediate descent made to below 10,000 ft amsl.

49 Competitions

49.1 In AGA sponsored competitions AGA owned aircraft will normally be flown only by Full members of the AGA or Army pilots flying at other clubs due to their geographical location. AGA clubs and groups may utilise aircraft not required by the AGA in any given competition as they see fit.

49.2 In competitions where an aircraft is not required by an Army team selected pilot, Full and Associate members of the Association are eligible to fly AGA owned aircraft under club arrangements, provided that approval has been given by the Club Executive Committee.

CHAPTER SIX – TECHNICAL

50 Glider Maintenance Policy

50.1 All AGA clubs are responsible for ensuring that all AGA operated aircraft are maintained to the highest possible standards and that all Airworthiness Directives, Mandatory Modifications, Inspections, Service bulletin and Tech Note listings for BGA approved types of gliders are correctly incorporated and documented.

50.2 The Chairman of each AGA club is to appoint a Club Technical Officer, who has overall responsibility for the maintenance of airworthiness at that club. As a minimum, the Club Technical Officer must hold and maintain a current BGA authorised Glider Inspector Certificate.

50.3 No AGA aircraft may be flown without a valid Certificate of Airworthiness (CofA) or 30 day ticket.

50.4 No privately registered glider may be flown from an AGA club site without a valid CofA, Permit to Fly or 30 day ticket.

50.5 No test flight of an AGA aircraft may be undertaken by any AGA club member without the explicit permission of the Club Technical Officer or CFI.

50.6 Once equipment is allocated to a AGA club, the responsibility for maintenance and repair of the equipment passes to that club or group. This includes financial responsibility.

50.7 The AGA Executive Committee reserves the right to remove equipment from a member club if it can be shown that adequate repair and maintenance is not being performed. The club will then be liable for the cost of returning the equipment to a satisfactory standard at commercial rates.

50.8 The AGA Executive Committee will consider applications from AGA clubs for assistance in carrying out repairs or maintenance. Such assistance may be financial. Each case will be considered on its merits, and any assistance made shall not be taken as a precedent for further instances.

50.9 Where modifications to an AGA aircraft is mandatory, ie the modification is notified by the manufacturer, the British Gliding Association, the Civil Aviation Authority or any other airworthiness authority, the AGA will endeavour to meet the full costs of the incorporation of that modification.

51 BGA Processes

51.1 All AGA owned aircraft are to be maintained in accordance with the processes detailed in the BGA Airworthiness and Maintenance Procedures (AMP) manual.

51.2 It is the policy of the BGA Technical Committee to encourage the use of rectification worksheets (see Part 3, Leaflet 3-5 of the AMP), and this practice is to be actively encouraged at all AGA clubs.

51.3 All AGA clubs are to ensure that in accordance with the CAA policy, all that work carried out on BGA or CAA registered aircraft be fully recorded. Additionally all maintenance checks on “G” registered aircraft must be recorded on worksheets.

51.4 Completed rectification worksheets form part of the aircraft records and must be retained with any AGA aircraft's documentation; i.e., worksheets should be filed with the BGA 267 forms or LAMS worksheets as part of that particular maintenance check. Worksheets may also be filed not in conjunction with a maintenance check, for example; main wheel puncture or some other "in service" defect.

51.5 In the case of a major repair a copy of the completed rectification worksheets should be forwarded with the BGA 267 form at the time of the C of A renewal or on completion of the work.

51.6 Provided a rectification worksheet is completed, certified and remains as part of the AGA aircraft records, the log book entries can be made as follows:

- a. Minor rectification: No log book entry required.
- b. Major rectification: brief details.
- c. Minor or major rectification involving component changes: brief details and component details.
- d. Maintenance check: Brief details of maintenance check, brief details of major rectification.

