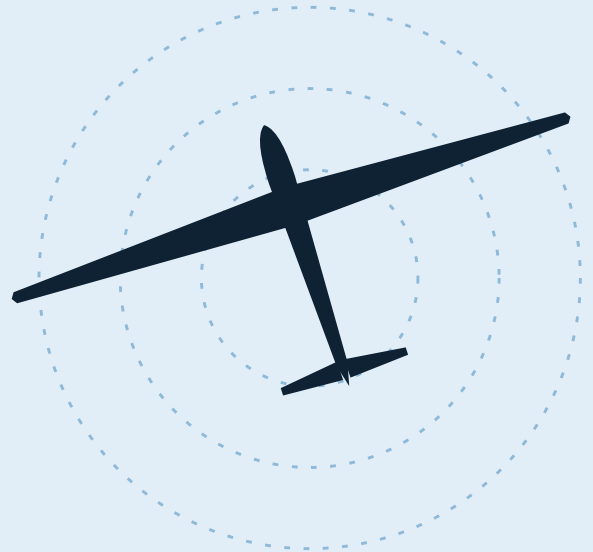


COME FLY WITH US.



No engine. No experience needed. A winch launch to about 1,500 feet, and some of the quietest flying in Saskatchewan.

START IN THREE STEPS

1

Take a first flight

Book a Discovery Flight at pagsc.ca: \$50, no membership or experience needed. It is also your first lesson.



Discovery Flight

2

Liked it? Join the club

Fill in the short membership form and e-transfer your dues to pa.gliding.soaring.club@gmail.com.



Membership form

3

Come back and learn to fly

Put your name on the Flying Schedule whenever you want a lesson. Instruction is free; members pay only for launches and glider time.



Flying Schedule

\$50

first flight, no membership needed

Free

instruction from club instructors

25 min

from Prince Albert, 1.5 hours from Saskatoon

The Flying Schedule, made easy

Members book lessons by typing their name into one cell of a shared Google Sheet. It takes about a minute.

	Fri	Sat · your day	Sun
Weather forecast	forecast	clouds, temperature, wind	forecast
Status / Comments		flying on, delayed or off, and the arrival time	
Introductory Familiarization Flights	Intro Fam Flight Sign-up Below	Intro Fam Flight Sign-up Below	Intro Fam Flight Sign-up Below
		Guest name + phone	
Students / Pilots please sign up in advance	Student/Pilots Sign-up Below	Student/Pilots Sign-up Below	Student/Pilots Sign-up Below
		another member	another member
		Your name	
Instructors a name here = lessons are on	Instructors Sign-up Below	Instructors Sign-up Below	Instructors Sign-up Below
		an instructor	an instructor

□ Where you type. You only ever use one column (your day) and one block (your sign-up section).

1 Open the schedule

On a computer, open the link in your browser. Sign in with any Google account.

2 Find your day

Dates run across the top row. Scroll sideways until yours is on screen. Weekends are the main flying days.

3 Find your block

For a lesson, look for the cell reading "Student/Pilots Sign-up Below".

4 Type your name

Use the first empty cell underneath and press Enter. It saves by itself.

On a phone?

In a phone browser the sheet is usually view-only. Install the free Google Sheets app and open the link there.

The morning you fly: three checks

Status / Comments row

Is flying on, delayed or cancelled? The day's arrival time is posted here too.

Weather row

A quick look at wind and conditions. The forecast fills in about a week ahead.

Instructors block

For lessons, an instructor's name under your date means instruction is on.

Always check the sheet before you leave home. Gliding depends on the weather, and last-minute changes are posted there.

Stuck? We'll do it for you

If the sheet won't let you type, message the WhatsApp group, email pa.gliding.soaring.club@gmail.com or ask any instructor. We'll put your name down.

Sign up early, even as a maybe

Write "(maybe)" after your name. It helps instructors plan the day. If your plans change, delete your name.

