



FlightLog User Guide

for iPhone

6 October 2026

Automatic flight logging for glider pilots, tow pilots and powered pilots

Contents

- 1 · Introducing FlightLog
- 2 · Getting started
- 3 · The map
- 4 · Modes and aircraft
- 5 · Going flying
- 6 · The logbook
- 7 · A flight in detail
- 8 · For tow pilots: the daily card and the hour meter
- 9 · Weather
- 10 · Frequencies
- 11 · Routes and flight plans
- 12 · The glide computer
- 13 · GlidingApp
- 14 · Settings
- 15 · Tips and troubleshooting

1 Introducing FlightLog

FlightLog keeps your logbook for you. It notices when the aircraft takes off and when it lands, and writes the flight down — times, place, track and height — without you touching the phone in the air.

Around that it covers a club's flying day:

- **A moving map** with the aeronautical chart, airfields, airspace, obstacles and your route — drawn over FlightLog's own map, which works without a connection once your region is on the phone.
- **Warnings in flight:** an obstacle you are flying at, airspace you are about to enter and NOTAM areas over your track — on the screen and on your Apple Watch.
- **The glider radar:** the day's gliding anywhere in the Benelux and Germany, each glider's track, barogram and distance, the day played back, and where the lift was.
- **Go fly:** one button that sets the flight up — which aircraft, winch or tow, who a tow is for — and then carries it until you are back on the ground.
- **The logbook,** with every flight's track, barograph, runway and circuit, and export to GPX, KML and IGC — and your old paper logbook brought in from photos of its pages, or from a spreadsheet.
- **For tow pilots:** the daily card (the “yellow card”) and the hour meter, with the reading taken from a photo if you like.
- **Weather** (METAR, TAF and the wind on the runways) and **frequencies** for every field.
- **Routes and flight plans:** a route with its level, the ground and airspace under it seen from the side, and the ICAO flight plan filled in from it.
- **GlidingApp:** the club's members, aircraft and today's tow pilot, and your own flights from the start administration — including earlier years and their FLARM tracks. Your flights can be sent to it as well, and the club's flight administrators keep the club's logbook from FlightLog.

About this guide

This is the guide for the **iPhone** app. There is a separate one for Android. The screenshots show a made-up flying day at Gilze-Rijen (EHGR); names, registrations and times are examples. Buttons and screen names are printed **like this**, exactly as the app shows them.

FlightLog is not a navigation instrument

The map, the chart and the weather are there to help, not to navigate by. Always use a current chart, the AIP and official weather. The logbook FlightLog keeps is a record; check it before you rely on it. You use FlightLog at your own risk: its maker cannot vouch for the data it shows. The Disclaimer, Terms of Use and Privacy Policy are in the app, under **Settings** → **Legal**.

2 Getting started

Installing the app

FlightLog is not in the App Store. The club installs it on your iPhone for you; ask whoever looks after the app. Once installed it keeps working — there is nothing to renew yourself.

It also runs on an **iPad**, with the weather, NOTAMs and routes opening beside the map rather than over it. Only an iPad with a mobile connection has GPS; on one without, FlightLog says so, and it is a planning screen rather than a logbook.

The first start

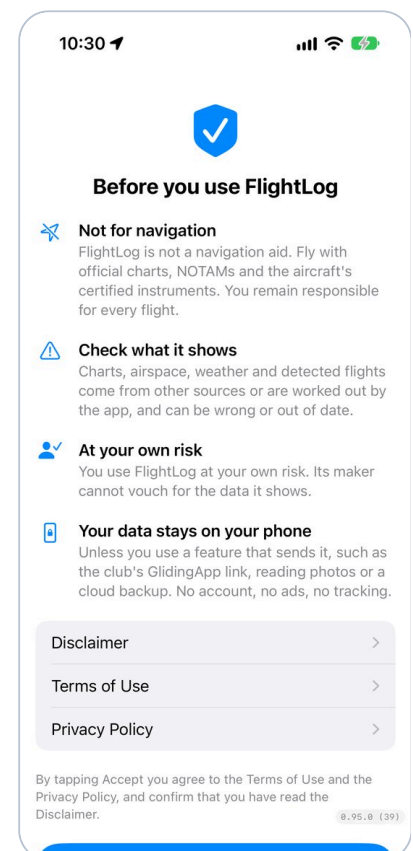
The very first question is the **language**: English, Dutch, German, French, Spanish, Italian or Portuguese, or the phone's own. Dates, times and numbers follow it; NOTAMs, METARs and airspace names stay as they were published. It can be changed at any time under **Settings** → **Language**.

Then FlightLog asks you to **sign in** with your email address. There is no password: a six-digit code is mailed to you, and typing it in signs this phone in. An address that has not been used before gets an account there and then — signing in and signing up are the same thing. The account is what finds your cloud copy and your club link again on a new phone. Look in your junk mail if the code does not come within a minute;

No code? Send another sends a new one.

Before anything else, FlightLog asks you to accept its **Terms of Use** and **Privacy Policy**, and to confirm you have read the **Disclaimer**. The screen sums up what matters most: FlightLog is not for navigation, what it shows can be wrong, you use it at your own risk, and your data stays on your phone unless you use a feature that sends it. Tap a document to read it in full.

Tap **Accept** to go on. FlightLog cannot be used without accepting: after **Decline** the app says so, and you can read the terms again or close FlightLog. When the texts change in an update, FlightLog asks again.



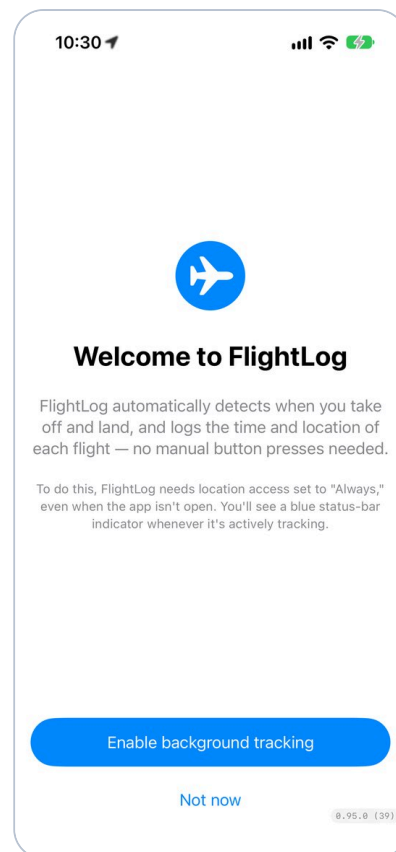
Accepting the terms on the first start.

Every time FlightLog starts from scratch it shows its icon drawing itself for a few seconds while the airfields and the map load. It does not show when you simply switch back to the app.

The very first time, a welcome screen explains what the app needs. Tap **Enable Background Tracking** and allow location access **“Always”**. FlightLog cannot notice a takeoff with the screen off without it.

Also allow:

- **Motion & Fitness** — the barometer makes the height more accurate;
- **Notifications** — the app tells you when a flight has been logged.



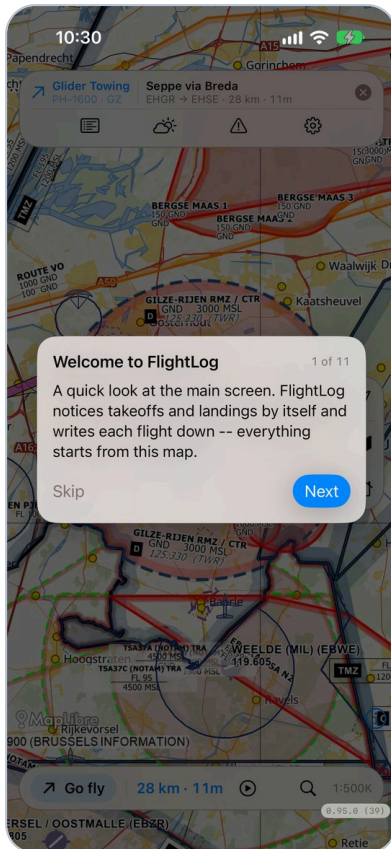
The welcome screen on the first start.

Never swipe FlightLog away

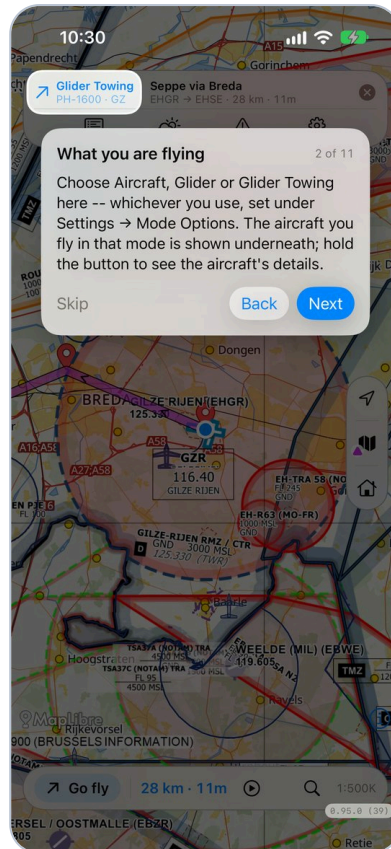
Leave the app running in the background. If you force-quit it from the app switcher, iOS will not wake it up for a takeoff and the flight is not logged. A blue location indicator in the status bar or Dynamic Island while it tracks is normal.

The tour

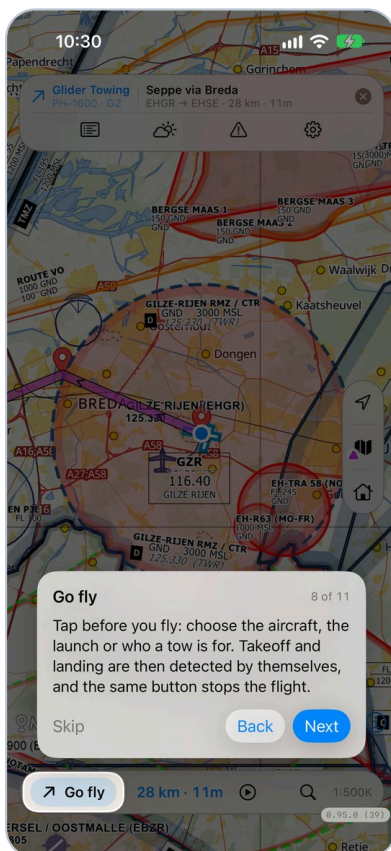
The first time the map opens, a short tour points out the main parts of the screen one by one: the mode, the route, the logbook, weather, settings, the map buttons, **Go fly** and search. Its last stop points at **Settings**, where the user guide is: under **Help**. Tap **Next** to move on, **Back** to go back, or **Skip** to end it. You can take it again at any time from **Settings** → **Help**.



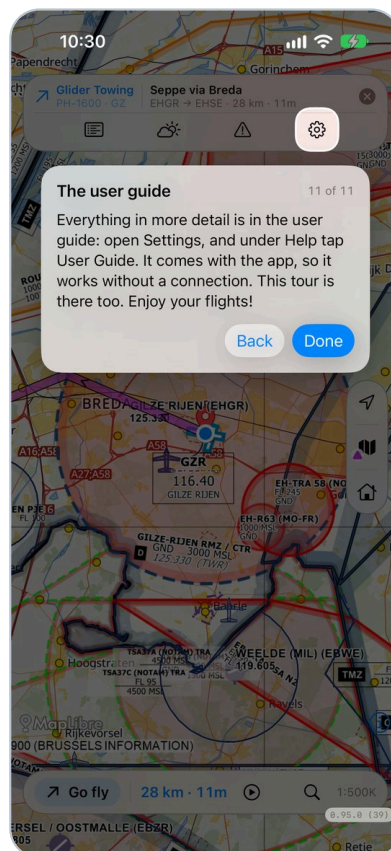
The tour starts.



Each stop points at a part of the screen.



Go fly, in the bottom bar.



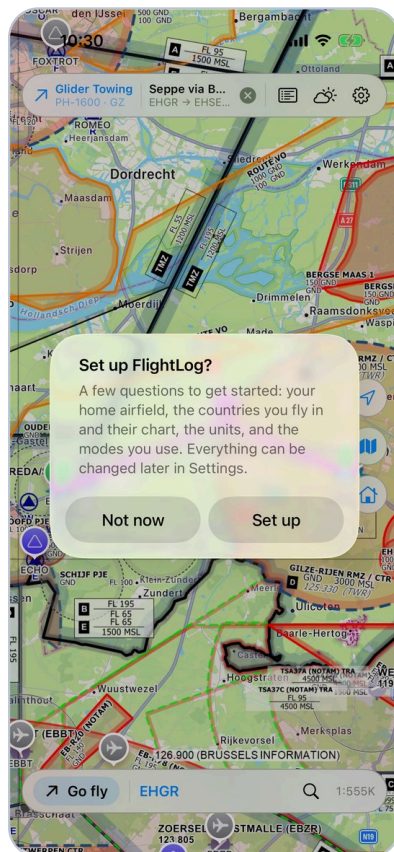
The last stop: where the user guide is.

Setting up in a few questions

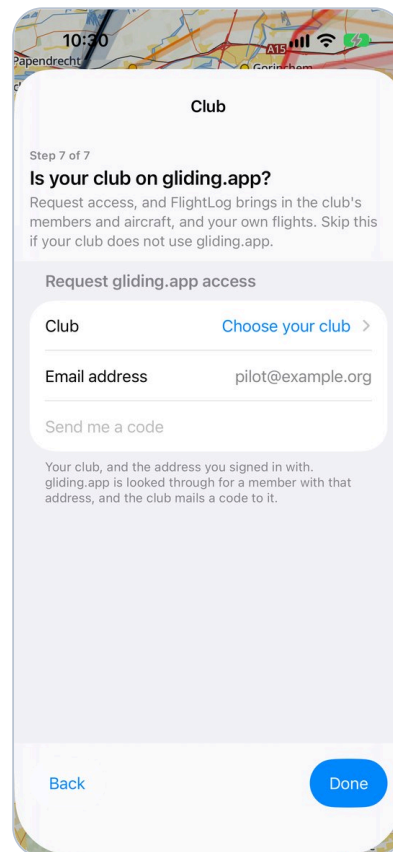
After the tour, FlightLog offers to ask a few questions to get started. **Set up** takes you through them one at a time; **Not now** leaves it, and it is not offered again — everything can be set in **Settings** instead.

1. **Home airfield** — where the map opens and routes start (Planning Options).
2. **Regions** — the countries you fly in, for their airfields and airspace.
3. **Chart** — download the aeronautical chart of those regions, to have it without a connection. Asked only when a region was chosen.
4. **Units** — for altitude, distance, speed and the rest.
5. **Modes** — which of Aircraft, Glider, Glider Towing, Helicopter and Balloon you fly.
6. **Club** — whether your club is on gliding.app, and if so, requesting access (chapter 13). Asked only when Glider or Glider Towing is among the modes you fly.
7. **Cloud** — whether to keep a copy of your logbook in the cloud, encrypted with a recovery code only you have (chapter 14).

Each question is the same screen **Settings** has for it, and an answer is kept as soon as it is given. **Next** and **Back** move between them; **Skip** stops, keeping what was answered so far.



After the tour: set up FlightLog?



One question at a time: the last, your club.

What to set up once

Most of this is done in a minute, and much of it comes in by itself once the club's GlidingApp link is set up (chapter 13):

1. **Settings** → **Planning Options**: your **home airfield**.

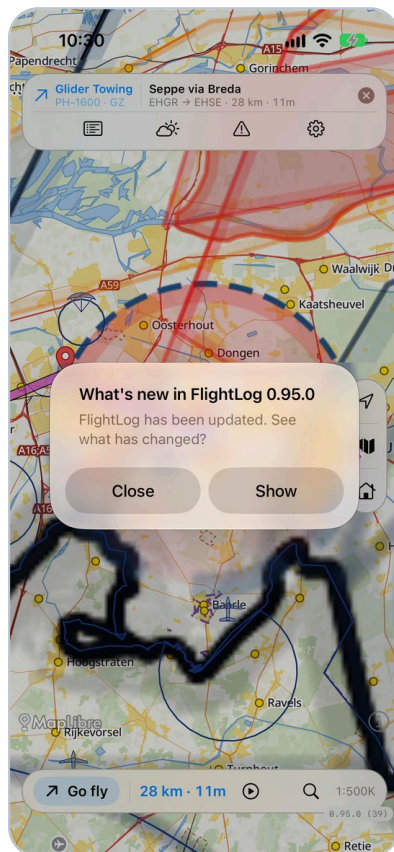
2. **Settings** → **GlidingApp**: the club's address and access code — this brings in the members and the aircraft — and link your own account under **Your flights**.
3. **Settings** → **Manage aircraft**: check the aircraft you fly, and which one tows.
4. On the map, choose your **mode**: Aircraft, Glider or Glider Towing (chapter 4).

After an update

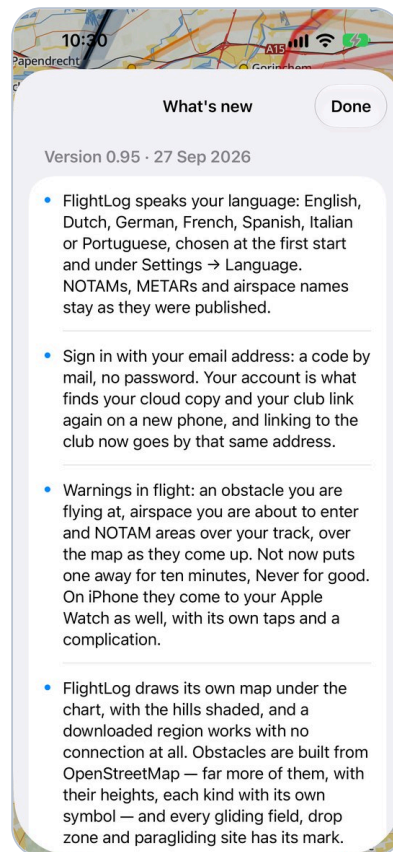
The first time you open FlightLog after an update, the map asks whether you would like to see what is new.

Show lists the changes in every version since the one you had; **Close** skips it. You are asked once per update.

The whole history is always under **Settings** → **About** → **Version history** (chapter 14).



After an update: see what is new?



What changed since the version you had.

3 The map

The map is FlightLog's main screen. Everything starts here, and in the air it is the only screen you need.