52 Fitment of Ancillary Equipment

52.1 Ancillary equipment is the term given to the following items of non-flight critical equipment:

- a. GPS.
- b. Logger.
- c. Flight Director.
- d. Barograph
- e. Personal Digital Assistant (PDA)

52.2 Where possible, all AGA aircraft should be equipped with a common standard of ancillary equipment, which should be of suitably high standard to enable AGA aircraft to compete at the highest level of competition. Consequently AGA clubs are required to ensure that any replacement or upgraded equipment purchases are in line the with current AGA recommendations on equipment types.

52.3 The Flying Committee is to periodically review the AGA preferred ancillary equipment listings and to update the list as necessary.

52.4 All AGA pilots are actively encouraged to make use of PDAs and in-flight planning software. However given the wide variety of PDA equipment available on the market, only a common interface is to be provided on each AGA aircraft, leaving the choice of PDA and software to the individual pilot.

52.5 Each AGA aircraft will be fitted with:

- a. RAM™ 'B' ball mount.
- b. 9 Pin DIN socket providing +5v, NMEA Data out, NMEA Data in and Ground, which is connected to the glider logger system.
- c. 3½" or 5" RAM™ Arm.

52.6 AGA pilots wishing to make use of the common interface, will be required to provide their own PDA, connection cable, PDA mount (fitted with a RAM 'B' ball mount).

52.7 AGA Clubs are only to maintain and fit ancillary equipment with in accordance with the instructions issued periodically by the Flying Committee. This is to ensure that a common ancillary equipment fit is maintained across the AGA aircraft fleet.

52.8 The current AGA preferred standard of Logger and GPS to be fitted to AGA aircraft is the Cambridge LNAV/GPS-NAV. Clubs are to ensure that the latest EPROM in the Nav and Vario is maintained.

52.9 Where un-serviceability requires the unit to be replaced consideration should be given to upgrading the configuration to the Cambridge 302 system. When replacement aircraft are purchased they should be equipped with the Cambridge 302 system.

53 The AGA Safety Audit Process

53.1 The AGA, and its Association clubs are to maintain the following minimum safety audit processes:

- a. Health and Safety in accordance with JSP 375.
- b. Maintenance Procedures in accordance with BGA requirements.
- c. Airfield operations.

53.2 All AGA Clubs are to conduct an internal audit on paras a to c above on an annual basis, and to forward a copy of the report to the Chairman AGA. Any garrison or site Health and Safety Inspection carried out on any AGA club facilities will satisfy the requirements of para a. Any BGA regional safety assessment conducted will satisfy the requirements of para c.

53.3 Tri-service safety audit processes are to be adopted when developed in accordance with the following guidelines:

- a. Technical. RAFGSA Centre personnel staff plus an AGA technical representative should conduct an audit on all AGA clubs on a 2 yearly basis.
- b. Operational. The BGA Service's Regional Examiner supported by the Chairman flying Committee should conduct a audit on each AGA club on a 2 yearly basis.

CHAPTER SEVEN – ADMINISTRATION

54 Pilot Selection and Aircraft Allocation

54.1 One of the aims of the AGA is to encourage cross-country flying and foster competitive and adventurous gliding. Competitive flying at Regional, National and Inter-Service levels is to be particularly supported by the entry of the Army teams selected and supported by the AGA.

54.2 The primary Services competitive gliding competition is the Inter Services Regional Gliding Championship (ISRGC) which comprises of an Open Class and a Sports Class competition. This is held annually. In addition to being a service event, the ISRGC is a BGA Regional Gliding Competition, in its own right, thereby allowing the results of each pilot to count towards his or her national rating.

54.3 No separate Inter-Service National gliding contest is held. The results of service gliding teams entered in the ISRGC are used to determine the Inter-Service individual and team championship, in accordance with the “Standard Rules for Inter-Service Championships”.

54.4 The AGA Flying Committee is responsible for the selection of Army pilots for the ISRGC for both Open and Sports Classes, and any civilian event in which the pilot is to represent the Army.

54.5 The Flying Committee will aim to select the best team for the ISRGC from those pilots qualified, and who are fit in all respects to represent their service.

