
THE AIR CADET GLIDING PROGRAM



A Lifetime of Flying



It's time to get off the ground!

So...you want to be a pilot

As an Air Cadet, you have a chance to earn both your glider pilot's license and your private pilot's license. You can be flying solo in a small aircraft before you even have your drivers license!

It's not an easy journey, but the reward is worth the work. As you may already realize, there's a lot to know if you want to be a pilot – from navigation and weather to instruments, good pilots have a sound knowledge of everything to do with aviation – and it takes quite a bit of studying.

Learning to actually fly can be challenging too – there are long hours involved, and lots of practice. But the end result – your first solo flight – is well worth the effort!

This brochure is intended to help answer some of the questions you might have about your options as an Air Cadet. Should you have additional questions, please use your squadron chain of command to contact Regional Cadet Air Operations for answers.



'Flight Path' – In The Air Cadet Gliding Program

Summer Age 15 – Attend Introduction to Aviation

Summer Age 16 – Graduate with your Glider Pilot's License

Fall – Participate in familiarization flying as often as possible, work towards 10 hours PIC and your familiarization rating. Teach aviation subjects at your home squadron

Winter – Apply for the Power Pilot Scholarship, with Staff Cadet at CRGS as your backup plan

Spring - Participate in familiarization flying as often as possible. You should earn your familiarization rating this spring.

Summer age 17 – Power Pilot Scholarship or Staff Cadet

Fall - Participate in familiarization flying as often as possible. You should earn your rear seat familiarization rating this fall (15 hours PIC required). Teach aviation subjects at your home squadron

Winter– Get your Gliding Centre Commander's recommendation and apply for the Glider Instructor's Course. Apply as a Glider Instructor or a Staff Cadet at CRGS.

Spring- Participate in familiarization flying as often as possible

Summer age 18– Complete the instructor course and be employed to teach your first students! Or work as a Staff Cadet at CRGS

'Flight Path' – In The Air Cadet Gliding Program

Fall age 18+ – Enrol as a CIC officer, entitling you to pay when you participate in weekend fun flying. Work hard to improve your proficiency in preparation to be an instructor. Teach aviation subjects at your home squadron

Winter – Get your Gliding Centre Commander's recommendation and apply for the Glider Instructor's Course and for summer employment. Also apply for CIC Officer courses

Spring – Take CIC Officer courses

Summer age 18+ – Complete the instructor course and be employed to teach students

CIC officers can continue to take courses, usually about once a year. You are paid for attending. The courses are based around leadership and other skills. They look great on a resume and are pre-requisites for promotion

The nice thing about being a glider instructor is job security! Once you are qualified, you are in high demand, and you won't need to worry about finding a job every spring

The best part? IT'S FUN! Being an instructor is an extremely rewarding experience.

Pre-Flight – the first steps

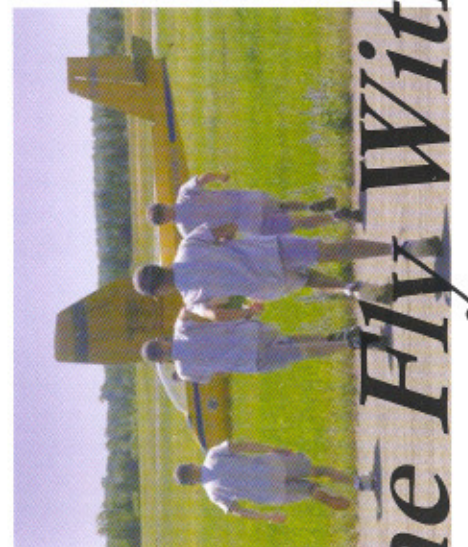
Some of you may have already taken a ground school course provided by your squadron, and written the Scholarship Exam in January. If you haven't done this yet, ask around at your squadron to find out when ground school classes are held. Usually they run from September to December one night a week. These classes prepare you for a multiple-choice exam that is given every January. You must pass this exam with at least 50% to be eligible to apply for the Glider Pilot or Power Pilot Scholarship Course.

Many Air Cadets take the **Introduction to Aviation Course (ITAC)** the summer before they apply for a flying course. ITAC is a three-week course that provides a fun introduction to aviation.

Air Cadets are selected for the flying courses by adding up scores based on things such as school marks, a written narrative (essay), your exam results and an interview (selection boards). The top applicants are selected from the list. If you need more information, ask the staff at your squadron.

It's important to remember that the exam mark is only worth 25% of your final score. This means that even if you got a lower score on the exam, you can still be competitive by doing well during the selection boards.

Many Air Cadets take ITAC, followed by the Glider Pilot Scholarship, then the Power Pilot Scholarship. From there, many are employed as Staff Cadets, earning some money towards university. As an adult, there are many opportunities for employment, from teaching ground school and supervising to being a glider instructor!



Come Fly With Us!