The bar along the top

- **Mode** (left): what you are flying today and which aircraft — see chapter 4.
- **Route**: the route on the map with its distance and time, or **Route** to plan one. The **x** takes it off the map; tap the route to see all of it again, hold it for the list of plans.
- The **logbook**, **weather**, **NOTAM** and **settings** buttons.

The bar on the right

- **Follow**: keeps the map on your position.
- **Map layers**: what the map shows — the aeronautical chart, the plain map, the satellite picture, the flight radar or the glider radar — the wind, NOTAMs, obstacles, the reporting points and other traffic (see below).
- **Home**: shows your home airfield and its circuit.

The bar along the bottom

- **Go fly** — sets up a flight (chapter 5).
- The route's **distance and time** — tap them to see the whole route again — and ► to fly it as a simulation (chapter 11).
- **Search** (magnifier) and the **map scale**.

On a phone that is too narrow for everything on one line, each bar takes two.

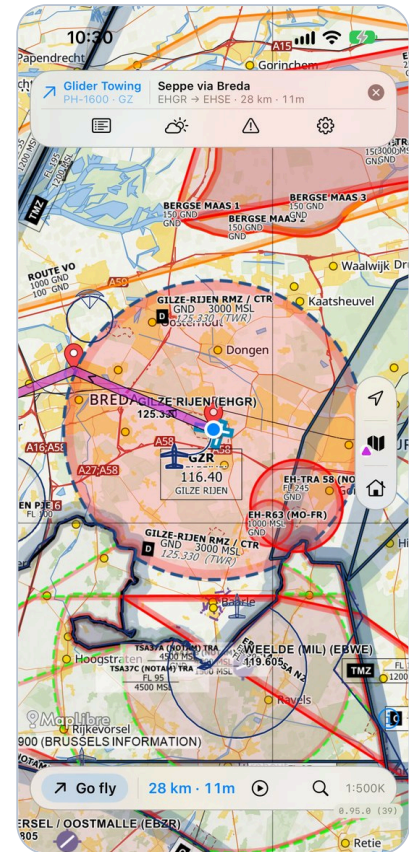
Move and zoom the map with your fingers as usual. The app works upright and on its side; turning the phone keeps open whatever screen you are on. Your position is a blue dot; once a flight is set up it becomes an orange aircraft pointing where you are going, drawn over everything else, and the track you fly is drawn behind it. Pan away from it and an orange arrow at the edge points back to it; tap the arrow to follow it again.

The map under the chart is FlightLog's own, drawn for reading from the air: towns, roads, rivers and woods, with the hills shaded. Download your region under **Settings** → **Aeronautical chart** and it works without a connection.

Map layers and wind

Tap the **map layers** button on the right to choose what lies under everything else:

- **Aeronautical chart** — the ICAO chart, as it opens;
- **Standard map** — the plain map, with roads and towns;



The map at the home airfield, with a route in the top bar.

- **Satellite** — the satellite picture with the names of places;
- **Flight radar** — the satellite picture with all other traffic over it (see *Other traffic* below);
- **Glider radar** — the gliding of the day, anywhere in the Benelux and Germany (see *The glider radar* below).

The same menu switches the four layers on: the wind, the NOTAMs, the reporting points and the obstacles. Each has a **corner of the map button** with its own symbol in it, so what is over the map can be read without opening the menu, and the menu says how many of each it has to draw — **Reporting points (4)**. Nothing drawn against a count of four means the marks are hidden behind something; a count of nothing means there is nothing published there.

Switch **Wind** on for the surface wind as bright yellow **wind barbs**. The staff points to where the wind comes from; a half barb is 5 kt, a full barb 10 kt and a pennant 50 kt. A ring is calm, two rings a variable wind.

A barb with a **dot** at its foot is a wind that was measured there: an airfield or a weather station. The thinner barbs between them are **worked out** from the stations around them, so the map shows the whole field of wind rather than a few lonely barbs. Nothing is drawn further than 60 km from the nearest station.

For the wind in degrees and knots, **hold your finger on the map**: the point's own page gives the wind there and the nearest place it was measured, with the airspace, the NOTAMs and everything else over that point.

The measured winds are the METARs of airfields — from aviationweather.gov, everywhere — and, over the Netherlands, KNMI's 10-minute stations through FlightLog's own data service. They are renewed every 10 minutes; reports older than 90 minutes are left out, and zoomed far out some barbs are left out so the rest stay readable. What is worked out between them is the wind as a vector, weighted by how near each station is: a guide, not a measurement. It is all wind near the ground, not at circuit or cruising height.

NOTAMs

NOTAMs in the same menu draws what NOTAMs cover, in orange, over the chart: an orange marker where each one is, its area around it, and only an outline where that area is a wide one. Hold your finger on the map there for what they say — or look them up with the NOTAM button, which gives the whole message, when it is in force, its schedule and how high it reaches.

The **NOTAM button** in the top bar, beside the weather, is where you go looking. Choose an **airfield** the way you choose one anywhere else in FlightLog, or ask for **Around here (map)** — what is published over the patch of country on screen — **Around here (my position)**, or **Along the route**. Zoomed far out the map covers a continent, which is more than the FAA will answer for: it says so rather than asking. What you looked up stays there when you close the screen, so you can look at the map and come back to your list; **Reset** clears it to start again.

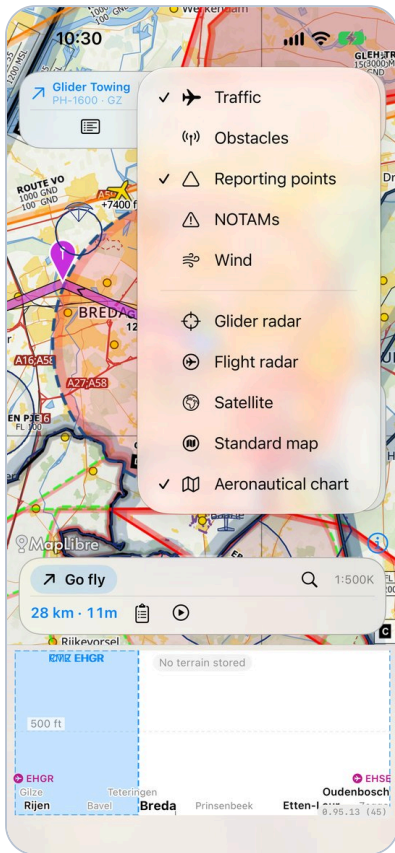
NOTAMs are written in ICAO's contractions — "RWY 05/23 CLSD DUE WIP". **Settings** → **NOTAM text** chooses what you read: **Original** as published, **Decoded** in words, or **Both**, which is how it starts. Codes, runway designators, heights and times are left exactly as published, and anything FlightLog does not know is left alone.

Any NOTAM has **Show on map**: it puts the map over what that NOTAM covers and draws it there, solid, whether the NOTAM layer is on or not — until you ask for another.

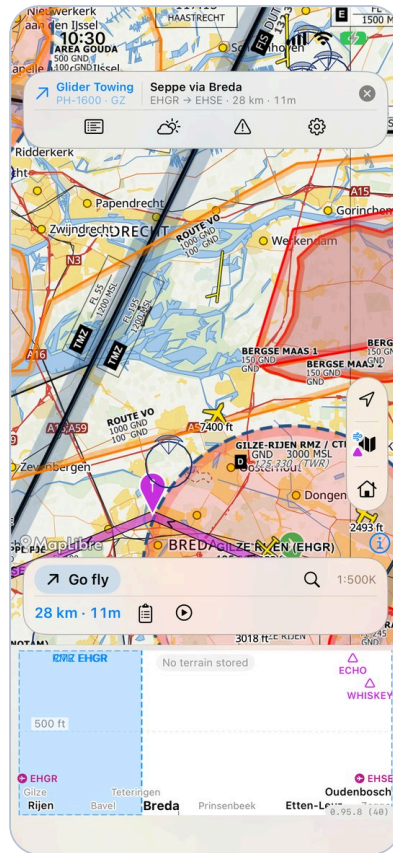
The pages that describe a place list them too: an airfield's page and the point you hold your finger on. A flight plan asks first — **NOTAMs along this route** looks up what lies within 15 km of it, which takes a moment.

Lists leave out the FIR's own paperwork — the checklists of numbers in force and the notices that an AIP amendment is coming — and put what names the tightest patch of ground first, so a temporary area a few miles up the road comes before a notice about the whole country. FlightLog's data service keeps its own copy of the NOTAMs, so the FAA is asked no more often than it allows. While that copy is still filling, a list may say it is not the whole of it yet. The NOTAMs come from the FAA's

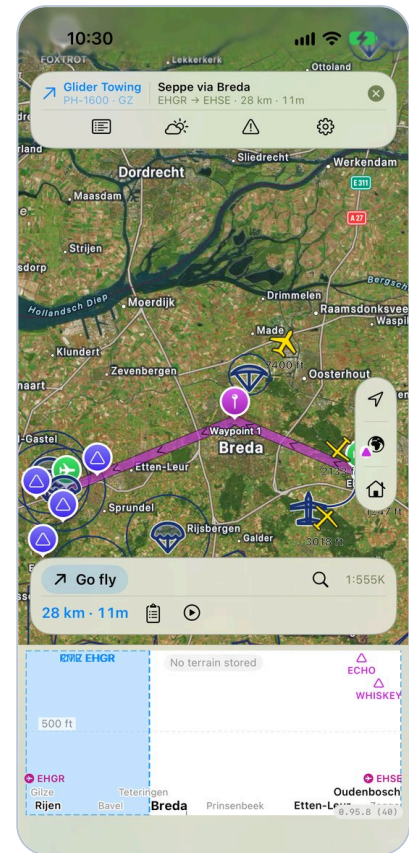
NOTAM Management System. It is an American service, but it carries the **international and military series worldwide**: over the Netherlands that is Schiphol, the Amsterdam FIR, Eindhoven, Deelen and the fields across the border. What it does not carry is another country's domestic series, so a small gliding field usually has none — an empty list is not a promise that there are none. Only what is in force now, or starts within the day, is listed. This is not a briefing: read the official one before you fly.



The map layers menu.



Wind barbs on the map.



The satellite picture.

Obstacles

Obstacles in the map layers menu draws masts, chimneys, wind turbines, pylons, towers and tall buildings as a chart draws them, each kind with its own symbol, and how tall it is in feet above the ground under the symbol. They appear from about 1:500,000 in; further out they would be a wall of symbols. The tallest are drawn first where there are many. **Minimum obstacle height**, under the switch, chooses the smallest drawn: from 30 to 200 m, 100 m to start with.

They are listed as well where you are looking at a place: the point you hold your finger on lists what is within 5 km, and a flight plan lists the tall ones within 2 km of its route. The symbols themselves are a picture, not a button — what they are and how tall is read from that page.

From OpenStreetMap: FlightLog builds its own set from it, everything from 30 m up with its height, which holds far more than openAIP's; where it has not been built yet, openAIP's are used. Heights are mapped for most and not for all, and the list is not complete — a chart is. **Reporting points** in the same menu draws the named points as labelled marks over the chart's own triangles. Zoomed out past about 150 km across, only the compulsory ones are drawn; wider still they stay off, since a handful in the middle reads as all there are. A waypoint being dragged snaps to them whether the layer is on or not.

Other traffic

The map shows the other aircraft around you, from three places at once:

- **OGN** — what the Open Glider Network's ground stations hear from FLARMs and transponders, through FlightLog's data service;
- **ADS-B** — airliners, business jets and every aircraft whose transponder sends ADS-B, from adsb.lol;
- **your FLARM** — over Bluetooth, from a FLARM in the aircraft with a Bluetooth module such as an LXNAV PowerMouse. It needs no signal, and its warnings come up over the map like the others under *Warnings in flight*.

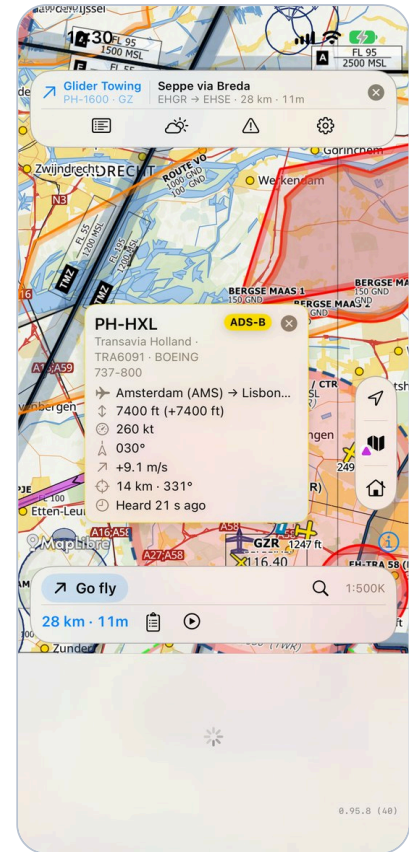
Each aircraft is drawn as its kind — a glider, a light aircraft, a helicopter, a jet, a paraglider, a balloon, a drone — turned the way it flies: **orange** from your FLARM, **yellow** from OGN and ADS-B, **red** while your FLARM warns of it. Under it is its **height** above you, or below with a minus: **450 m**, **-120 m**.

Tap an aircraft — it turns red and the map moves onto it — for a card that moves with it and is filled in again with every report: its registration and type, the airline and call sign, where an airliner flies from and to, its height on the QNH and how far above or below you that is, speed, track, climb, how far away it is and how long ago it was heard. Tap beside it or **x** to close it.

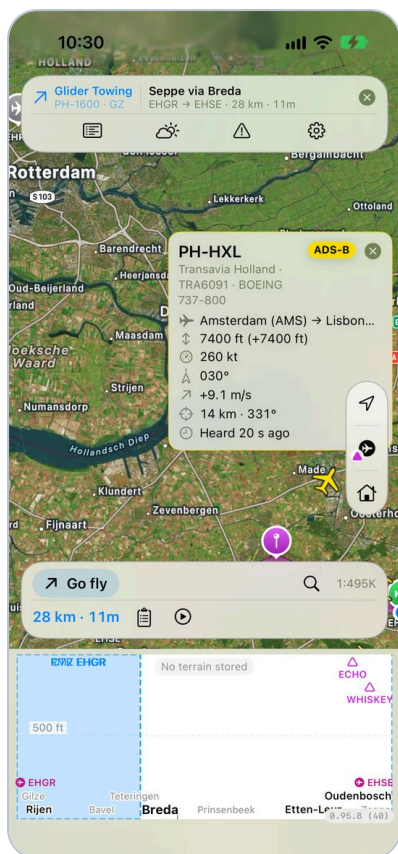
Traffic in the map layers menu switches it all off and on.

Settings → **Traffic** chooses the rest: OGN and ADS-B each on or off, the **kinds** to show — leave the airliners off if they are no business of yours — how far above you to look, and your FLARM: **Search for the FLARM** finds it once, and FlightLog connects to it by itself after that.

Without mobile signal the map says **Live traffic: no connection** — and that only your FLARM's traffic is shown, when it is connected — rather than leave an empty sky that looks like a clear one.



Traffic around Gilze-Rijen, with an airliner's card open.



The flight radar.

The flight radar

Flight radar in the map layers menu is the sky as a flight-tracking site shows it: the satellite picture with every aircraft over it at every height and further around, without the chart's own marks or the labels. Tap one for its card.

OGN and ADS-B are what receivers on the ground hear, seconds late and only where there is signal and a receiver in range. They are for knowing who is about, not for avoiding anyone: that is what your eyes and your FLARM are for. The names come from OGN's device database and the aircraft database Micronics keeps; routes from adsb.im and airlines from OpenFlights. ADS-B data: adsb.lol, under the Open Database License.

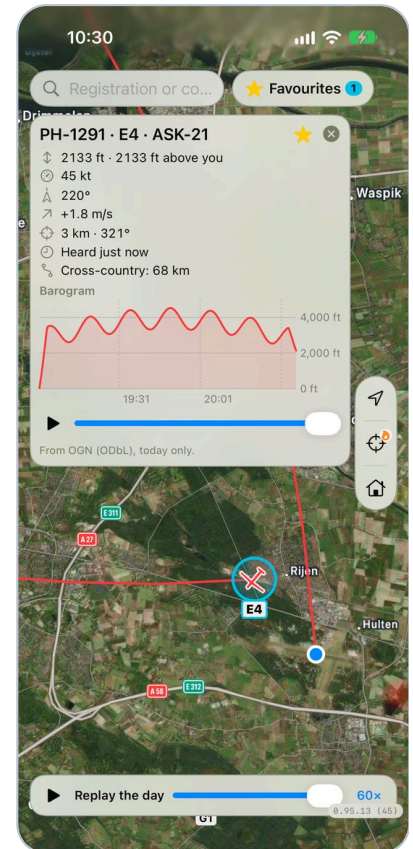
The glider radar

Glider radar in the map layers menu shows only gliders, over the satellite picture, wherever in the **Benelux and Germany** you move the map — at home, at a competition, along a friend's cross-country. Each glider carries its **call sign**: its competition number, or its registration. On the ground the bars along the top and the bottom are put away so the map has the screen; the buttons on the right stay, and the map layers menu takes you back to the chart.

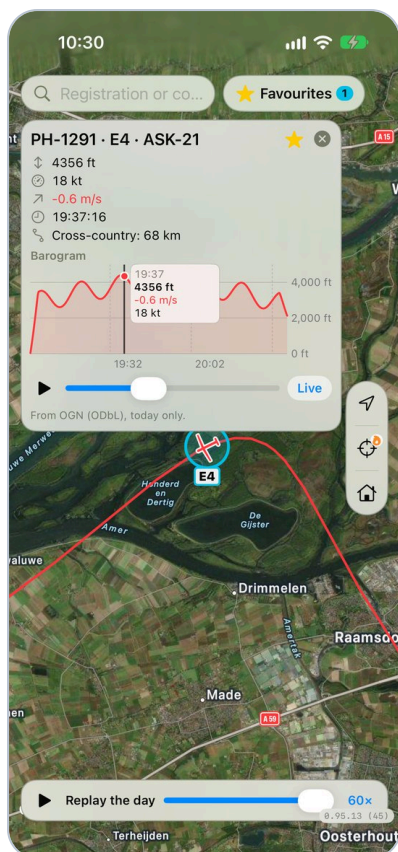
Tap a glider for its box in the corner and its **track since midnight** on the map. The box gives its name and type, its height, speed and climb as last heard, how long ago that was, and today's **cross-country distance** — a start, up to five turnpoints and a finish, as the OLC and WeGlide reckon it. Under them is its **barogram**, the day's height against the clock. **x** closes the box and takes the track off the map.