54.6 The AGA Flying Committee will apply the following criteria to the selection of Army Pilots and allocation of aircraft to pilots who, as members of the AGA, are to represent the Army in either the ISRGC or in civilian events:

- a. Has a good safety record.
- b. Flying ability and contest potential.
- c. Previous experience and performance.
- d. Is a member of the AGA.
- e. Makes a positive personal contribution to the activities of the Service gliding.

54.7 Pilots showing good potential, who have previous contest experience, will, subject to the qualification and selection factors above, wherever possible be allocated an aircraft to themselves.

54.8 Pilots will normally fly under instruction in a 2 seat aircraft or share an aircraft during their early contests.

54.9 AGA aircraft allocated to clubs are to be made available by clubs for contest flying by the pilots selected by the AGA selection committee. This allocation of aircraft will take priority over all other club requirements. The period covered by the allocation will include any specific practice or task periods arranged by the AGA selection committee.

54.10 Where a pilot is fully qualified for entry into the ISRGC while serving overseas, the AGA will, subject to his selection by the selection committee, support his application to return to the United Kingdom on duty to compete as a member of the Army team.

54.11 Pilots overseas who wish to fly in the UK Regional qualifying contests are encouraged to do so. United Kingdom based gliders will not normally be available for use by overseas based pilots for the UK Regional contents.

55 Trophies

55.1 The AGA awards 3 trophies for performance in the ISRGC and for overall performance in National Championships. To ensure that cross class comparisons are fairly applied the following formula is to be used to determine the highest placed pilot, and therefore the overall AGA rating:

AGA Pilots Rating (A) = Percentage of winners position (B) + Percentage of winners points (C).

Where B = $\frac{((\text{No in Class} + 1) - \text{pilots position}) \times 50}{\text{No in class}}$ and C = $\frac{\text{Pilots Score} \times 50}{\text{Winners Score}}$

55.2 The Tony Deane-Drummond Trophy. This is awarded on an annual basis at the prize-giving following the ISRGC for the highest placed army pilot in any class.

55.3 The Ted Shephard Trophy. This is awarded on an annual basis at the prize-giving following the ISRGC for the highest place pilot competing as P1 for the first time.

55.4 The National Shield. This is awarded annually at the AGA AGM to the highest placed pilot in a National competition (using the National ratings list where necessary). If no pilot competes in a National competition, then the trophy will be awarded to the pilot with the highest placed national rating for the previous year.

55.5 All recipients of Trophies are to ensure that they are maintained in good condition and to ensure that they are returned to the Secretary AGA prior to each years ISRGC.

56 Records and Achievements

56.1 The AGA is to maintain Army records for the following endeavours in each of the Open, 15m and Club Classes:

Gain of Height	200km triangle	500 O/R
Absolute Altitude	300km triangle	750 O/R
Gain of Height 2 seater	400km triangle	1250 O/R
Absolute Altitude 2 seater	500km triangle	100km Goal
Straight Distance	600km triangle	200km Goal
Goal Distance	750km triangle	300km Goal
Out and Return Distance	1000km triangle	400km Goal
Free Distance	1250km triangle	500km Goal
100km triangle	300 O/R	

57 Army Gliding Colours

57.1 The Army Gliding Colours is presented in the form of a maroon tie which has a regular pattern of a gold lion and crown superimposed on a glider. The tie also has gold diagonal lines evenly spaced along the length.

57.2 Army Gliding Colours will be awarded to any officer or soldier who represents the Army as part of the Army Team in any class at a regional or national gliding competition.

57.3 He/she will also be entitled to wear an AGA blazer badge as shown below.



57.4 In special cases the General Committee shall have the power to award Army Gliding Colours to an individual in spite of the fact that he has not fulfilled the existing conditions.

CHAPTER EIGHT – AGA FORMS

The following forms are to be used throughout all AGA clubs.