Your day at the field

BRING

- Hat, sunscreen, sunglasses
- Water, lunch or snacks
- Layers; it is cooler at altitude
- A way to pay (e-transfer or cash), if you haven't paid online
- A phone or camera, if you like

HOW THE DAY RUNS

1. Meet the crew and get a safety briefing.
2. Help get the gliders out. Pitching in is part of the fun, and it keeps costs low.
3. Fly. A day is usually 3 to 6 instructional flights, over 1 to 3 hours.
4. Stay, watch, learn, and help others launch.

Weekends and holidays, about 11 am to 5 pm for guest flights, weather permitting. Some weekdays too, often on request. The main season runs spring through fall, with occasional winter flying.

Learning to fly

Any age

to start training, no experience needed

Age 14

to fly solo

Age 16

to hold a full Glider Pilot Licence

Your first three visits

A day at the field is usually 3 to 6 instructional flights, taking 1 to 3 hours. Roughly:

Visit 1

Your Discovery Flight, then the glider itself: the controls, the instruments, cockpit checks, and how the crew hooks up and launches a glider. In the air you start on look-out and the effects of the controls.

Visit 2

Flying straight towards a point on the horizon, gentle turns, and controlling your speed with the glider's attitude and trim.

Visit 3

Steeper turns, the launch, and the airbrakes, then your first approaches and landings with your instructor.

Circuits and landings, slow flight and stalls, spin and spiral recovery, sideslips and launch failures come next, and then your first solo. A rough guide: your instructor sets the pace.

Your path to a Glider Pilot Licence

- 1 Flight lessons**
Dual lessons in the air with an instructor, at your own pace. Book each one on the schedule.
- 2 Medical: do this early**
Most students use a Category 4 medical, a self-declaration with no doctor's visit. Do it and your student licence paperwork early. A Category 1 or 3 also counts.
- 3 Ground school and the GLIDE exam**
15 hours, self-directed or with pilottraining.ca, then Transport Canada's GLIDE written exam (60% to pass).
- 4 First solo, from age 14**
Once your instructor is satisfied you are ready.
- 5 Licence, from age 16**
Solo practice, then a flight test. You need at least 6 hours of flight time, including 1 hour dual, 2 hours solo and 20 solo flights.

Most students go solo after around 40 instructional flights. With previous aviation experience or a pilot licence, it can be as few as 10 to 20. Skills fade between visits. Flying as many weekends (and even weekdays) as you can over a stretch of the season gets you solo sooner and costs less in total.

What it costs

\$10 is about what a typical 10-minute instructional flight costs members: a \$5 launch plus \$5 of glider time. Instruction is free.

WHAT	PRICE (CAD)	GOOD TO KNOW
Discovery Flight (guest)	\$50	\$40 each for a group of 4 or more. No membership needed.
Membership, Regular	\$150 / year	For anyone not covered by the two categories below.
Membership, Junior	\$75 / year	Under 21, or a full-time student under 25.
Membership, Youth / Air Cadet	\$15 / year	Under 19.
Winch launch (members)	\$5 each	To about 1,500 feet.
Glider rental (members)	\$30 / hour	Billed by the minute, at \$0.50.
Instruction	Free	Taught by club members who hold an instructor rating.

Every membership includes Soaring Association of Canada membership. New members joining after August 1 pay half. Ages are as of January 1 of the membership year. Pay by e-transfer to pa.gliding.soaring.club@gmail.com.

A licence, start to finish

A Glider Pilot Licence typically costs \$500 to \$1,000 in launches and glider time, plus membership: about what 2 to 4 hours of powered flight training costs.

Where your money goes

PAGSC is run entirely by volunteers, with no paid staff. Fees and memberships pay for winch launches, glider maintenance, insurance, equipment and the hangar lease.

Youth: up to \$1,000 toward flying

A \$500 Soaring Association of Canada bursary, matched by \$500 from the club, for SAC members under 21, or full-time students under 25, as of January 1. Up to 5 per club each year. Ask us and we'll help you apply.