Under the barogram, ► and the slider play the flight back: the glider moves along its track, a line marks the moment on the barogram, and the box reads out the height, speed, climb and time at that moment. Slide along it, or along the barogram itself, to go to any moment; **Live** is back to now.

The **search** field at the top finds a glider in view by its registration or competition number, and opens it as a tap would.



The glider radar: the ASK-21 picked, its track since midnight, its box and barogram.



The ASK-21's flight played back: the moment on its barogram and on the map.

Replay the day

The time bar along the bottom takes the whole glider radar back to any moment of today: slide it, and every glider is where it was then, with a short trail behind it. ▶ plays the day on at 10, 60 or 300 times — tap the speed to change it — and **Live** brings the map back to now. While a day is replayed, a glider's box and the lift follow the moment played back.

Lift

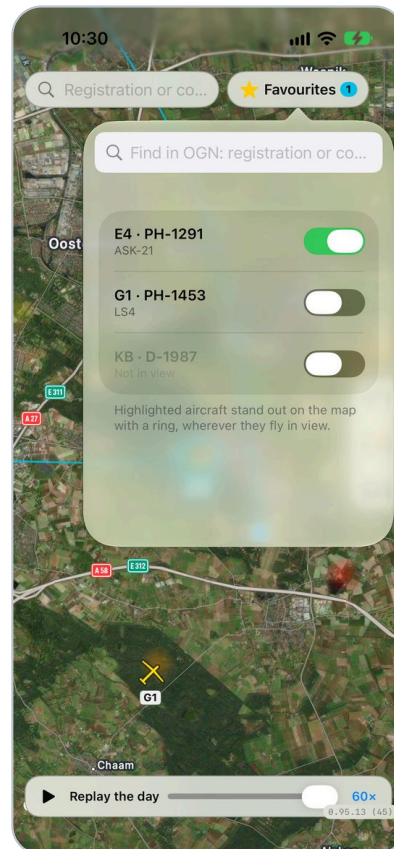
Lift in the map layers menu — on the glider radar it holds only the map choice and this switch — draws where gliders found lift in the hour before: a **thermal** as a round patch where they circled, a **cloud street** drawn out along its axis where they ran along it. The colour is the climb, from yellow for half a metre a second through orange to red at three, and a patch fades as it ages. Tap one for what kind it was, how strong, how many gliders found it, how high they went and how long ago.

Favourites

The **star** in a glider's box makes it one of your favourites. ★ **Favourites**, beside the search, lists them:

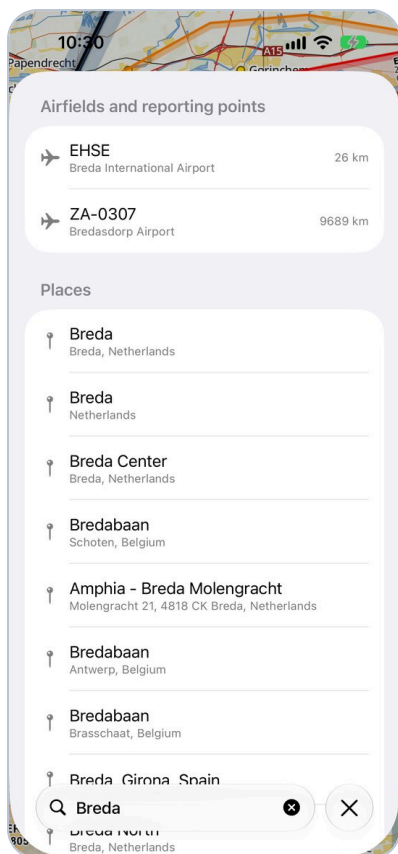
- the switch beside each **highlights** it: a cyan ring round it on the map, and its track since midnight drawn in a colour of its own;
- the map **follows** the highlighted ones in the air, framing them again as they near the edge — until you move the map yourself; opening the list follows them again;
- one in view opens with a tap; one flying elsewhere says **Not in view**;
- the search at the top of the list finds any aircraft in **OGN's database** by registration or competition number, flying or not, to add with its star. Swipe a favourite away to remove it.

From OGN, through FlightLog's data service: what its ground stations hear, so only where a station is in range. Tracks, the day replay and the lift are kept for **today only**. OGN data under the Open Database License (ODbL). For seeing who is flying where, not for avoiding anyone.



The favourites: one highlighted, one not, one flying elsewhere.

Finding a place



Searching for a place.

Tap the **magnifier** in the bottom bar and type an airfield, its code, a reporting point or a town. Airfields and reporting points are on the phone and work without signal; towns and streets need a connection.

Pick a result and the map goes there, with a green ring around the spot. The ring goes as soon as you do something else.

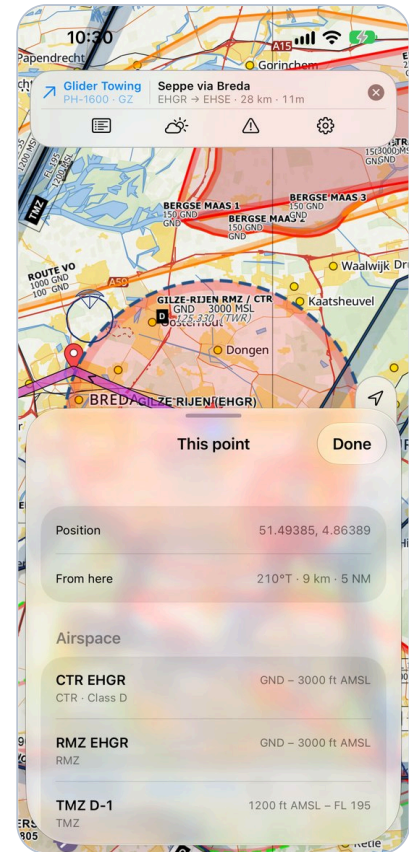
What is at this point?

Hold your finger on the map for what is at that point. Everything the map can say about a place is on this one page, whether or not the layer that draws it is switched on. Hold a **mast** or a **NOTAM marker** and that one stands at the top of the page, under its own heading:

- the airspace above it — name, class, lower and upper limit and its frequency, with a warning triangle on restricted, danger and prohibited areas;
- the NOTAMs that cover it;
- the obstacles within 5 km, with their heights;
- the reporting points within 10 km, and whether they are compulsory;
- the wind there, and the nearest place it was measured;
- the airfields within 15 km with their frequencies;
- the bearing and distance from where you are.

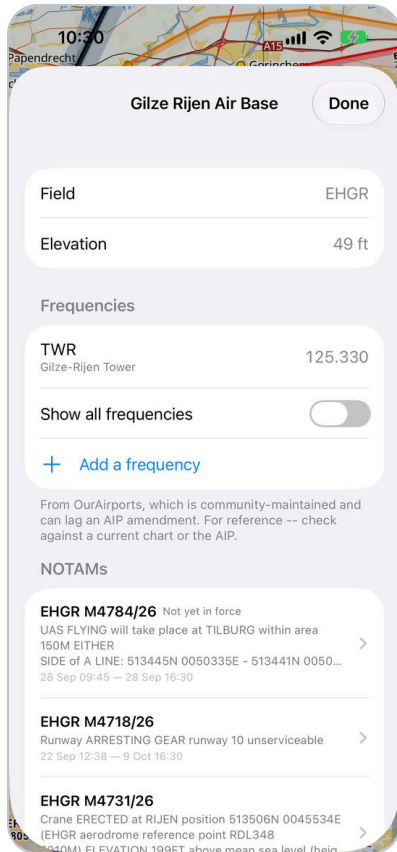
Tap an airfield on the map for its frequencies straight away (see below).

The airspace comes from openAIP, through FlightLog's own data service: no key or account needed. Once you have looked at a country it keeps working without signal, and it is renewed once a week.



Holding a finger on the map.

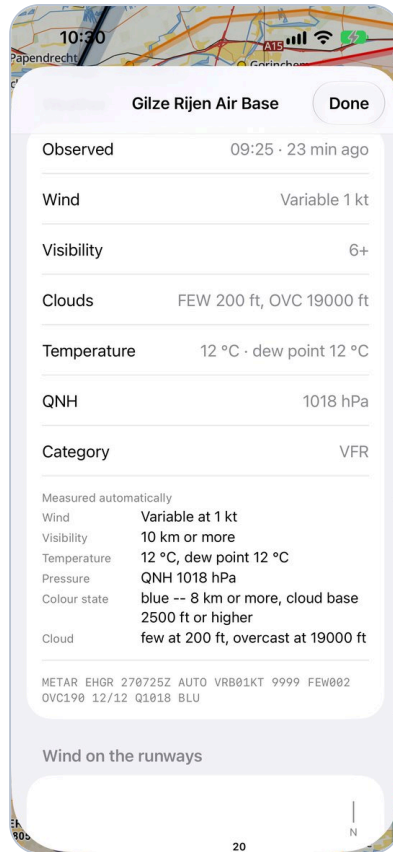
An airfield's frequencies and weather



Tap an airfield on the map for the field's own page.

Every gliding field is marked with a glider beside its own pin, and parachute drop zones and paragliding sites with their own marks, the way a chart draws them.

The field's page: its frequencies and the weather.



The METAR decoded, and the wind on the runways.

The field's page shows:

- **Frequencies** — the ones ticked to show. **Show all frequencies** lists all of them with their ticks, to change what is shown; **Add a frequency** adds your own.
- **Weather** — the latest METAR: when it was observed, the wind, visibility, clouds, temperature and dew point, QNH and the flight category, with the report itself underneath. A field without a METAR of its own shows the nearest station's, and says which.
- **Wind on the runways** — the reported wind drawn on the field's runways, with the head- or tailwind and crosswind on each.

Landing charts and field information

A field's page carries two more sections, and a flight plan carries them for every field its route touches.

Field information is what the country's AIP says about the field beyond where it is and what it broadcasts on: when it is open, the rules in its remarks — a weight limit, PPR for gliders, noise abatement — its transition altitude, its magnetic variation and the operator's own address and telephone numbers. It is published a country at a time, so the first field you ask for fetches the lot: about 9 MB, kept on the phone until the AIRAC cycle turns over, when it is fetched again.

Aeronautical data © open flightmaps association, from the countries' own AIPs. For reference — check against the AIP before you fly.

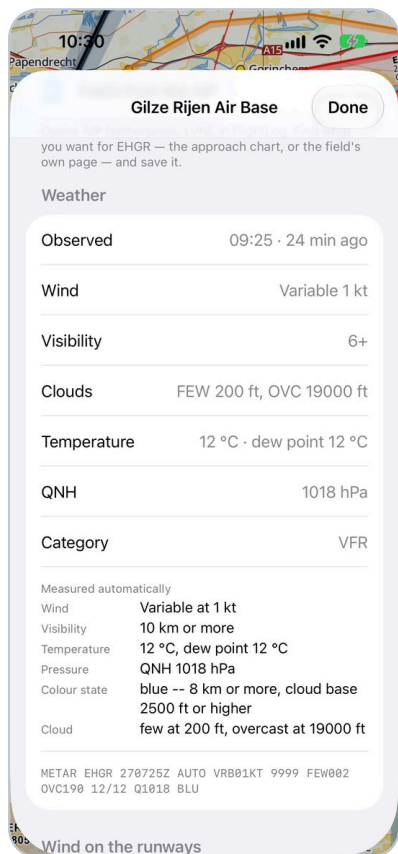
Charts and field information is where you keep the approach chart itself. A chart is the state's publication, not FlightLog's to hand out, so the app opens the country's own AIP *inside* FlightLog: **Fetch from the AIP** opens it, you find what you want — the VAC, or the field's own pages — and **Save this** keeps that file on the phone. It is

your own copy of a public document, as a printed one would be.

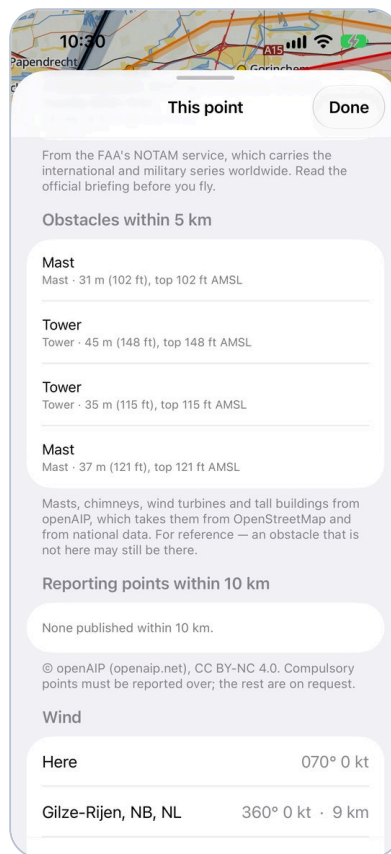
Each kept document says which **AIRAC cycle** it came from and when you fetched it: "AIRAC 2609, current", or "AIRAC 2606, three cycles behind" with the way to fetch the current one. Tap one to read it; swipe it for **Rename** or **Delete**.

In a **flight plan** the same section lists the fields the route runs between, the ones it passes over and its alternates, each with what is kept for it. Fetch what you need before you go: in the air there is nothing to fetch from.

The charts are not part of a backup: they are copies of something published, sometimes tens of megabytes of it, and fetching them again is a minute's work. FlightLog knows where the AIP is published for the Netherlands, Belgium, Germany, France, the United Kingdom, Luxembourg and the United States.



Charts and field information for a field.



What is over a held point, under the airspace.

4 Modes and aircraft

The **mode** says what kind of flying you are doing today. Choose it once with the button on the left of the top bar; every question the app asks follows from it.

MODE	FOR	GO FLY ASKS
 Aircraft	a powered aircraft or a motor glider under power	which aircraft, and what kind of flight or who it is for
 Glider	a glider	which glider, and winch or aerotow
 Glider Towing	the tow plane	who the tow is for and to what height
Helicopter	a helicopter	which one, and who is aboard
Balloon	a balloon	which one, and who is aboard

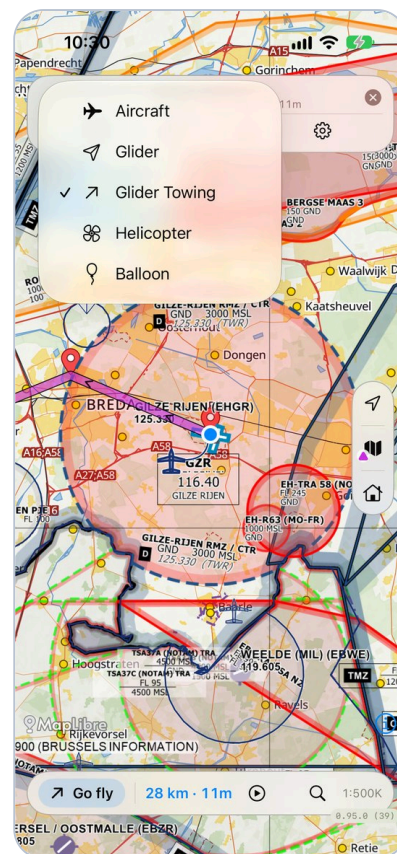
Under the mode's name the bar shows the aircraft you last flew in that mode. Each mode remembers its own, so switching from the tow plane into a glider and back does not mean choosing again.

Hold the mode button to open that aircraft's page — its type, callsign and cruise speed.

Only the modes you use are offered: switch the others off under

Settings → **Mode Options**. With a single mode in use the button simply shows it, with no menu to open.

Which aircraft a mode offers comes from the fleet (**Settings** → **Manage aircraft**): *Aircraft* offers everything with an engine, *Glider* the gliders, and *Glider Towing* whatever is marked as towing. A motor glider appears under both Aircraft and Glider.



Choosing the mode.

5 Going flying

Before you fly, tap **Go fly**. After that there is nothing to do: FlightLog notices the takeoff and the landing by itself.

Setting the flight up

Go fly asks only what the mode leaves open, and nothing it already knows.

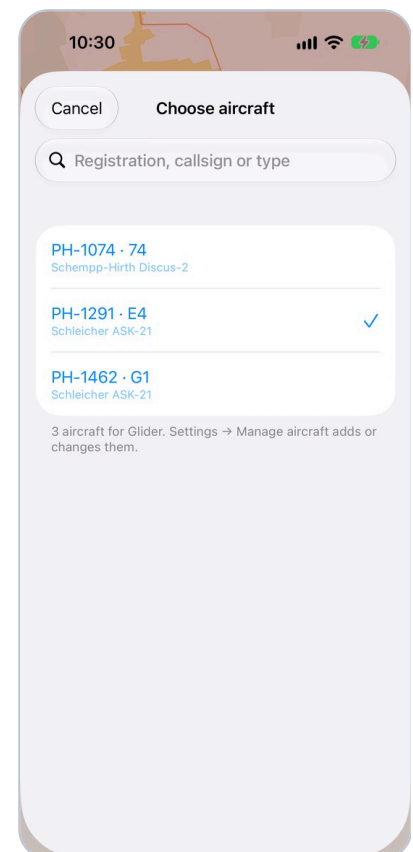
Which aircraft

Where the mode has more than one aircraft, Go fly first shows the list — search by registration, callsign or type. The one you flew last is ticked; tap the one you are flying. **Cancel** calls the flight off.

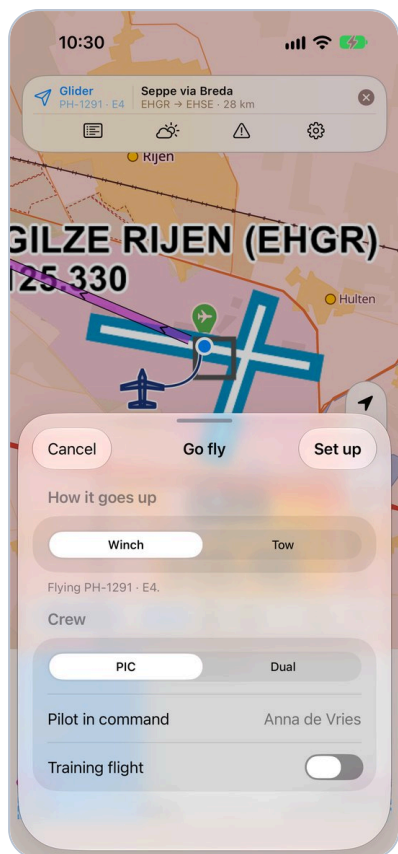
An aircraft whose **papers** have run out or will within six weeks — its insurance, its certificate of airworthiness, its radio licence — is said so at the top of Go fly, in orange or red, and so are your own **medical** and **licence**. FlightLog says it; it does not stop you.