Category	Form	Use	Issue	Remarks
Membership	AGA/MEM/1	AGA Membership Application Form	-	To be issued mid - 2006
Records	AGA/REC/1	AGA record Absolute Altitude and/or gain of Height Claim Form	2	
Records	AGA/REC/2	AGA Distance Record Claim Form	2	
Records	AGA/REC/3	AGA Speed Record Claim Form	2	
Records	AGA/REC/4	Motor Glider data Form	2	

ARMY GLIDING ASSOCIATION
Record claim form for gliders and motor gliders

ABSOLUTE ALTITUDE and/or GAIN OF HEIGHT CLAIM FORM

1. Claim Statement

- 1. Class of record: Open [] Class []
- 2. Type of record : Gain of height [] Absolute altitude []
- 3. Name of pilot.....
- 4. Address.....

- 5. Sporting license number..... Expiry date.....
- 6. Type of glider..... Registration No.....
- 7. Date of flight..... Take off time.....

- 8. **Performance claimed**
- Gain of height..... Meters
- Absolute height..... Meters

- 9. If a motor glider was used, the means of propulsion was:
- Stopped before the start of the soaring performance []
- Not operated during the performance. []
- (remember to complete Form AGA/REC/4 also)

10. **This flight was conducted in accordance with the FAI sporting code.**

- 11. Signature of pilot..... Date.....
- 12. Signature of OO..... Date.....
- 13. Name of OO..... OO No.....

2. Launch and Start Statement

- 1. **Place of take-off**..... Elevation (amsl)..... Meters
- 2. Latitude..... Longitude.....
- 3. Launch method..... Time.....
- 4. **Release point** (or means of propulsion stopped).....
- 5. Latitude..... Longitude.....
- 6. Altitude (amsl)..... Meters Time.....

For Aerotow Only (7.8.9)

- 7. Tow vehicle type..... Registration.....
- 8. Name of tug pilot..... License No.....
- 9. Tug pilot signature..... Date.....

10. Signature of OO..... Date.....

11. Name of OO..... OO No.....

3. Landing Certificate

1. Place of landing..... Elevation (amsl).....Meters

2. Latitude..... Longitude.....

3. Time of landing.....

In case of outlanding not observed by OO give details of two witnesses below

4. Name.....

5. Address.....

6. Phone..... Date of original signature.....

7. Name.....

8. Address.....

9. Phone..... Date of original signature.....

10. Signature of OO..... Date.....

11. Name of OO..... OO No.....

4. Flight Recorder Procedures

1. Flight Recorder type..... Serial No.....

2. Calibration date. Before flight..... After flight.....

3. The barograph was part of an IGC approved flight recorder and the installation in the glider and any sealing required was in accordance with IGC approval.

4. Signature of OO..... Date.....

5. Name of OO..... OO No.....

5. Data Analysis

1. Name of OO to analyse flight data.....
(must to different to OO of flight)

All checks required to verify the flight have been done and found to substantiate the claim(s) made.

2. Signature of OO..... Date.....

3. Name of OO..... OO No.....

ARMY GLIDING ASSOCIATION
Record claim form for gliders and motor gliders

DISTANCE CLAIM FORM

1. Claim Statement

1. Class of record: Open Class [] 15 Meter Class [] Club Class []

2. Type of record: Free Distance [] Free Out And Return Distance []
Straight Distance to Goal Triangle Distance []
Out and Return Distance []

3. Name of pilot.....

4. Address.....
.....

5. Sporting license number..... Expiry date.....

6. Type of glider..... Registration No.....

7. Date of flight..... Take off time.....

8. **Performance claimed** Distance..... Kilometres

9. If a motor glider was used, the means of propulsion was:

- Stopped before the start of the soaring performance []
 - Not operated during the performance. []
- (remember to complete Form AGA/REC/4 also)

10. **This flight was conducted in accordance with the FAI sporting code.**

11. Signature of pilot..... Date.....

12. Signature of OO..... Date.....

13. Name of OO..... OO No.....

2. Launch and Start Statement

1. **Place of take-off**..... Elevation (amsl)..... Meters

2. Latitude..... Longitude.....

3. Launch method..... Time.....

4. **Release point** (or means of propulsion stopped).....