Youth and cadets: learn for less

\$1,000

toward launches and glider rental: a \$500 SAC bursary, matched by \$500 from the club

With the \$15 youth membership, a glider licence can cost very little. Ask us and we'll help you apply.

Air Cadets who earn their Glider Pilot Licence here can also do a Soaring Pilot Conversion for their cadet wings.

Already a power pilot?

With a PPL(A) you skip ground school and the written exam, and need 3 flight hours, not 6.

REQUIREMENT	FROM SCRATCH	WITH PPL(A) CREDIT
Medical	Category 1, 3 or 4	Your existing Category 1 or 3
Ground school	15 hours	Waived
Written exam	GLIDE, 60% to pass	Waived
Total flight time	6 hours	3 hours
Dual instruction	1 hour	1 hour
Solo flight time	2 hours	2 hours
Solo flights	20	20
Skill assessment	Flight demo and recommendation	Flight demo and recommendation

It works the other way too. Up to 5 hours of glider time counts toward a PPL(A), and up to 50 hours toward the 200-hour total for a CPL(A).

Learn at home, free

SOAR manual

Free PDF from the Soaring Association of Canada, at sac.ca

Safe winch launching

Videos from the British Gliding Association: members.gliding.co.uk

Glider Flying Handbook

Free from the FAA at faa.gov (search "Glider Flying Handbook")

WHY GLIDING?

A sport you never finish

Gliding is to powered flying what sailing is to motorboating. With an engine, the flying serves the trip. In a glider, the flying is the game.

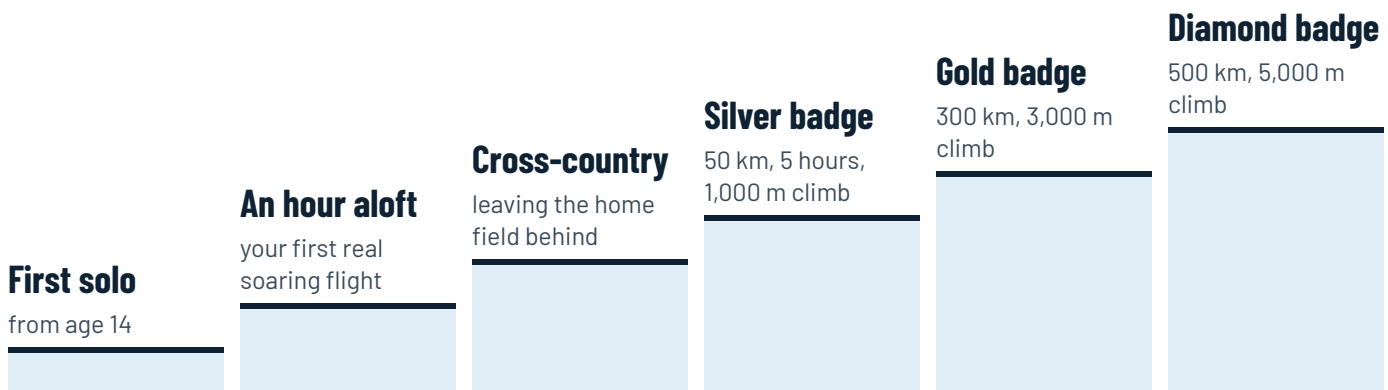
THE GAME

There is no throttle, so every flight is a puzzle: find rising air, climb in it, decide where to go next. The sky changes by the hour. Some days it gives you 10 minutes, some days 10 hours.

A SPORT FOR DECADES

Gliding rewards judgment more than strength, so a 16-year-old and a 70-year-old fly the same sky. And nobody launches alone: it takes a crew, which is why it works as a club.

Always a next rung

**632 km**

the longest cross-country flight out of PAGSC

7 hours

aloft on a single flight out of PAGSC

3,008 km

the world distance record

AND THEN THERE'S RACING

Fly a set course around turnpoints; the fastest average speed wins. Any flight can be scored online against pilots around the world.