Glider: how it goes up

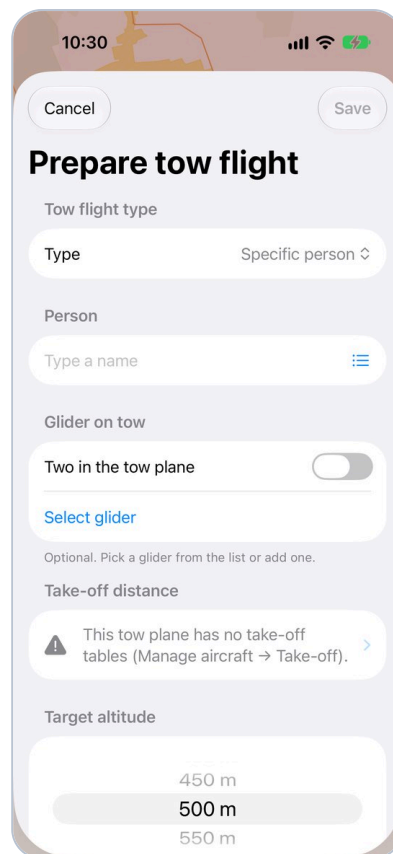
Choose **Winch** or **Tow** and tap **Set up**. A glider set up as a self-launcher (*Engine* in Manage aircraft) also offers **Self-launch**, first. If you forget, FlightLog works the launch out afterwards from how steeply the glider climbed — winch or aerotow only.



Choosing the glider.



A glider: winch or aerotow.



A tow: who it is for and the target height.

Glider Towing: who tows, and who the tow is for

The **tow pilot** comes filled in: the member GlidingApp has down to tow today, or whoever flew the last tow. Change it if someone else is flying — the tow pilot you choose stays for the tows after, until you change it again, and GlidingApp's roster does not overrule it that day.

Choose whether the tow is for a **person** (pick the member) or a **donor**, pick the **glider** on the rope, set the **target height** on the wheel and tap **Save**. The height is drawn on the flight's barograph afterwards; the glider is kept with the tow, shown on its page and sent to GlidingApp with it. The (X) on the glider's row takes it off again.

Two in the tow plane, above the glider, is an instruction tow. It may only take a single-seater, so the list then leaves the two-seaters out, and one person is counted in the glider. Whether a glider has one seat or two is set under Manage aircraft; for the usual types it is filled in from the name.

Take-off distance and which runway

With a glider picked and take-off tables for the tow plane (**Manage aircraft** → **Take-off**; for the HK 36 TTC Super Dimona they are built in), Go fly works out the distance to 15 m from the tow plane's flight manual. Choose **1 person** or **2 persons** in a two-seater, the **Water ballast** on board in litres, grass or paved, and whether the grass is wet or long. The glider's mass is worked out as its empty mass plus 90 kg a person and the water — without an empty mass, its maximum take-off mass — and shown in grey: type a mass of your own over it for this tow. The runway's surface is kept per field; wet grass and the start you picked are taken over for the rest of the day.

Where a figure is missing — the glider's glide ratio or mass, its tow speed, the tow plane's tables — the warning says so with a >. Tap it to fill in just that figure of that aircraft; **Save** keeps it on the aircraft and the take-off is worked out with it at once.

The field's weather gives the temperature, the pressure and the wind. FlightLog then goes through every runway and every intersection — *28 from 02/20* is runway 28 starting where 02/20 crosses it — and advises the most into-wind start that fits with the margin, nearest to where you stand. Pick another under **Runway** if you like. For the start shown you see:

- **Required to 15 m**, the ground roll, and **with margin** ($\times 1.33$), against what is **available** from that start: fits, fits without the full margin, or does not fit;
- the **crosswind** — marked when it is more than the flight manual shows as demonstrated (8 kt for the Super Dimona). It is not refused: whether to go is yours;
- whether the tow **clears the obstacles** past the runway's end, at the tow plane's climb gradient (6.5 % and a 15 m margin unless set otherwise under the aircraft's Take-off).

Slope and obstacles holds, per field and runway direction, how much the runway climbs — the terrain's figure is offered — and the tree lines or buildings past its end. Masts, turbines and pylons of 30 m and more from the map are counted by themselves. A glider towed faster than the tables' climb speed, such as a Fox at 130 km/h, makes the run longer and the climb flatter; the tow plane's highest tow speed is the limit.

The figures follow the flight manual's tables and corrections: half the headwind, one and a half times a tailwind, more on grass and uphill. They are an aid for planning — the flight manual on board is what counts.

Aircraft

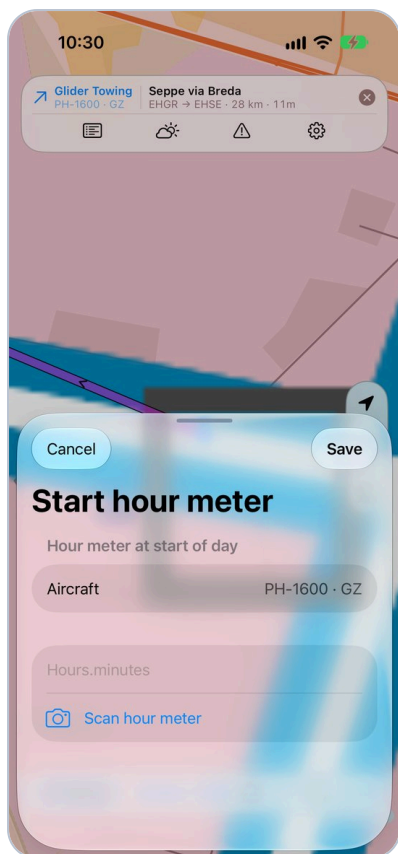
For an aircraft on the daily card you choose who the flight is for; for a tow plane flown on its own, what kind of flight it is (recreational, training, test or ferry).

Crew: PIC or dual

For an aircraft or a glider, Go fly also asks how you fly it:

- **PIC** — you are the pilot in command. With your phone linked to GlidingApp, your name is shown.
- **Dual** — you fly with an instructor, who is then the pilot in command. Pick the instructor from the club's members (or type the name when there is no member list).
- **Training flight** — switch it on for a lesson or a check flight.

Go fly starts from what you chose last time in the mode, so a student flying dual does not have to choose again. A tow is always flown as PIC and is not asked. Flights FlightLog records without Go fly count as PIC; you can change that on the flight's page.



The day's start reading, before the first tow.

The hour meter before the first tow

The first time you set up a tow on a day, in Glider Towing with an aircraft that has an hour meter, Go fly asks for the **start reading** first. Type it, or photograph the meter and check the reading. It is asked once a day, never for gliders, and never just for opening the app.

Ready, in flight, landed

Once the flight is set up, the bars make way for the flight itself:

Ready

Set up and waiting. The map closes in on the airfield. Take off whenever you like — you do not need to touch the phone.

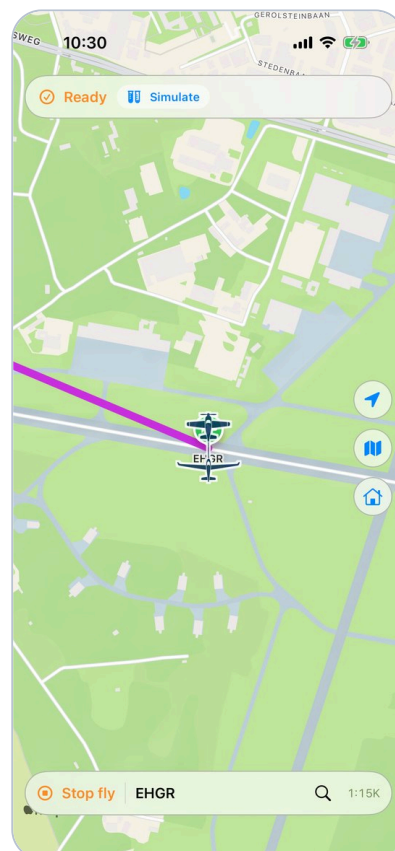
In flight

The takeoff was detected. The flight time, height and ground speed are shown, and the track grows behind the aircraft.

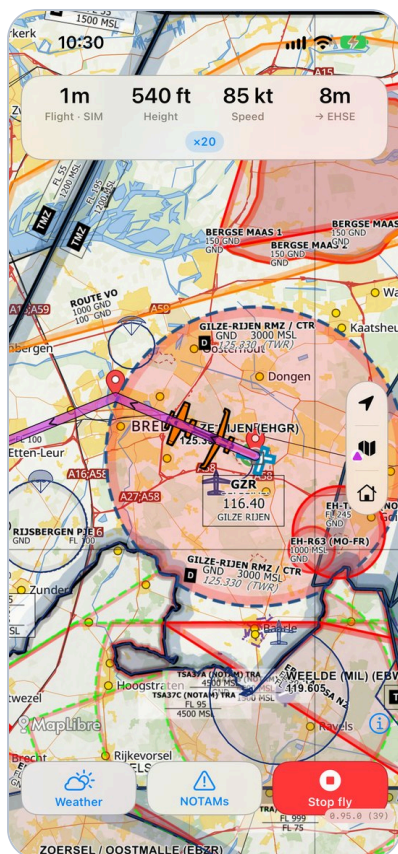
Landed

The landing was detected and the flight is in the logbook. Tap **Stop fly** when you are done.

While you fly, the flight time, height and speed are also on the lock screen and in the Dynamic Island — a quick way to see that FlightLog is working.



A tow standing Ready.



In flight: the strip across the top, three buttons below.

The flight strip

In the air the screen holds only what a look should find, always in the same place. Across the top is the **flight strip**, four boxes that never move:

- **Flight** — the time flown (**Ready** or **Landed** before and after);
- **Height** above the field, and **Speed** over the ground;
- the fourth box is what matters most now: on a tow, how much of the target height is still to climb, with a bar that turns green when it is reached; with a route on the map, the time left and the next waypoint; without one, the distance and course home.

Tap the strip for a line of detail under it — the route by name, what is left of it and when it ends — and tap it again to close it. Warnings appear right under the strip.

At the bottom are three big buttons: **Weather**, **NOTAMs** and **Stop fly**, solid red. The weather and the NOTAMs open over half the screen, so the map stays in view; swipe them down to close them. The logbook, the settings and the rest come back on the ground.

Stop fly

Stop fly is always the way out:

- **Ready**: it cancels the flight. Nothing is logged.
- **In flight**: it ends the flight by hand, for the rare case the landing was not noticed. It uses your last known position, and asks first.
- **Landed**: it closes the flight off and — for an aircraft with an hour meter — asks for the reading after the flight. After a tow it suggests the last reading plus the time flown; check it against the meter.

Touch-and-goes stay one flight. Driving to the field fast does not count as a takeoff.

Warnings in flight

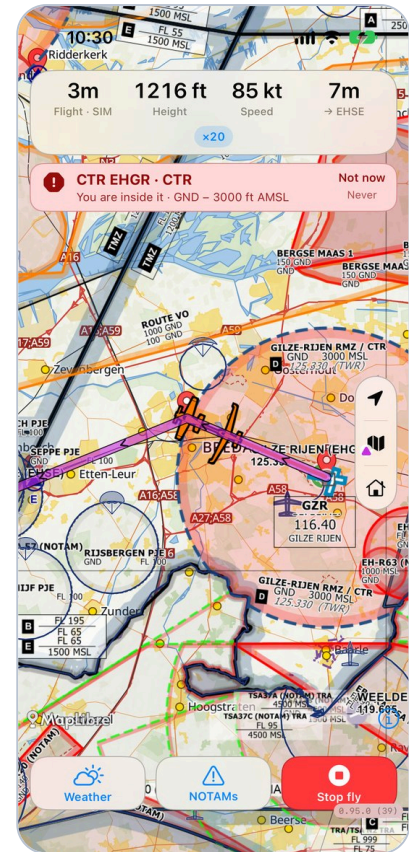
While the aircraft is up, FlightLog looks ahead along your track every few seconds and says what it finds, in a panel over the map:

- an **obstacle** you are flying at with less than 500 ft over its top;
- **airspace** you are about to enter that a VFR flight may not simply carry on into — or are already in;
- **NOTAM** areas over your track;
- **traffic** your FLARM warns of, with its clock position, how far and how much higher or lower — on top of the others, and on your watch.

Red is a warning, orange a caution; each says how far ahead it is.

Not now puts one away for ten minutes; **Never** for good — for the most beside your own field, say. **Settings** → **Warn me in flight** switches the warnings off and brings back what you silenced.

FlightLog reads what openAIP and the FAA publish and nothing else — not the terrain, not today's activity, not what the controller just said. Everything it says is worth looking at; its silence is not a clearance.



A warning over the map: airspace ahead.

On your Apple Watch

With the FlightLog app on your Apple Watch, the warnings come to your wrist as well: the watch taps when one appears, and again as it comes within two minutes, one minute and thirty seconds — a different tap for airspace, a NOTAM and an obstacle. The **Ahead** complication puts what is ahead on the watch face. If the phone goes quiet, the watch says so, since it will hear no more warnings until it is back.

The watch can also log a flight on its own, for a flight flown without the phone: tap **Fly** on the watch. The flight comes into the phone's logbook the next time they are together.

6 The logbook

Tap the **logbook** button in the top bar. The logbook shows one day at a time; tap the **date** to pick another day. Under the date you see how many flights there were and the total time in the air.

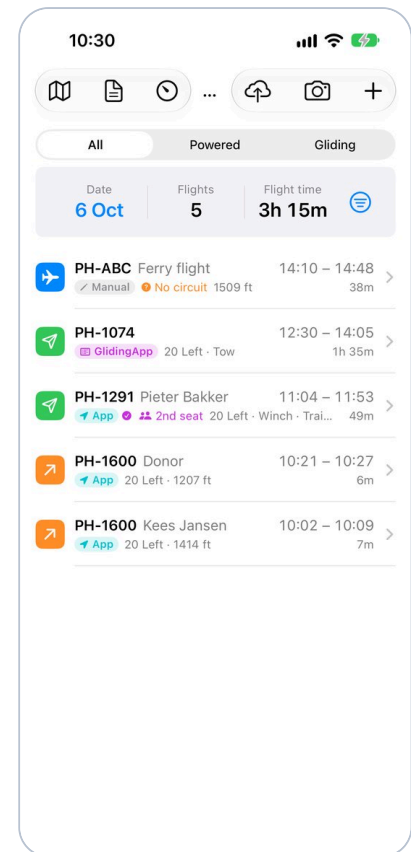
Each flight takes two lines. The first names the aircraft, who or what the flight was for, and the takeoff and landing times. The second says where the flight came from, the runway and circuit, the launch and the height, and the flight's duration.

Tap a flight for its details. Swipe it to the left to delete it. The filter button at the right of the bar looks further than one day — see below.

When you fly both gliders and powered aircraft, **All**, **Powered** and **Gliding** above the bar split the logbook in its two halves; with gliding alone it is not there.

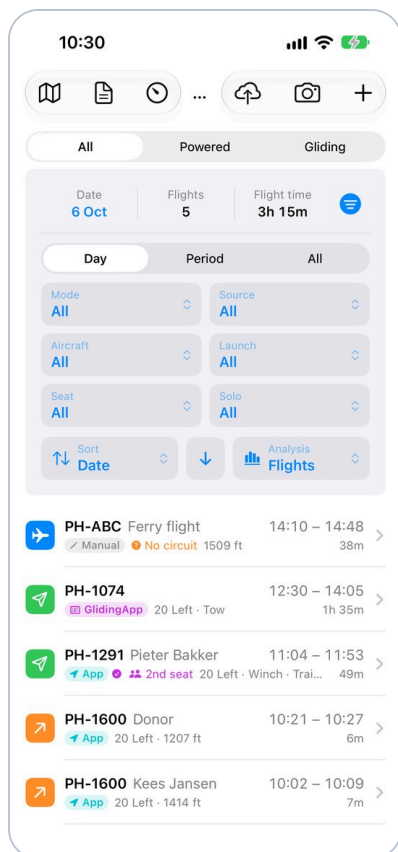
The buttons at the top:

- **Map** — back to the map;
- **Daily card** and **Hour meter** — for tow pilots only (chapter 8);
- **camera** — import flights from photos of a paper logbook;
- **+** — add a flight by hand;
- **GlidingApp** — with the phone linked to your account, sends the flights not yet in GlidingApp and puts right the ones that differ (chapter 13);
- **Club logbook** — for the club's flight administrators only (chapter 13).



A day in the logbook.

Filters and analyses

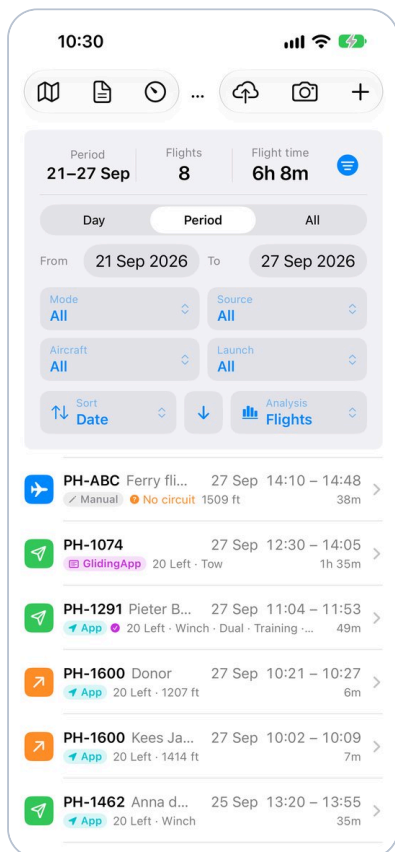


Tap the **filter** button at the right of the bar to open the filters under it. They combine, and the number of flights and the flight time in the bar always count what they let through.