5. Latitude..... Longitude.....

6. Altitude (amsl)..... Meters Time.....

If start point was not release point (or means of propulsion stopped)

7. Latitude..... Longitude.....

8. Start altitudeMeters Start time.....

For Aerotow Only (9,10,11)

- 9. Tow vehicle type..... Registration.....
- 10. Name of tug pilot..... License No.....
- 11. Tug pilot signature..... Date.....
- 12. Signature of OO..... Date.....
- 13. Name of OO..... OO No.....

3. Flight Declaration Statement

(include original BGA flight declaration form or task sheet with this application)

- 1. Start point..... Elevation (amsl).....Meters
- 2. Latitude..... Longitude.....
- 3. Turn point 1..... Elevation (amsl).....Meters
- 4. Latitude..... Longitude.....
- 5. Turn point 2..... Elevation (amsl).....Meters
- 6. Latitude..... Longitude.....
- 7. Turn point 3..... Elevation (amsl).....Meters
- 8. Latitude..... Longitude.....
- 9. Finish point (goal)..... Elevation (amsl).....Meters
- 10. Latitude..... Longitude.....

4. Flight Recorder Procedures

- 1. Flight Recorder type..... Serial No.....
- 2. Calibration date. Before flight..... After flight.....

3. The barograph was part of an IGC approved flight recorder and the installation in the glider and any sealing required was in accordance with IGC approval.

4. The flight recorder evidence enclosed supports the claim of having reached:

Start point [] Turn point 1 [] Turn point 2 [] Turn point 3 [] Finish point (goal) []

- 5. Signature of OO..... Date.....
- 6. Name of OO..... OO No.....

If the finish point was not the landing place.

- 7. Finish point.....
- 8. Altitude of glider at the finish point (amsl)..... Meters Time.....

In case of outlanding not observed by OO give details of two witnesses below

- 9. Name.....

- 10. Address.....
- 11. Phone..... Date of original signature.....
- 12. Name.....
- 13. Address.....
- 14. Phone..... Date of original signature.....
- 15. Signature of OO..... Date.....
- 16. Name of OO..... OO No.....

5. Data Analysis

- 1. Name of OO to analyse flight data.....
(must to different to OO of flight)

All checks required to verify the flight have been done and found to substantiate the claim(s) made.

- 2. Signature of OO..... Date.....
- 3. Name of OO..... OO No.....

ARMY GLIDING ASSOCIATION
Record claim form for gliders and motor gliders

SPEED CLAIM FORM

1. Claim Statement

1. Class of record: Open Class [] 15 Meter Class [] Club Class []

2. Type of record: Triangle [] Goal course speed []

100 [] 300 [] 500 [] 1000 [] 1250 [] other [] *specify*... ..kilometers

Out and return speed

500 [] 1000 [] other []kilometers

3. Name of pilot.....

4. Address.....

.....

5. Sporting license number..... Expiry date.....

6. Type of glider..... Registration No.....

7. Date of flight..... Take off time.....

8. **Performance claimed** Speed of..... Km/h

9. If a motor glider was used, the means of propulsion was:

Stopped before the start of the soaring performance []

Not operated during the performance. []

(remember to complete Form AGA/REC/4 also)

10. **This flight was conducted in accordance with the FAI sporting code.**

11. Signature of pilot..... Date.....

12. Signature of OO..... Date.....

13. Name of OO..... OO No.....

2. Launch and Start Statement

1. **Place of take-off**..... Elevation (amsl)..... Meters

2. Latitude..... Longitude.....

3. Launch method..... Time.....

4. **Release point** (or means of propulsion stopped).....

