



ROYAL CANADIAN AIR CADETS

MANDATORY SUPPORT TRAINING



PROFICIENCY LEVELS 1-4

GLIDER FAMILIARIZATION

PO/EO: This mandatory support training will meet PO requirements for LHQ training.

ENABLING OBJECTIVE: Take part in a glider familiarization day.

ACTIVITY DETAILS

1. **Objective:**

Glider familiarization is done every year for all levels as part of mandatory support training. This activity will reinforce the information presented in the flying POs from the LHQ training. By ensuring that the cadets use this information during glider familiarization, the cadets will have an enhanced understanding of what they've been taught.

2. **General:**

For cadets, gliding is a fun part of training. Furthermore, for many cadets gliding is their first experience with flight. This experience should not be underestimated. This being said, it is strange that many squadrons make little effort to complete this mandatory training. All too often squadrons don't go gliding because the staff didn't make adequate preparations, they don't bother to reschedule a cancellation due to weather or they just don't think it's important. While it may take a bit of effort to plan and coordinate, gliding can be the most exciting squadron event of the year.

3. The Regional Cadet Air Operations Officer (RCA Ops O) issues the schedule for spring and fall gliding. This schedule is then sent to the squadron through the ACOs office. This schedule lists when and where your squadron will go gliding and who to contact about any questions. The staff who run the gliding site in your area are available to answer your questions.

4. It is best to keep in close contact with them as your assigned weekend comes near. Some of the squadron staff should give their phone number to the gliding site supervisor so that they can be contacted in case of cancellation. Gliding may be cancelled for a number of reasons, however, weather is the most common. The weather is unpredictable and may cause gliding to be cancelled at the last minute. As a result, these staff members have to be available to the gliding staff. This can often save squadron time and money.

5. It is also important to remember that the squadron is responsible for

supervision of the cadets at the gliding site. Far too many squadrons show up at the gliding site hoping to drop the cadets off and leave. The gliding staff have their own jobs to do at the site and cannot supervise the cadets. Remember, your squadron has to provide 1 staff member for every 20 cadets going gliding. (CATO 13-12)

6. The cadets are most often taken to the gliding site (the actual site on the runway) in small groups. A large group of cadets at the site can distract gliding staff, which can be very dangerous. Furthermore, the glider can only take one cadet at a time and there may be long delays due to weather or aerodrome traffic.
7. If only a small number of cadets are at the site at one time, the rest of the cadets can only look forward to a long day sitting in the bus. This makes for an unpleasant experience for the cadets and they are less likely to want to participate in gliding again. This is especially true for a larger squadron, which takes longer to finish. Depending on local circumstances, it is suggested that squadrons plan other activities for the cadets. They then can rotate groups through several activities during the day along with the gliding. For smaller squadrons that finish earlier, you can always arrange activities to make it a full day of fun for the cadets. Squadrons often travel long distances to go gliding and it pays to have another activity planned in case the gliding is cancelled due to weather or some other problem. This takes a little extra effort and close coordination with the gliding staff, however, it makes for a happy group of cadets. Some suggestions on other activities can be found at the end of this guide.
8. **Instructions to Directing Staff:**

Remember to communicate with the site supervisor and exchange several contact numbers.
9. Remember that transportation, rations and sometimes accommodations must be arranged.
10. Ensure adequate numbers of staff are available for supervision.
11. To prepare the cadets for gliding they should all see the video, *Flightpath To Safety*. It is also recommended that the cadets attend a class that covers what they can expect at the gliding site. An outline of teaching points for such a period is listed under Glider Operations.
12. If any cadets appear to be apprehensive or scared about going gliding, encourage them to participate to whatever extent they want. If you inform the gliding staff, they can often help make them feel comfortable or get them involved in some other way.
13. Remember to have a backup weekend in your training schedule. Don't give up on gliding for the season after a cancellation, you may be able to

reschedule a day with the gliding staff.

14. **Instructions to Cadets:**

15. Make sure the cadets know when gliding will take place and what transportation arrangements have been made.

16. Ensure that the cadets review their notes sometime beforehand so they can all participate during the day and so that the gliding supports LHQ training as it was designed to do.

17. Make sure the gliding staff advises the cadets on safety precautions while at the aerodrome. Make sure the cadets listen to the gliding staff at all times. Make sure no cadet wanders away from the group.

18. Make sure the cadets understand that if gliding has to be cancelled, it can be rescheduled.

19. Tell the cadets to bring a ball glove or other sports equipment that they may own to the gliding site.

20. **Glider Operations:**

a. A brief overview of the cadet gliding program.

b. Location of Regional Gliding Schools and local spring/fall sites.

c. Basic details on the glider itself.

d. Launch methods: auto-tow vs aero-tow.

e. Ground handling: the job of the gliding ground crew.

f. What the cadet can expect during a familiarization flight, from start to finish.

g. How cadets can earn a flying scholarship.

21. **Other Activities:**

If your gliding day takes place at a large aerodrome/airport the cadets can take part in a variety of tours close to the gliding site. This visit to an aerodrome may include a tour of some of the following:

a. The airfield itself (runways, taxiways, apron, windsock, etc);

b. The control tower;

c. The terminal and hangars;

- d. A flying school/club;
 - e. The airport fire department;
 - f. The airport weather office;
 - g. A flight service station (FSS);
 - h. A CF Squadron;
 - j. Police air support section;
 - k. Airline office/hanger; and
 - m. A local pilot with his own plane
22. Other activities that can be coordinated are:
- a. Sports, either in a gym or outdoors. (sports cannot be played on the airfield);
 - b. Range;
 - c. Swimming;
 - d. A trip to a mall;
 - e. A local citizenship tour;
 - f. Some inter-squadron activity
23. Any extra activity must be coordinated with the local aerodrome or group concerned. Possible contacts are: the airport manager, the chief (tower) controller, flying school/club manager or chief flying instructor, airport fire chief, Environment Canada (weather office), Transport Canada (flight service station), local CF Squadron CO, local police chief and airline manager. If you are unsure of whom to contact and how, the glider familiarization staff from your area often have names and numbers. Your ACO is also available to provide help.

PERFORMANCE CHECK

Test Details - N/A