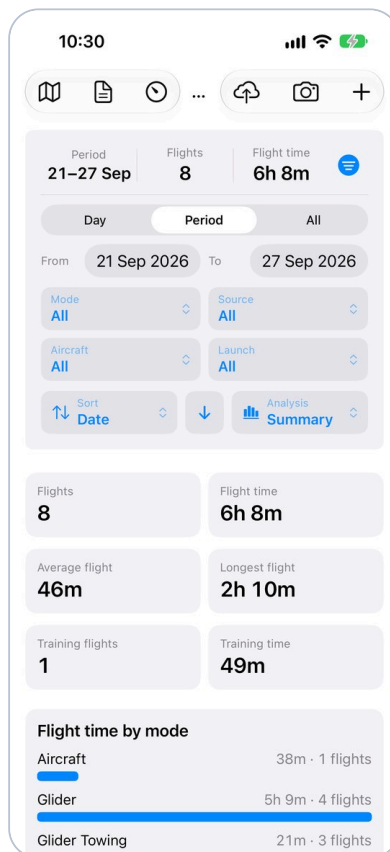
- **Day, Period** or **All**: one day, every day from one date (**From**) to another (**To**), or every flight in the logbook. With more than one day, each flight in the list shows its date as well as its times.
- **Mode**: aircraft, glider or tow flights only.
- **Source**: only flights recorded by the app, brought in from GlidingApp, added by hand or simulated.
- **Aircraft**: one aircraft's flights.
- **Launch**: winch launches or aerotows only.
- **Seat**: flown as PIC, or in the second seat.
- **Solo**: a student's solo flights only, or all but those.

Tap the filter button again to close the filters: they are cleared, and the logbook is back to the day you were looking at.

The filters, opened under the bar.



A week of flights, each with its date.



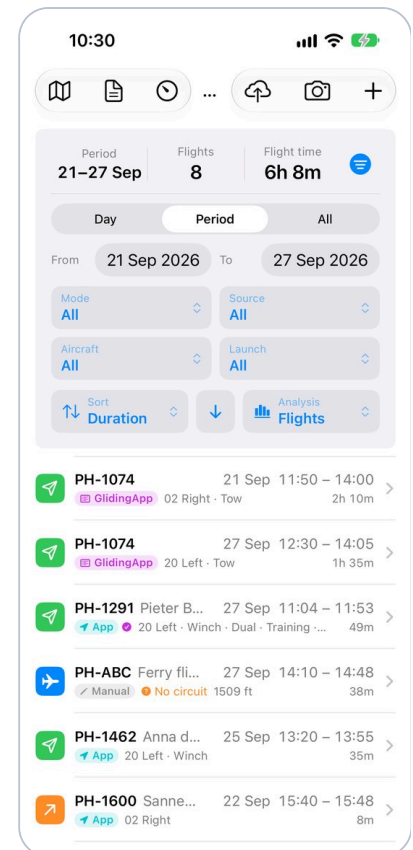
The Summary analysis of the same week.

Sorting

Sort puts the list in order of **Date**, **Duration**, **Mode**, **Aircraft** or **Source**.

Each starts the way round it is usually wanted — the newest flights first, the longest first, the rest from A — and the arrow button beside it turns the order around. Flights that are equal are listed newest first; a flight still in the air, or without an aircraft, goes last.

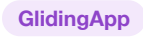
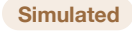
Closing the filters puts the list back in date order.



The same week, longest flights first.

Analysis chooses what to show of the flights the filters let through, in the place of the list. **Flights** is the list itself. **Summary** shows the number of flights, the total and average flight time, the longest flight, the number and time of training flights and of solo flights, with bars for the flight time per mode, the flight time as PIC and dual (tows left out) and the glider launches per method. More analyses will follow.

Reading the list

MARK	MEANS
 blue	An aircraft flight.
 green	A glider flight.
 orange	A tow .
 App	Recorded by FlightLog on this phone.
 GlidingApp	Brought in from the club's start administration; this phone did not record it.
 Logbook	Imported from a photo of a paper logbook.
 Manual	Added by hand.
 Simulated	Flown by the simulator (testmode); not a real flight.
• purple tick after the tag	A flight of yours that has been matched to the same flight in GlidingApp.
 Differs from GlidingApp	The flight and GlidingApp's copy of it no longer agree; open it to see what, and which to keep.
 No circuit	The runway and circuit direction are still missing.
Dual · Training	Flown dual with an instructor, and as a training flight.
Solo	A student's solo: PIC time, flown under an instructor's supervision, and counted apart.
2nd seat, purple	Flown dual, in the second seat, with an instructor in command. The Seat filter picks these out.

A tow pilot who wrote a **day of towing as one line** in a powered logbook — the date, the tow plane and the number of tows — finds it, once imported, as the heading over that day's tows. FlightLog checks it against the tows it has of that day: their minutes, plus a few for taxiing per flight, against the line's time. With that day's tows in the logbook the totals count them one by one; without them, the line counts as its tows and its time.

Adding a flight by hand



The screenshot shows a mobile app interface for adding a flight. At the top, there's a status bar with the time 10:30 and signal/battery icons. Below that, a header bar contains 'Cancel' and 'Save' buttons. The main title is 'Add flight'. Under 'Takeoff', there's a 'Date & time' field with '27 Sep 2026' and '09:24'. The 'Landing' section has a 'Flight has landed' toggle switch. The 'Airfield' section has a text field with 'EHGR'. The 'Flight type' section has a 'Type' dropdown menu showing 'Test flight'. The 'Crew' section has a 'PIC' and 'Dual' toggle switch, a 'Pilot in command' text field with 'Anna de Vries', and a 'Training flight' toggle switch.

Adding a flight by hand.

Missed a flight, or flew without the phone? Tap **+** in the logbook. Fill in the takeoff date and time, whether and when it landed, the airfield, the runway and circuit, the type of flight, the crew — PIC or dual, the instructor, training, and a student's **Solo** — the aircraft and any notes, and tap **Save**.

While a flight is in the air the **+** is greyed out, so you cannot accidentally add the flight that is already being recorded.

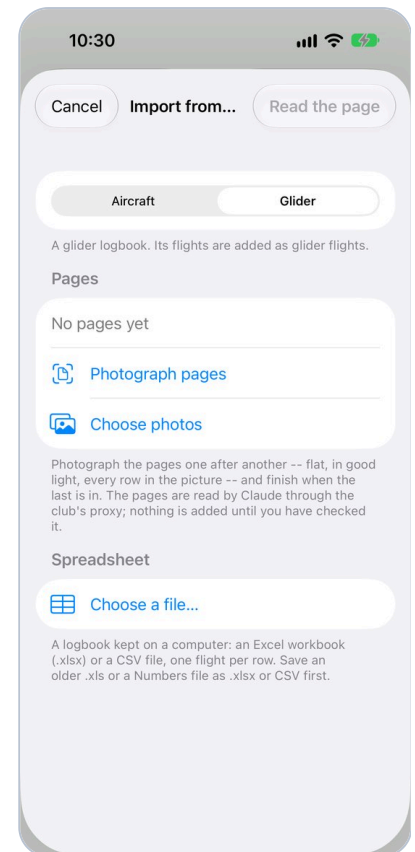
Importing from a paper logbook

Flights you logged on paper — last season's, or years of them — can be brought in from photos of the logbook's pages. Tap the **camera** button next to **+** in the logbook.

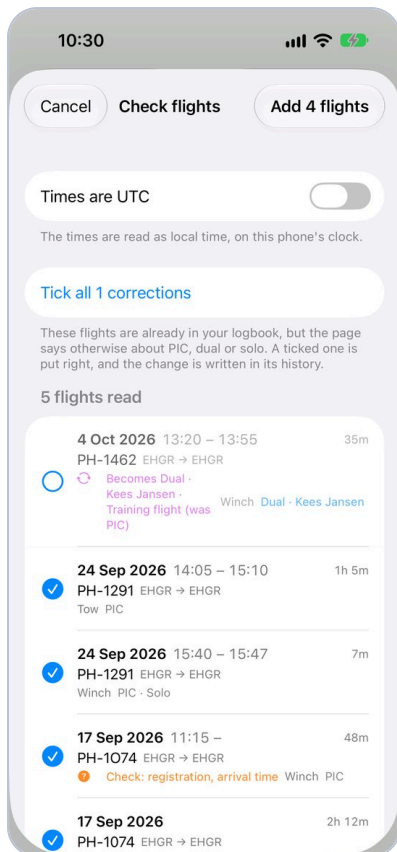
1. Choose **Aircraft** or **Glider**: which logbook it is. A glider logbook's flights are added as glider flights.
2. **Photograph pages**: the camera stays open, and each page you take is added — take the next one, and go back when the last is in. Or **Choose photos** you took earlier. Lay the book flat, in good light, with every row in the picture; for an aircraft logbook, take both facing pages of a spread together.
3. Tap **Read the page**, or **Read N pages**. Each page takes up to a minute. The pages are read by Claude through the club's proxy, so the app needs to be connected to the club (**Settings** → **GlidingApp**); you need no key or account of your own. A page that could not be read is tried again by itself; if it still fails, **Read those pages again** reads just those, without photographing them again.

A page is read as it is filled in. Each flight comes with whether it was flown as PIC or dual, and in a powered logbook with how many tows a line stands for. FlightLog knows the old **Dutch glider logbooks**: the ticked L, S and M columns for the launch, the instructor's signature and number beside a student's solo, and the totals at the foot of the page, which the flight times are checked against.

Each page is **kept with the flights** read from it, and goes into backups with them: a flight's **Logbook page** section has **View the page**.



Which logbook, and its pages.



Read flights: one to put right, a solo, and one to check.

Checking the flights

Nothing is added until you have checked it. Every flight read off the pages is listed with its date, times, aircraft, route and crew — **PIC**, **Solo**, or **Dual** with the instructor:

- **Already in logbook** — the same aircraft taking off and landing within ten minutes of a flight you already have. It is left out; tick it to add it anyway.
- **Becomes Dual (was PIC)** — a flight already in the logbook that the page says otherwise about: PIC or dual, or a solo. Ticked, the flight in the logbook is put right rather than a second one added, and the change is written in its history. **Tick all N corrections** ticks every one.
- **Check** (orange) — something on that row was hard to read, and the fields are named. Tap the flight to correct it.
- **No date** or **No time or duration** (red) — the flight cannot be added until you fill that in.

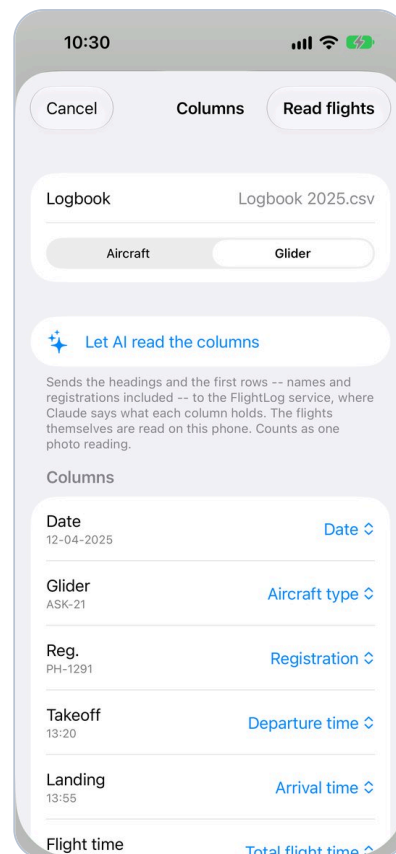
Times are UTC says how the logbook's times are to be read. It starts as the page says, and otherwise as UTC for an aircraft logbook and local time for a glider logbook. A flight with only a duration is placed at midday on its date. Tapping a flight opens it with its **crew**: PIC or dual, the instructor, and a **Solo** switch for a student's solo.

Tick the flights you want and tap **Add**. They appear with a **Logbook** tag, off the daily card; what the logbook said without a field of its own — the remarks, the aircraft type, a place the app does not know — is kept in the flight's notes.

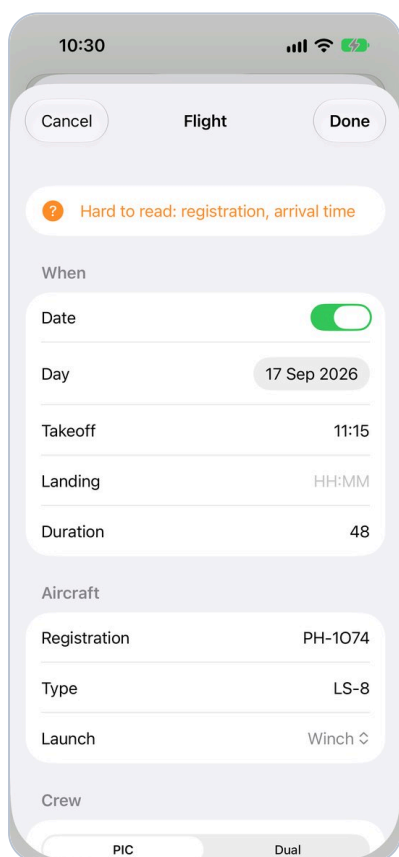
From a spreadsheet

A logbook kept on a computer comes in the same way: under **Spreadsheet, Choose a file...** takes an Excel workbook (.xlsx) or a CSV file, one flight per row. Save an older .xls or a Numbers file as .xlsx or CSV first.

Columns then shows what FlightLog made of each column from its heading — the date, the times, the registration, the flight time, the pilot in command, PIC and dual time, the launch, the remarks. Check each; a column marked **Not used** is left out, and a date column is needed. Where the headings say little, **Let AI read the columns** sends the headings and the first rows to FlightLog's service, where Claude says what each holds; the flights themselves are read on the phone. **Read flights** goes on to the same check as for photographed pages.



A spreadsheet's columns, as read from its headings.



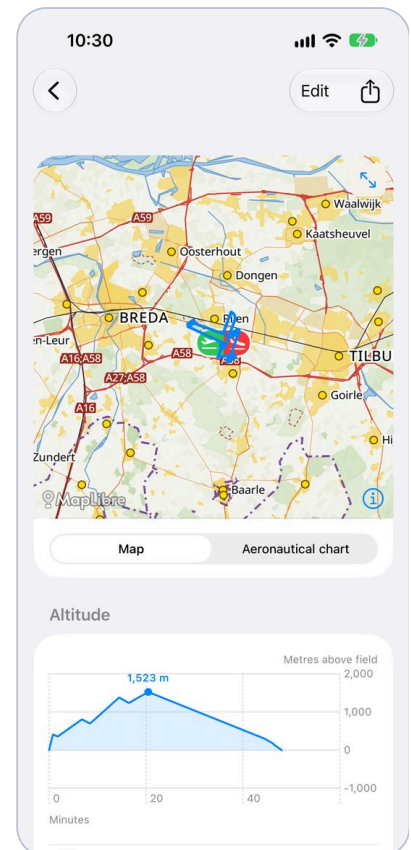
Correcting a flight before it is added.

7 A flight in detail

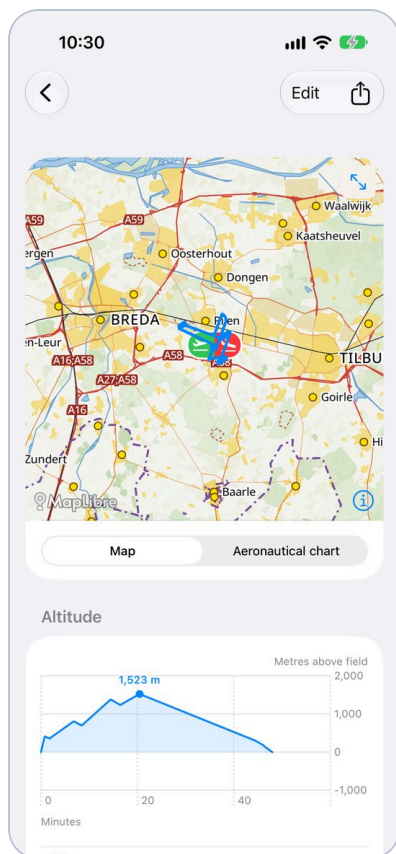
Tap a flight in the logbook to see everything about it:

- the **track** on a map — switch between **Map** and **Aeronautical chart**, and tap the arrows for a full-screen map;
- the **barograph**: height against time, above the departure field — from the phone's barometer, which follows a winch launch far more closely than GPS does. Slide along it to **replay** the flight: the aircraft moves along the track, with its height, ground speed and climb at each point;
- **takeoff** and **landing**: date and time, airfield and position, and the approaches flown;
- the **flight**: the aircraft, the type or who it was for, the launch, the duration and distance, the height — and on a tow the target height — the runway and circuit;
- the **crew**: flown as PIC or dual, the pilot in command, whether it was a training flight, and a student's **solo**;
- further down, the **logbook page** — a photo of the page in the paper book the flight is written on, kept with the flight; for a flight imported from a photo, **View the page** shows the page it was read from — and the **hour meter** reading for aircraft that have one.

Tap **Edit** to correct anything — the aircraft, the times, the runway and circuit, who it was for, PIC, dual or solo. The **Aircraft** picker above the registration offers the fleet: a flight FlightLog picked up without being set up with **Go fly** is logged with **Aircraft: Not selected** rather than the day's tow plane, and gets its aircraft here. A flight FlightLog logged as an ordinary one can be made a **tow** there afterwards, with who it was for and the glider on the rope; a name that is not in the list can be typed, and kept for the day or added to the list for good. **Delete Flight** is at the bottom.



The top of a flight's page: its track and barograph.



Takeoff, landing and the flight itself.

The screenshot shows the GlidingApp flight details form. At the top, the time is 10:30. Below the status bar, there's a back arrow, a 'Flight altitude' field, an 'Edit' button, and a share icon. The form contains the following fields: 'Circuit direction' (20 Left), 'Crew' (empty), 'Flown as' (Dual), 'Pilot in command' (Pieter Bakker), 'Training flight' (Yes), 'On board as' (Second occupant), 'With' (Pieter Bakker), 'Runway' (20), 'Launch height' (1345 ft), 'Start administration' (11:05–11:53), and 'Logbook page'. Below the form, there's a note: 'Matched to the club's start administration, whose times the logbook shows.' At the bottom, there are two buttons: 'Photograph the page' and 'Choose a photo'.

What GlidingApp knows about the flight.