5. Latitude..... Longitude.....

6. Altitude (amsl)..... Meters Time.....

If start point was not release point (or means of propulsion stopped)

7. Latitude..... Longitude.....

8. Start altitudeMeters Start time.....

For Aerotow Only (9,10,11)

9. Tow vehicle type..... Registration.....

10. Name of tug pilot..... License No.....

11. Tug pilot signature..... Date.....

12. Signature of OO..... Date.....

13. Name of OO..... OO No.....

3. Flight Declaration Statement

(include original BGA flight declaration form or task sheet with this application)

1. Start point..... Elevation (amsl).....Meters

2. Latitude..... Longitude.....

3. Turn point 1..... Elevation (amsl).....Meters

4. Latitude..... Longitude.....

5. Turn point 2..... Elevation (amsl).....Meters

6. Latitude..... Longitude.....

7. Turn point 3..... Elevation (amsl).....Meters

8. Latitude..... Longitude.....

9. Finish point (goal)..... Elevation (amsl).....Meters

10. Latitude..... Longitude.....

4. Timing Certificate

1. Elapsed time: Measured.....hr:mm Corrected:.....hr:mm

2. Distancekm Speed (distance/ corrected time).....km/h

5. Flight Recorder Procedures

1. Flight Recorder type..... Serial No.....

2. Calibration date. Before flight..... After flight.....

3. The barograph was part of an IGC approved flight recorder and the installation in the glider and any sealing required was in accordance with IGC approval.

4. The flight recorder evidence enclosed supports the claim of having reached:

Start point [] Turn point 1 [] Turn point 2 [] Turn point 3 [] Finish point (goal) []

5. Signature of OO... .. Date... ..

6. Name of OO... .. OO No... ..

If the finish point was not the landing place.

7. Finish point... ..

8. Altitude of glider at the finish point (amsl)... .. Meters Time... ..

In case of outlanding not observed by OO give details of two witnesses below

9. Name... ..

10. Address... ..

11. Phone... .. Date of original signature... ..

12. Name... ..

13. Address... ..

14. Phone... .. Date of original signature... ..

15. Signature of OO... .. Date... ..

16. Name of OO... .. OO No... ..

6. Data Analysis

1. Name of OO to analyse flight data... ..
(must to different to OO of flight)

All checks required to verify the flight have been done and found to substantiate the claim(s) made.

2. Signature of OO... .. Date... ..

3. Name of OO... .. OO No... ..

ARMY GLIDING ASSOCIATION
Record claim form for gliders and motor gliders

MOTOR GLIDER DATA FORM

1. Claim Statement

1. Name of pilot.....
....

2. Sporting license number..... Expiry date.....

3. Type of motor glider..... Registration No.....

4. Date of flight..... Take off time.....

5. **Performance claimed** Gain of height [] Absolute altitude []

Distance of kilometers

Speed of over km (type of course)

2. Means Of Propulsion (MOP) Certificate.

System for checking that the MoP was not used during the claim performance. (tick means used)

1. Seals and locks where fitted [] before flight [] or after self launch []

checked by OO as intact after flight []

2. MoP recording system where fitted []

A flight recorder was used as detailed in conditions of its IGC approval []

For all other methods the system was not accessible to the crew in flight. []

For methods using cable connections the sensor or switch was rigidly mounted and its position could not be altered in flight. All cables and connectors leading from the sensors and microswitches to the recorder were inspected and were in position after flight (engine run required). For vibration method the device was rigidly attached to the airframe (engine run required). IGC approved Engine Noise Level (ENL) recorder an ENL value appears with each fix (no engine run required).

3. The MoP recording system was working correctly BEFORE the claimed performance began.

4. The MoP recording system was working correctly AFTER the claimed performance finished.

5. The motor gliders MoP was stopped before the claimed performance began.

6. The motor gliders MoP was not operated during the claimed performance.

7. Signature of OO..... Date.....

8. Name of OO..... OO No.....

(written evidence in the form of a narrative statement is required for paras 3-6)