IT MAKES BETTER PILOTS

Gliding builds stick-and-rudder skill and energy management like nothing else. The captains of both the "Miracle on the Hudson" and the "Gimli Glider" were glider pilots.

The fleet

Three gliders: a two-seat trainer and two single-seaters.



Schleicher K7 Rhönadler **TWO-SEAT TRAINER**

Where every first flight and lesson happens. Steel-tube fuselage with wood and fabric wings, designed by Rudolf Kaiser as a trainer.

SEATS	WINGSPAN	BEST GLIDE	MIN. SINK	EMPTY WEIGHT	INTRODUCED
2	16.0 m	26:1	0.70 m/s	282 kg	1960



Schleicher Ka 6E **SINGLE-SEATER**

One of the most loved and best-handling gliders ever made. A classic wooden sailplane, also a Rudolf Kaiser design, with an all-flying tailplane.

SEATS	WINGSPAN	BEST GLIDE	MIN. SINK	EMPTY WEIGHT	INTRODUCED
1	15.0 m	32:1	0.65 m/s	190 kg	1965



Bölkow Phoebus C **SINGLE-SEATER**

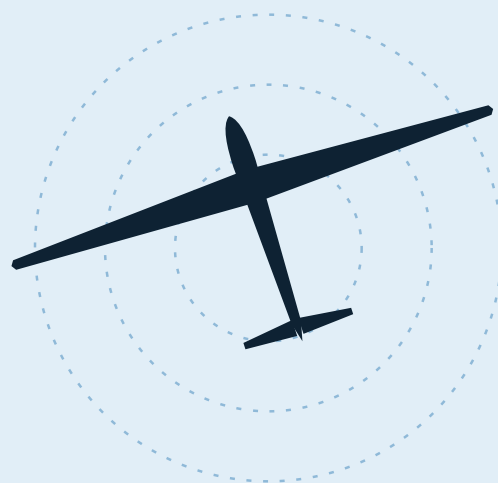
An early fibreglass sailplane with a 17-metre wing, a T-tail and a retractable wheel. The highest performer of the three.

SEATS	WINGSPAN	BEST GLIDE	MIN. SINK	EMPTY WEIGHT	INTRODUCED
1	17.0 m	39:1	0.63 m/s	240 kg	1967

Reading the numbers. A best glide of 26:1 means 26 metres forward for every metre of height lost: about 12 km from a 1,500 ft launch in still air. Minimum sink is how slowly the glider descends when flown for time aloft.

SEE YOU AT THE FIELD.

Book a Discovery Flight, or come out to Birch Hills on a flying weekend and say hello.



pagsc.ca

First flights, the booking calendar, costs and club news



Join the club

The membership form



Join the conversation

Club WhatsApp group, for carpooling and quick questions

QUESTIONS

Email pa.gliding.soaring.club@gmail.com

Phone (306) 222-5684

Website pagsc.ca

Facebook [PAGSC.Saskatchewan](https://www.facebook.com/PAGSC.Saskatchewan)

Instagram [@pa.gliding](https://www.instagram.com/pa.gliding)

GETTING THERE

Birch Hills Airport is on Highway 3, about 25 minutes from Prince Albert and 1.5 hours from Saskatoon.

Carpooling is often available from Saskatoon, Martensville and Warman. Ask in the WhatsApp group.

The Prince Albert Gliding and Soaring Club is a volunteer-run non-profit that makes gliding accessible in north-central Saskatchewan. We teach people of all ages to fly gliders, introduce the public to soaring through first flights, and help youth and Air Cadets learn to fly for less. Prince Albert Gliding and Soaring Club Inc. is a Saskatchewan non-profit corporation (entity no. 208722), affiliated with the Soaring Association of Saskatchewan and Soaring Association of Canada. Prices current at October 2026; pagsc.ca has the latest.