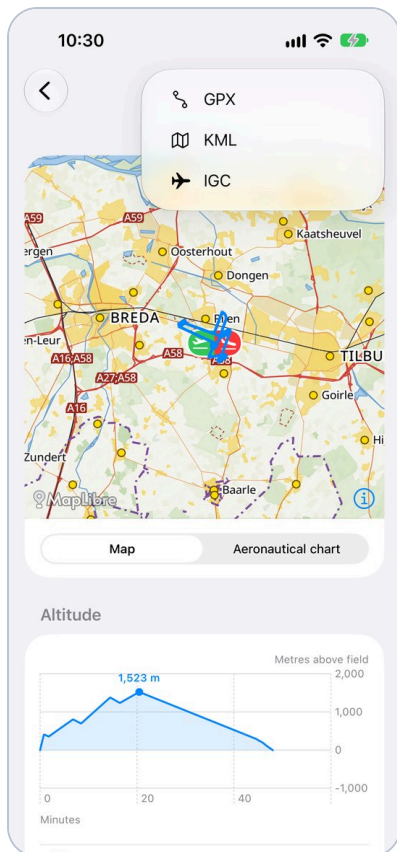
From GlidingApp

A flight matched to — or brought in from — GlidingApp has a **GlidingApp** section: your role on board, who was with you, the runway, the launch height, the distance, engine time, an instructor's sign-off, badges and remarks. A flight this phone measured keeps its own times — measured in the aircraft, they are the more exact — and **Start administration** shows the club's beside them.

Where the flight and GlidingApp's copy of it differ, **Logbook and GlidingApp** lists each value both ways — the takeoff, the landing, the circuit, the height, the block time and the fields. Tap one to take GlidingApp's value, or — for the club's flight administrators — to send yours; **Send all to GlidingApp** and **Take all from GlidingApp** do every one at once. Each change is said back from what to what before it is made.

Change history, at the bottom, lists every change made to the flight: sent, taken, changed in GlidingApp, edited here, put right from a logbook page — what, from and to what, and when. What a link with GlidingApp takes in is written there too.

For a flight brought in from GlidingApp with a FLARM track (most flights since 2022), the track is fetched the first time you open the flight and then kept on the phone.



Exporting the track.

Exporting a flight

Tap the **share** button at the top right and choose the format:

- **GPX** and **KML** — for Google Earth and most map apps;
- **IGC** — for SeeYou, XCSoar, WeGlide and the OLC.

Then send it wherever you like — mail, messaging, files.

8 For tow pilots: the daily card and the hour meter

The daily card and the hour meter are the tow plane's accounts. The logbook only shows their buttons to tow pilots.

Who counts as a tow pilot?

If your phone is linked to your GlidingApp account (chapter 13), FlightLog follows the club's tow pilot group: the buttons are there when you are in it. Without a link they appear as soon as your logbook has a tow in it.

The daily card

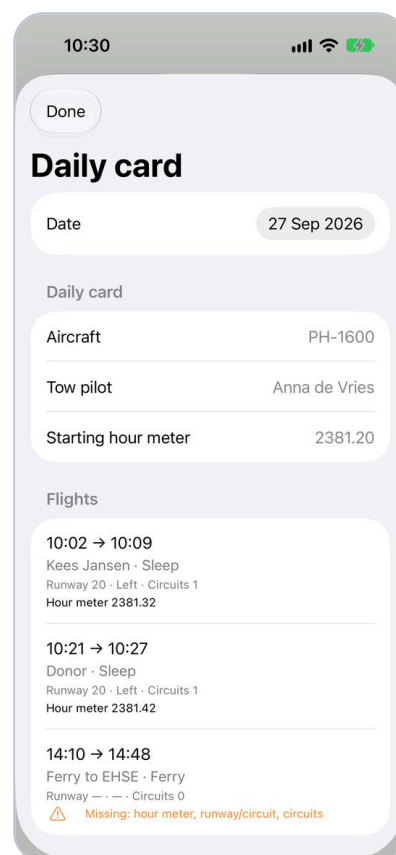
Tap **Daily card** in the logbook for the card of the day you are looking at: the aircraft, the tow pilot, the starting hour meter, and every flight with its times, who it was for, runway and circuit, circuits flown and the hour meter.

Anything still missing is marked in orange — for example the hour meter or the circuit — so you can put it right before the card goes in. Tap a flight in the logbook and **Edit** to fill it in.

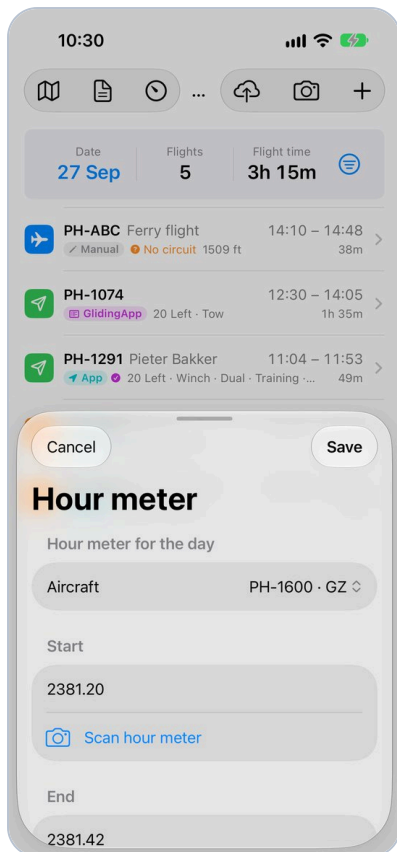
The flights are listed in the order they were flown. **Preview** shows the card as the club will see it, as a **PDF**, and the share button there sends it on — read it before it goes.

A day's card follows the aircraft's own setting: switch **Daily card** on for an aircraft under **Settings** → **Manage aircraft** and that day's flights on it are put on the card.

Only flights on aircraft that use the daily card are on it. Flights brought in from GlidingApp never are.



The daily card.



The day's start and end reading.

The hour meter

Tap **Hour meter** in the logbook to see or correct the day's **start** and **end** reading. Choose the **aircraft** at the top: it opens on the one with a meter that flew that day, and each aircraft shows its own readings. The end reading belongs to that aircraft's last flight of the day, so changing it here changes that flight's reading as well — which is what the daily card is totalled from.

Readings are hours and minutes, like 2381.20. A meter only counts up, so the app will not accept an end reading below an earlier one.

One meter for the whole club. Several members fly the same tow plane, each logging on their own phone. With the phone linked to your GlidingApp account (chapter 13), every reading you take is kept centrally by the club, and a flight's closing reading is put on that flight in GlidingApp as a note. A new day's start reading is then filled in from the last reading anyone took on that aircraft, and the suggestion after a tow counts on from it — each saying where the number came from, so you check it against the meter. A reading taken without signal goes as soon as there is one.

Reading it from a photo

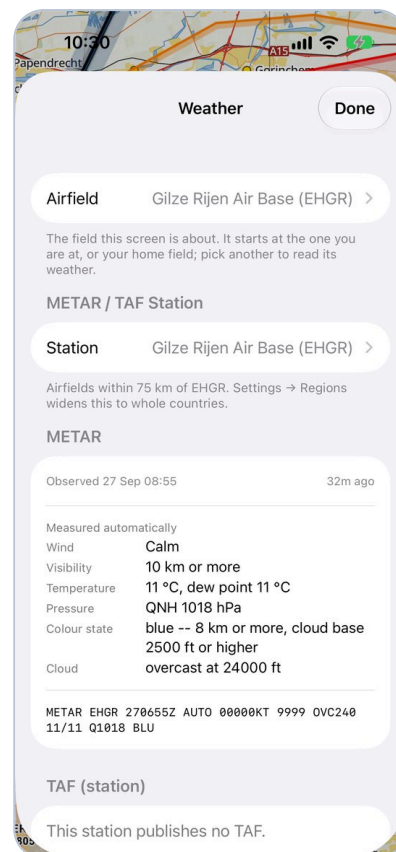
Once the app is connected to the club (**Settings** → **GlidingApp**), a camera button appears: photograph the meter and check the reading it found. The photo is read by Claude through the club's proxy, so you need no key or account of your own. Without signal, you type it in.

9 Weather

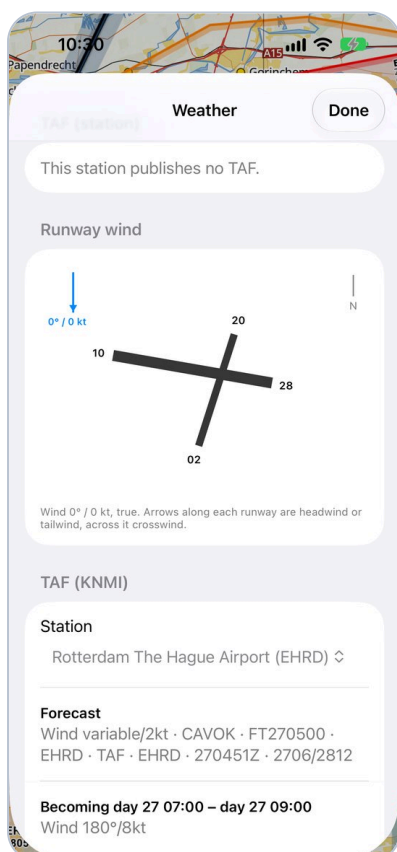
Tap the **weather** button in the top bar. It opens on the airfield you are at.

- **Airfield:** the field the screen is about. Tap it for another.
- **METAR / TAF Station:** where the reports come from; a field without its own reports uses a station nearby.
- **METAR** and **TAF:** the current report and the forecast, as published. A field that does not publish a TAF says so.

By default you can choose fields within 75 km. Select the countries you fly in under **Settings** → **Regions** to choose from all their airfields.



The weather for the home airfield.



The runways with the reported wind.

The wind on the runways

Under the reports, the field's runways are drawn as they lie, with the reported wind split into head- or tailwind and crosswind for each runway, and the runway most into wind picked out.

KNMI (Dutch fields)

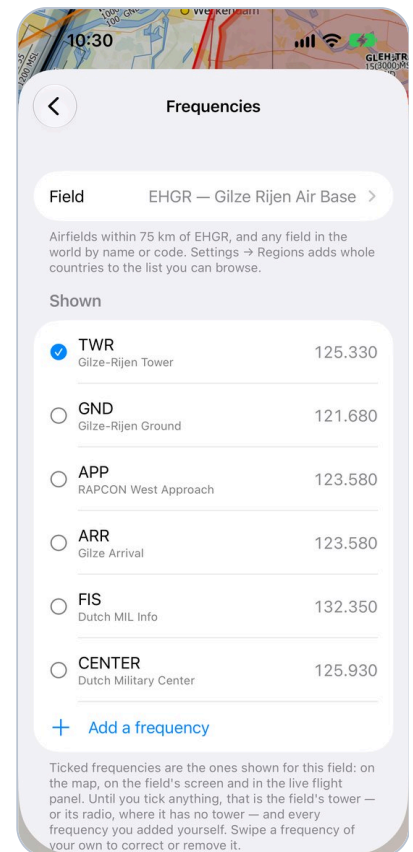
For Dutch airfields the screen also shows the KNMI TAF and the current conditions at the nearest KNMI station. They come through FlightLog's own data service, so no key is needed.

10 Frequencies

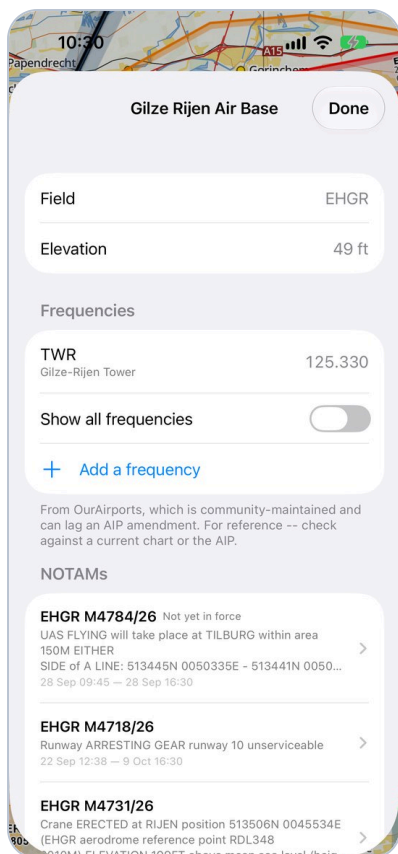
Open **Settings** → **Frequencies** and choose a field, or open a field's page from the map (chapter 3) and turn on **Show all frequencies**.

Tick the frequencies to show for that field. The ticks are kept per field, and they decide what the field's label on the map, its page and the flight bar in the air show. Until you tick anything, a field shows its **tower** — or its **radio**, where it has no tower — and every frequency you added yourself. A frequency you add is ticked straight away.

- **Add a frequency** for a club or gliding frequency — for one field, or *anywhere* for a shared frequency like 123.380 that belongs to no field.
- **Swipe** a frequency you added to change or remove it.
- **Swipe** a published one to give it the name people actually use on the radio, such as “Gilze Radio”.



Frequencies for EHGR; the tower is ticked to show.



All of a field's frequencies on its page, to tick.

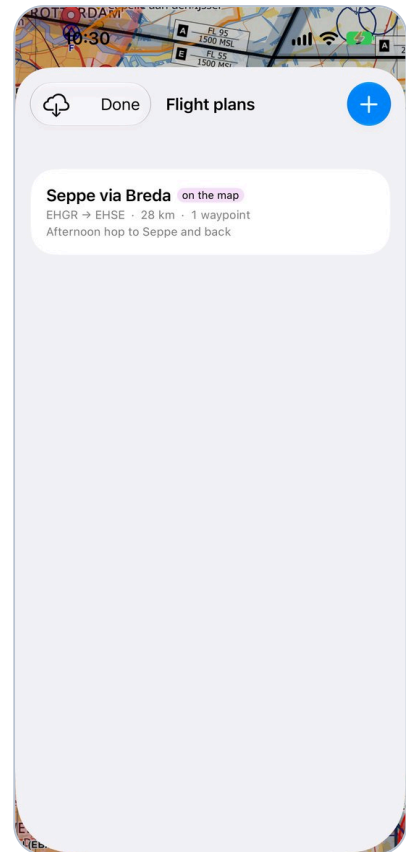
11 Routes and flight plans

With no route on the map, tap **Route** in the top bar; with one, **hold** the route. The list shows your saved plans with their distance, number of waypoints and alternates.

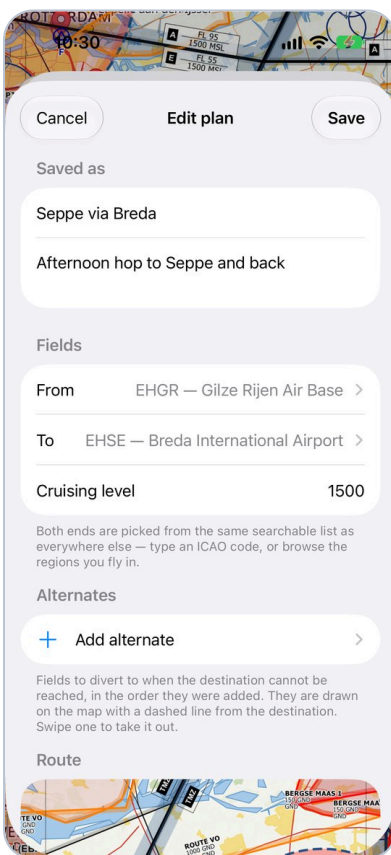
- Tap **+** to plan a new flight, or a plan to change it.
- Swipe a plan to the right for **Show on map** or **Off the map**, to the left for **Delete**.

One route is on the map at a time, and it is still there when you open the app again.

Open from the cloud lists the routes you keep in the cloud (see below), to take one onto this phone.



The saved flight plans.



Editing a route.

Planning a route

1. The **title** fills itself in from the fields and the day — *EHGR - EHDL 27-09-2026* — until you type one of your own. Add a description if you like.
2. Choose the **departure** and **destination**. The map draws the straight line.
3. Set the **cruising level**: the aircraft's own to start with, or 1500 ft.
4. **Press and hold** the line and drag: a waypoint comes out of it and follows your finger — to go round an airspace or past something worth seeing.
5. Hold a waypoint to move it again; tap it and use the **x** to remove it.
6. Add one or more **alternates** if you like (see below).
7. Save it.

A waypoint dropped near an airfield, runway threshold or reporting point snaps onto it and takes its name. The distance is shown as you go, and — for an aircraft with a cruise speed — the time, allowing for the wind.

You can edit a route on the main map in exactly the same way; the changes go into the plan.

The route from the side, and a check before it is saved

Side view shows the route as a cross-section: the ground under it, the masts beside it and the airspace it runs through, against your planned level. The ground comes with the region you downloaded under **Settings** → **Aeronautical chart**.

When you tap **Save**, FlightLog reads the route against the same things first. Where the ground or a mast comes too close under the level, or the route runs into airspace you would have to ask for, it says so —

Change the route or **Save anyway**. Nothing is refused: a route through a danger area may be just what you meant, with a clearance still to ask for.

Flying the route as a simulation

Fly the route — the ► beside the route in the bottom bar — flies it as if you were up there, at twenty times life: the aircraft moves along it, and the time flown, the height, the speed, what is left and the warnings ahead are worked out just as in a real flight. Change the speed while it flies; **Stop fly** ends it. A simulated flight is marked

Simulated in the logbook and is never on the daily card.

Routes in the cloud

Switch on **Keep in the cloud** in a route and it is kept in the cloud as well, sealed with your recovery code (chapter 14). Another phone with the same code opens it with **Open from the cloud**, and changes go back to the cloud.

The pilot log

The clipboard beside the route in the bottom bar, or **Pilot log** in a route, turns the route into a pilot log: for each leg the level, the airspace above, the safe altitude (MSA), the true and magnetic track, the wind, the heading, the ground speed, the distance, the time, the fuel left and the ETA, with the fields' frequencies. The climb, the cruise and the descent are flown at the aircraft's own figures (**Manage aircraft**); without a cruise speed or a fuel burn the columns that need them stay empty.

Under **Settings** in the log, choose the columns, whether the wind is worked out or left to do by hand, and whether the ETAs follow the takeoff time. **Times** holds the engine start, off blocks, takeoff, landing, on blocks and engine stop: tap one to write it down now. The takeoff and the landing fill in by themselves when FlightLog detects them. **Print** shows the log as an A5 PDF first, to print or share.

Weight and balance

Weight & balance, in the pilot log and in a flight plan, loads the aircraft for this route: the people and the baggage at each station, and the fuel at take-off — filled in from the pilot log — less what the route burns. It gives the mass and the centre of gravity at **take-off** and at **landing**, drawn against the envelope from the flight manual, and says plainly when either is over the maximum or outside the limits. The figures it works from are the aircraft's own, under **Manage aircraft** → **Weight and balance**; the pilot log's PDF carries the result.

The flight plan

Create flight plan, in a saved route, fills in the ICAO flight plan from the route, the aircraft and your own details (**Settings** → **Your details**): the aircraft and its equipment, the departure and off-blocks time in UTC, the speed, level and route, the destination, the time en route and the alternates, other information and item 19 —

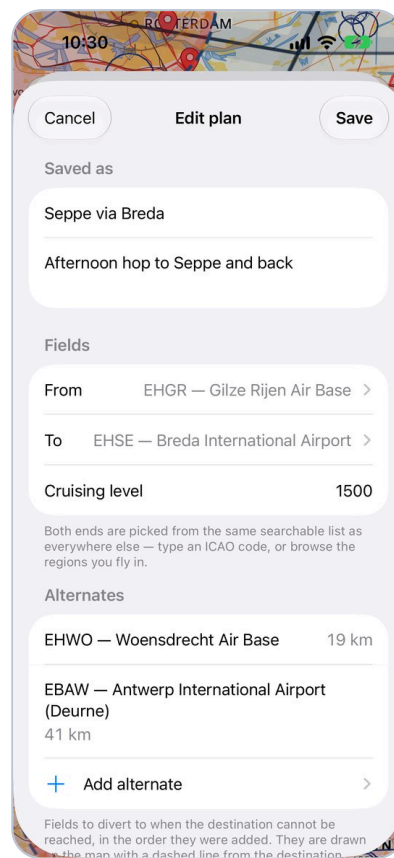
endurance from the aircraft's fuel, the people on board, the pilot in command and a telephone number. What is still missing is listed under **Before it goes**.

No country lets an app hand a plan straight to the network: it goes through the country's own briefing office. Copy or share the message, open the office's site, or mail it to your office's filing address. The plan is filed when the office says so, not when FlightLog has sent it.

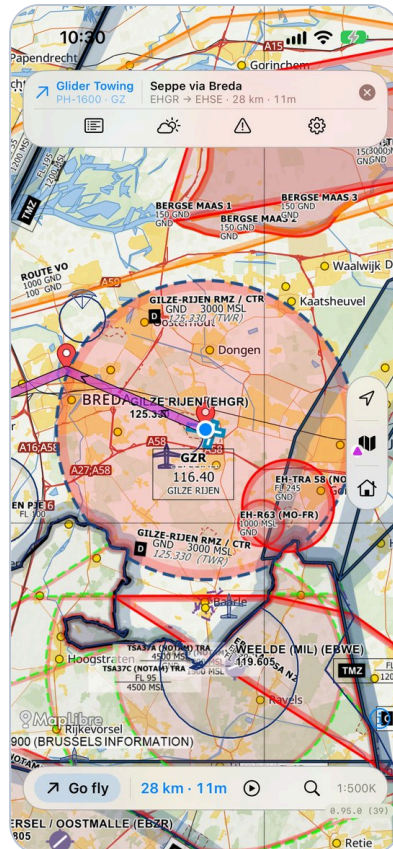
Alternates

An alternate is a field to divert to when the destination cannot be reached — the weather closes in, the runway is blocked. Under **Alternates** in the plan, tap **Add alternate** and pick a field from the same list as the destination; the list starts with the fields near the destination. Add as many as you like. Each shows how far it is from the destination; swipe one to remove it. The destination itself cannot be its own alternate.

On the map, the plan's alternates are drawn in **orange**, with a dashed line from the destination to each. Tap one — or the **green** departure or destination — and it opens like any other field on the map: its frequencies, and ⓘ for the field's page. Showing the whole route brings them into view as well. They are not dragged on the map: change them in the plan.



Two alternates for Seppe.



The alternates on the map, dashed from the destination.

12 The glide computer

While a glider flies, FlightLog is a glide computer: a vario, the thermal you are in and the ones you left, the wind, the final glide to wherever you are going, and the fields within reach — the things a dedicated gliding computer such as an Oudie shows, on the phone that also keeps your logbook. It is at work only while a glider is in the air: in the Glider mode, from takeoff to landing.

The boxes

In the air the strip across the top becomes eight boxes. As it starts they show the **vario**, the **thermal** average, your **altitude**, the **arrival** height over where you are gliding to, the glide ratio flown (**L/D**), the **wind**, the **distance** to go and your **ground speed**.

Hold a box to choose what it shows instead: the vario averaged over 30 seconds, the height gained in the thermal, the height above the field, the flight time, the glide ratio needed, the MacCready, the speed to fly, the airspeed and netto from a gliding instrument, the task speed, the task left, the task time or the time of day. **Reset all boxes** puts them back. Tap the strip for its line of detail, as on any flight.

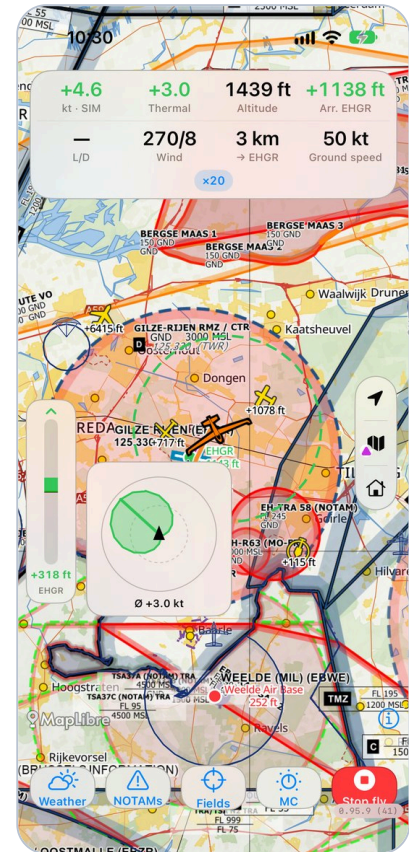
Climbs are in metres a second, or in knots when heights are set to feet. Green is lift, red is strong sink.

The final glide bar

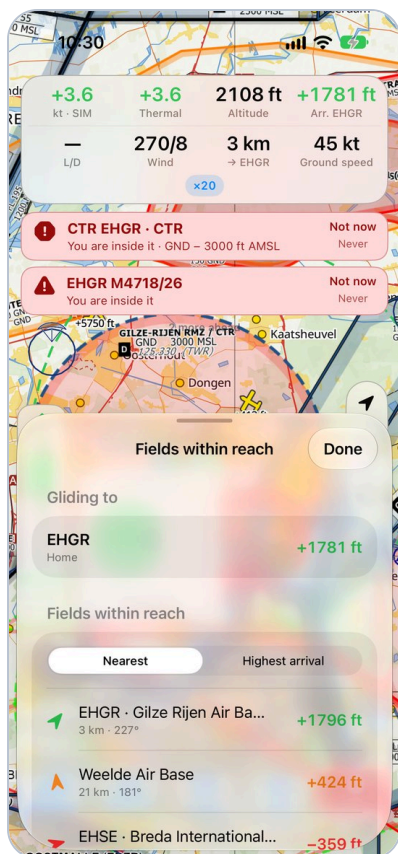
Down the left of the map is the **final glide bar**: green above the middle line by the height you have to spare, red below it by the height you are short — with the safety height already kept, and in the wind the glide computer has found. Under it is where the glide goes. Tap it for the fields within reach.

The thermal assistant

While you circle, a circle beside the bar shows the last turn: the glider in the middle, pointing up, and a shape that bulges out where it climbed better than the circle as a whole. The bulge is the core: tighten the turn towards it. Under it is the average climb of this thermal.



Climbing in a thermal: the boxes, the final glide bar and the thermal assistant.



The fields within reach, each with its arrival height.

Fields within reach

On the map, the **dashed green outline** is the area within gliding range: flown out in every direction at the best glide in the wind, until the glide would come down to the ground plus the safety height. A hill in the way cuts it short behind it, where the terrain is stored for the region.

The fields around you are marked with their **arrival height**: **green** when you arrive with the safety height to spare, **orange** when you arrive with less, **red** when you do not get there. These use MacCready 0, the furthest glide.

Fields at the bottom lists them, nearest first or highest arrival first, with the way to each from where you are heading. **Tap a field** to glide to it: the final glide, the boxes and a magenta line on the map then go there, until **Back to task, route or home**. Without a field picked, the glide goes to the task's finish, else the end of the route on the map, else home.

Your own fields to land out in come from your waypoint files, below.

MacCready, water, bugs and safety height

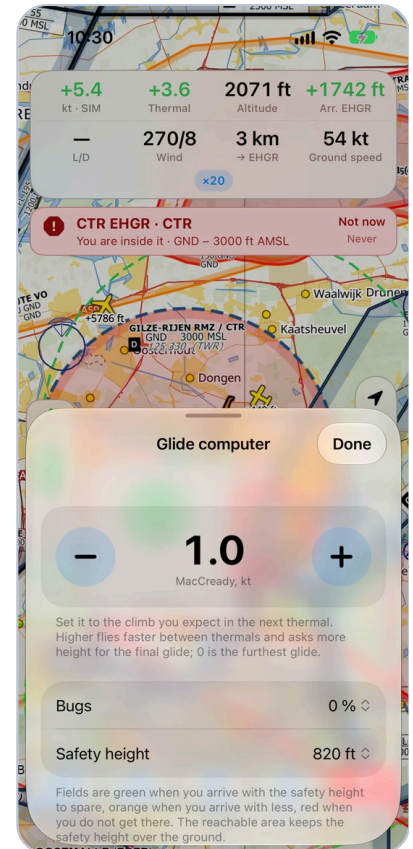
MC opens what changes in the air:

- **MacCready** — the climb you expect in the next thermal, in steps of half a metre a second. Higher flies faster between thermals and asks more height for the final glide; 0 is the furthest glide.
- **Water on board**, for a glider that carries it.
- **Bugs** — how much the dirt on the wings costs.
- **Safety height** — what you want left over a field when you arrive.
- The **vario sound**, the reachable area, the fields, the thermals and the thermal assistant, each on or off.

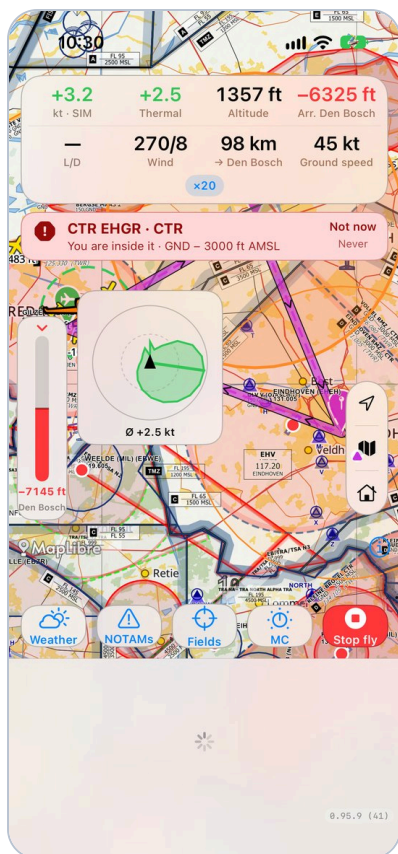
The **vario sound** beeps faster and higher the stronger the climb and drones low in strong sink. It is off to begin with: leave it off when the glider has a vario of its own.

The glider's polar

All of this is worked out from the glider's **polar**, set on its gliding page under **Settings** → **Manage aircraft**: pick the type from a list of some seventy — FlightLog suggests one from the aircraft's name — or enter the handbook's best glide ratio, the speed it is flown at, the speed of least sink and the mass they are for. The **flying mass** is the glider with its pilot, without water. Without a polar the boxes say so, and there is no final glide.



MacCready and what goes with it.



A club triangle flown as a task, its zones on the map.

Tasks

Any route can be flown as a **gliding task**: on its page, under **Gliding task**, switch on **Fly as a task**. The route's first point is the start and its last the finish. Choose **Racing**, round the turnpoints, or **Area (AAT)**, through areas for at least a minimum time.

Each point has its zone: a **line** or **cylinder** for the start and the finish; a **cylinder**, **FAI sector** or **keyhole** for a turnpoint; a cylinder or **sector** for an area. New tasks start with a 2 km start line, 500 m turnpoint cylinders and a 1 km finish ring. The task's length is shown — an area task's shortest and longest — and **Share as .cup file** hands it to an Oudie, SeeYou or a club mate.

The zones are drawn on the map, the next one brighter. In the air FlightLog recognises the **start** — crossing the line onto the course, or leaving the start cylinder — each **turnpoint** and the **finish**, says so over the map, and moves on by itself. In an area it moves on as you leave it. The final glide is then over what is left of the task. If a point was missed, **Previous** and **Next** in the **Fields** list move it by hand.

The task a flight flew is declared in its IGC file, so WeGlide and the OLC can score it.

Settings → Gliding

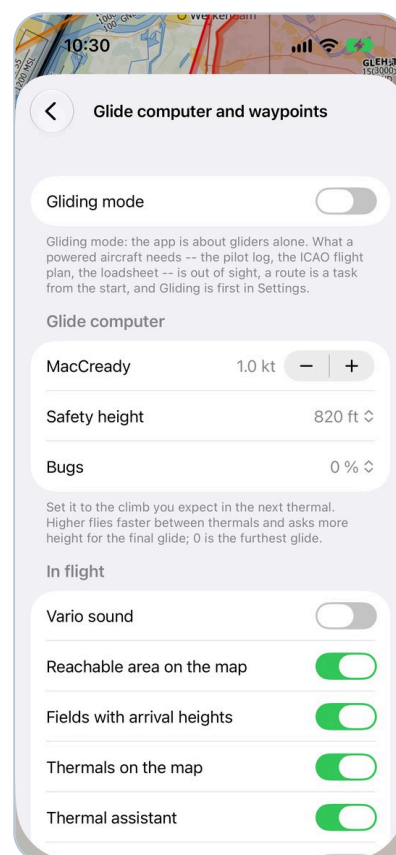
Glide computer and waypoints holds what the glide computer starts with — MacCready, safety height, bugs, the vario sound and from what sink its low tone sounds — what it shows, the **sunlight contrast** that puts the boxes and the bar on solid panels for a bright canopy, and your accounts for the soaring forecasts.

Waypoint files

Import a .cup file reads a SeeYou waypoint file, as an Oudie, SeeYou, XCSoar and LX instruments use them: a club's turnpoints, a region's fields to land out in. Their **fields to land out in** join the airfields in the glide computer's list; their **turnpoints** are drawn with the reporting points and a route snaps to them. A file that carries tasks offers them as routes, each flown as a task with the file's own zones. Swipe a file to remove it.

Gliding mode

Gliding mode makes the app about gliders alone — as it is when Glider is the only mode in use. What a powered aircraft needs is out of sight: the pilot log, the ICAO flight plan and the loadsheet. The route button says **Task**, a new route is a task from the start, and Gliding comes first in Settings. Switched off, the modes you used before come back.



Settings, Gliding.

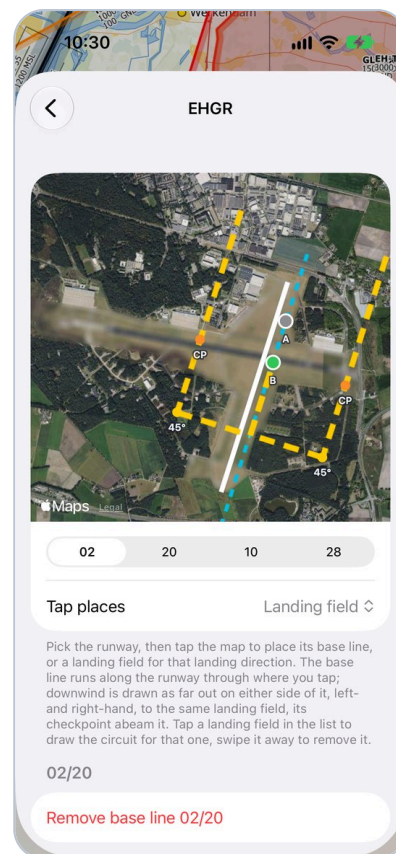
The club's circuit

While you land at a field whose glider circuit is laid out, the map draws it: downwind 700 m out from the runway's base line, **left- and right-hand together**, with the **checkpoint (CP)** abeam the landing field and the turn onto base where the field lies 45° behind. Two chips at the bottom say what it is drawn for — **Runway 20** and **Field A** — and a tap on either moves on to the next runway or landing field.

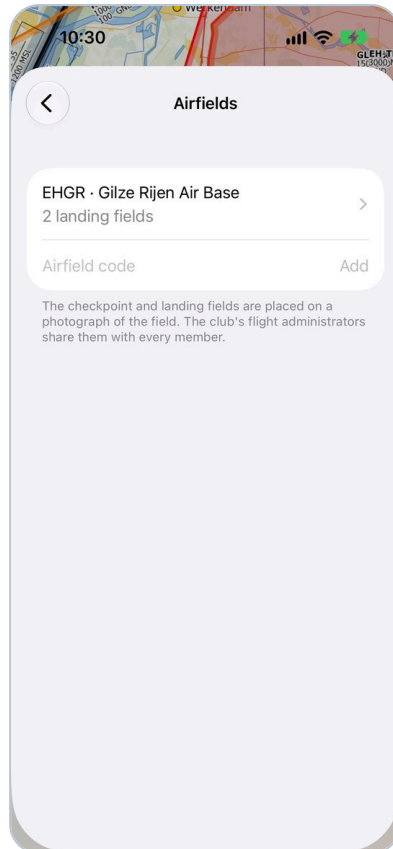
The circuit is laid out under **Settings** → **Airfields**, in the Gliding section. The list shows the fields you have, each with how many landing fields are laid out; type an airfield code and **Add** for another. A field opens on its photograph:

- pick the **runway**, then tap the photograph to place its **base line** — the line along the runway the downwind is measured from, such as the edge of the strip the gliders land on — or a **landing field** for that landing direction. Without a base line the centreline is used;
- **Downwind out** sets how far out the downwind leg is flown, 700 m to begin with;
- the landing fields are listed per direction: tap one to draw the circuit for it, swipe it away to remove it.

Share with the club — for the club's instructors and flight administrators — gives the circuit to every member's app, through the club's GlidingApp link.



Gilze-Rijen's circuit: a base line for runway 20, a landing field for each direction.



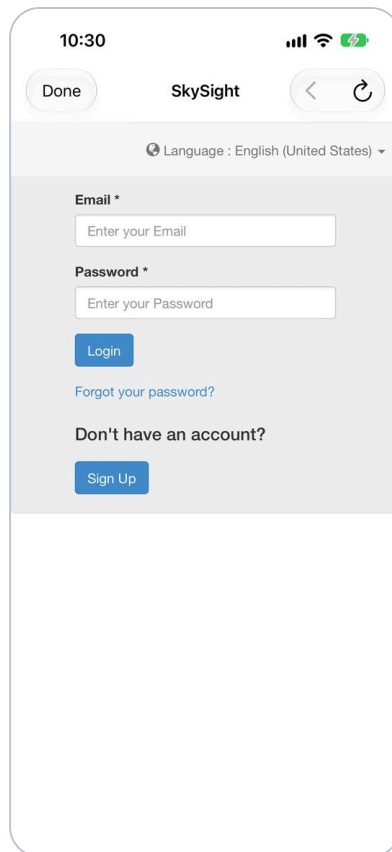
Settings, Airfields: the fields with a circuit laid out.

A gliding instrument

A gliding instrument that talks over Bluetooth — an LX, LXNAV, XCVario or OpenVario — connects the way a FLARM does, under **Settings** → **Traffic**. Once it is heard, the settings say what it passes on, and the glide computer uses its **total-energy vario**, **airspeed**, **wind** and **MacCready**: the vario box then says **TE**, and the netto and speed-to-fly boxes fill in.

SkySight and TopMeteo

Where gliders are flown, the weather screen opens **SkySight** and **TopMeteo** in the app. Store your account for each once under **Settings** → **Gliding**, and FlightLog signs you in when you open them. The account is kept on the phone only, encrypted, never in a backup or the cloud. Their forecasts need a subscription with them.



SkySight, opened from the weather screen.

WeGlide

A glider flight with its track has **Send to WeGlide...** in its export menu. WeGlide knows you by your **user ID** — the number in the address of your profile page — and your date of birth, and the glider by its **WeGlide aircraft ID**, the number of its type in WeGlide's own list. FlightLog keeps them for next time, the aircraft's per registration, and shows a link to the flight once it is there. Every IGC file FlightLog writes now names the glider's type and the pilot in command, and declares the task the flight flew.

Trying it on the ground

With **Testmode** on and a glider flight set up, **Simulate** flies a local soaring flight from the home field: a winch launch, two thermals drifting in a westerly wind, and the glide home. Everything above works on it as on a real flight.

The glide computer is a help, not an approved instrument: the phone's GPS and barometer are not a calibrated vario or altimeter, a polar from a list is not your glider's, and terrain is checked only where it is stored. A phone is not an IGC-approved logger for badges and records. Keep your own judgement, and your own margins.

13 GlidingApp

FlightLog works with the club's GlidingApp administration: it brings in the members, the aircraft and today's tow pilot, and — once you link your account — your own flights. It sends your flights to GlidingApp only when you ask it to, and every change it makes there is written down in the club's audit log first.

Connecting to the club

Tap **Request gliding.app access** under **Settings** → **GlidingApp** — or answer the last question of the setup after the first start:

1. Tap **Choose your club** and pick it from the clubs on gliding.app, by name and logo.
2. FlightLog asks the club for the member with the **email address you signed in with**. That address has to be the one gliding.app has for you.
3. If the club has a member with that address, it mails a six-digit code there, and says who it found. Type the code in and tap **Link**. The code is valid for 20 minutes, with five tries.

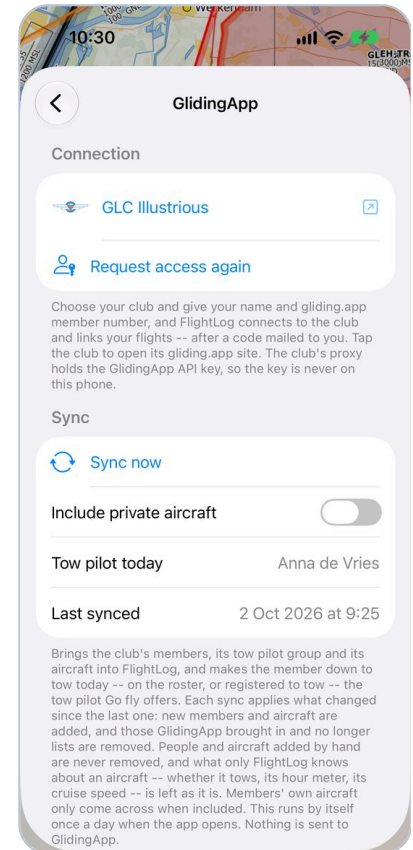
FlightLog then connects to the club, links your own flights (below) and fetches the club's members and aircraft. The club is shown with its name and logo at the top of **Settings** → **GlidingApp**, and stays the one chosen; tap it to open the club's site on gliding.app. A club that is on gliding.app but not yet connected to FlightLog says so. If the club has no member with your address, it says so: sign in with the address gliding.app has for you, or ask the club to add it.

Request access again does the same for another member of the club on this phone.

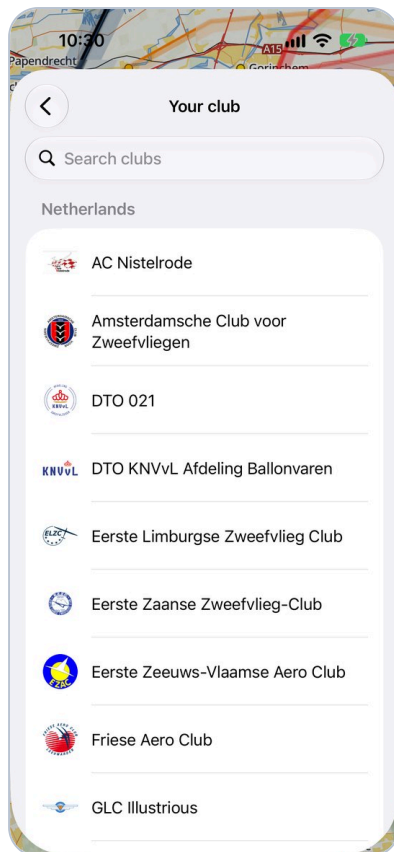
From then on FlightLog syncs by itself the first time the app opens each day, and **Sync now** does it straight away:

- new members and aircraft are added, and ones GlidingApp no longer lists are removed;
- people and aircraft you added by hand are never removed;
- the member down to tow today is the **tow pilot** Go fly offers for a tow, unless another was chosen with Go fly that day.

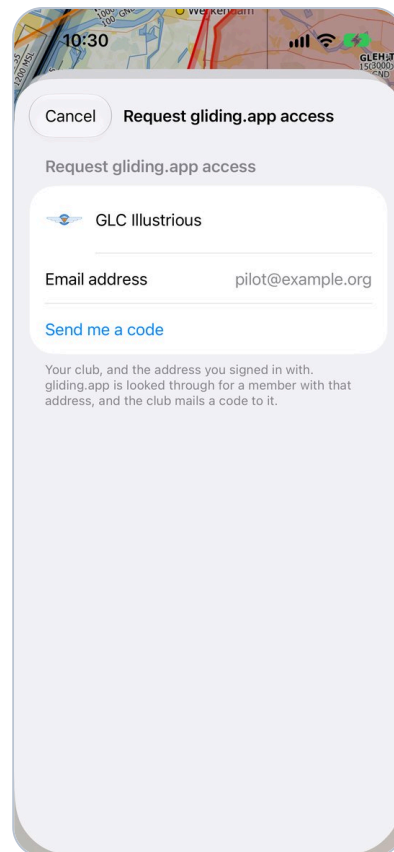
Switch on **Include private aircraft** to bring in members' own aircraft as well.



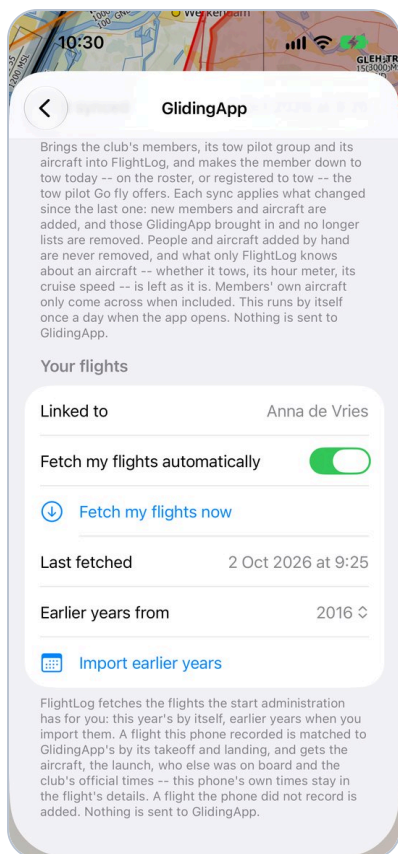
The connection to the club's GlidingApp.



Choosing the club.



Requesting gliding.app access.



Linked: your flights come in by themselves.

Your own flights

Requesting access links your phone to you as well: GlidingApp's code was mailed to you, so FlightLog knows whose flights are yours.

Your flights then shows who the phone is linked to.

From then on FlightLog fetches your flights from the start administration when the app opens (at most every quarter of an hour), or when you tap **Fetch my flights now**:

- a flight this phone recorded is **matched** when takeoff and landing are within three minutes; it keeps its own measured times, with the club's beside them, and gets the aircraft, the launch and who was on board;
- the **crew** follows GlidingApp: a flight where you were the pilot in command is PIC; one where you were the second occupant is dual, with the pilot in command as instructor. GlidingApp's training mark sets **Training flight**;
- a flight the phone did not record is **added**, marked **GlidingApp** ;
- for glider flights with a runway, the **circuit** is filled in: 02 right-hand, 20 left-hand, any other runway left-hand;
- a flight brought in twice is **merged** into one, a tow without a landing is still matched, a powered aircraft's own takeoff is not taken for a self-launch, and the **tow pilot** is filled in where the start administration left it out.

For a tow plane with an hour meter, the readings go into GlidingApp's **engine fields**, and a flight's **block time** comes from the readings every member's phone and GlidingApp have between them.

Import earlier years brings in the years before this one, as far back as the club has kept them. Running it again refreshes them.

Sending your flights to GlidingApp

A flight you flew as pilot in command that GlidingApp does not have yet can be sent to it — the club agreed to this. In the logbook, swipe the flight to the right for **Upload to GlidingApp**, or use the **upload** button at the top for all of them at once. It is added on its flying day; on a tow, the tow plane's half, and the glider's half too where FlightLog knows the glider and a member flew it. Once GlidingApp has given it an id, the flight is matched to it.

Where a flight and GlidingApp's copy differ later — the start administration changed a time, or you did — the flight's page lists each value both ways to take or send (chapter 7), and the logbook marks it

Differs from GlidingApp . Anyone can take GlidingApp's value; only the club's **flight administrators** can send a change to a flight that is already there.

The club logbook (flight administrators)

The members of GlidingApp's *admin* group are the club's flight administrators. For them the logbook has a **Club logbook** button: **every** flight the club logged in GlidingApp on a day, whoever flew it — not your own logbook. Page through the days, and switch on **Show deleted flights** to see those as well.

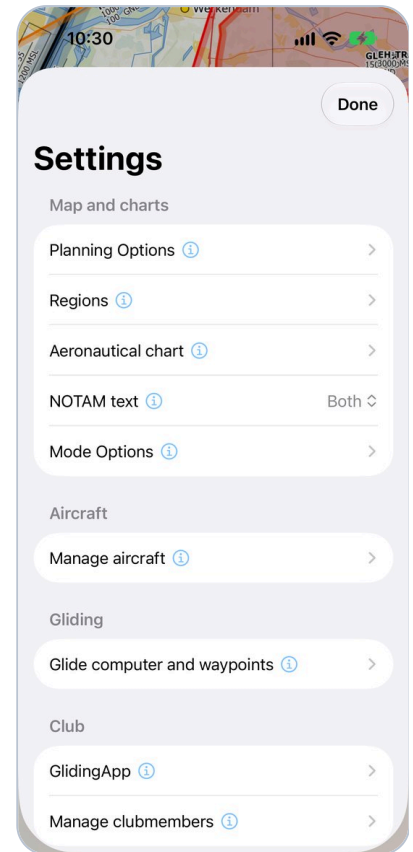
- Tap a flight to change anything about it — the aircraft, the pilot in command, the second occupant, the paying member, the launch method, the tow it is tied to, the times, the circuit, the launch height, the block time, the launches, training, cross-country, exam or proficiency check, and the remarks.
Save to GlidingApp says every change from what to what before it is made.
- **Delete from GlidingApp** marks it deleted there; **Restore in GlidingApp** puts it back. On a tow, **Also the other half of the tow** does both flights at once.
- **+** adds a flight for any member, tied to its tow if you like.

Changes are made in GlidingApp itself, straight away. Each one is recorded in the club's own audit log before GlidingApp sees it — who, when, and every field from what to what — and GlidingApp's answer after. **History** on a flight, and **Changes this day** under the list, show it, including the changes members' phones made.

14 Settings

Tap the **settings** button in the top bar. Settings opens over the map; tap **Done** to close it.

The settings are grouped in sections. Tap the ⓘ next to a setting for a short explanation of it; tap anywhere else to close it again.



Settings, grouped.

SETTING	WHAT IT IS FOR
Map and charts	
Planning Options	Your home airfield and the scale the map opens at.
Regions	The countries you fly in: all their airfields in weather and frequencies, and the chart to download.
Aeronautical chart	The chart's AIRAC cycle, and downloading it for flying without signal.
NOTAM text	Whether a NOTAM is read as published, decoded into words, or both.
Mode Options	Which modes you use, and your own picture for the aircraft on the map per mode.
Aircraft	
Manage aircraft	The aircraft you fly, and their performance.
Gliding — only with Glider in use; first in gliding mode	
Glide computer and waypoints	Gliding mode, the glide computer's settings, waypoint files and the forecast accounts — chapter 12.

Airfields	The club's glider circuit at each field, drawn on the map while landing there — chapter 12.
Club — only with Glider or Glider Towing in use	
GlidingApp	The club's administration and your own flights — chapter 13.
Manage clubmembers	The members, and who tows.
You	
Your details	Your name and telephone number, as a flight plan asks for them.
Licences and medical	Photos or scans of your licence, ratings and medical, with the date each runs out.
General	
Language	The language FlightLog speaks.
Frequencies	Which frequencies show in flight — chapter 10.
Units	Units for distance, speed, height, weight, fuel, time, pressure and more, and per flying mode.
Reading photos	What is asked of Claude when it reads an hour meter or a logbook page.
Backup	
Sign in	The email address this phone is signed in with, and signing out.
Backup & Restore	Backing up settings, club data, logbook and routes to a file or the cloud, and restoring them.
In flight	
Warn me in flight	The warnings about what is ahead — chapter 5.
Screen on while flying	The phone does not lock itself while a flight is set up or flying. On to begin with.
Traffic	OGN, ADS-B, the kinds to show, your FLARM or gliding instrument — chapter 3.
Tracking	
Location access	Whether FlightLog may use your location in the background.
Detect flights automatically	Whether your position is followed in the background to log a flight without Go fly. Off to begin with.
Detector	What the takeoff and landing detection is doing right now.
Testmode	Extra diagnostics for improving the detection.

Help	
User Guide	This guide, in the app.
Take the tour again	The tour of the main screen from chapter 2.
Feedback & suggestions	A message to FlightLog's maker.
About	
Version, Publisher	The app's version and its publisher.
Version history	What changed in every version.
Legal	
Disclaimer, Terms of Use, Privacy Policy	The texts you accepted, to read again.

Detecting flights automatically

Off, which is how FlightLog starts, your position is followed only while the app is open, or during a flight you set up with **Go fly**. At an airfield the app asks **Detect your flights automatically?: Yes, while I am here** watches for your takeoffs, also with the app in the background, and stops on its own once you leave the field — or at midnight, or with **Stop now** under the switch. **Not today** is not asked again at that field that day.

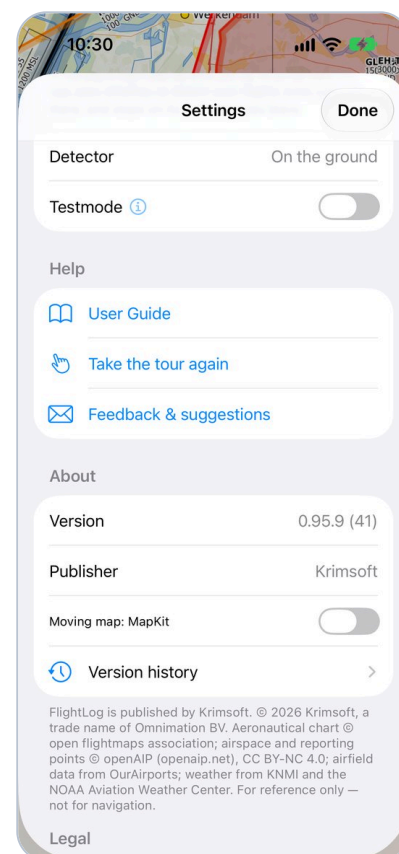
On, FlightLog follows your position in the background all the time, flying or not, to notice a takeoff and log the flight even without **Go fly** — for a tow pilot who wants every flight logged. It uses more battery. Either way your position stays on the phone: it is not sent to FlightLog's maker.

Help

User Guide opens this guide in the app. It comes with the app, so it is the guide for the version you have and needs no connection. The share button saves it to Files or sends it on.

Take the tour again closes Settings and shows the tour of the main screen.

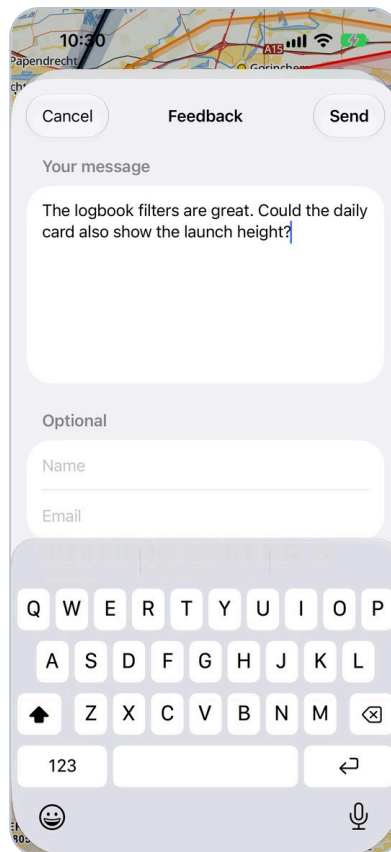
Feedback & suggestions opens a page to write to FlightLog's maker: what works, what does not, what you would like to see. Your name and email address are optional — leave the address if you would like an answer. **Send** mails it through the club's proxy, so the app needs to be connected to the club (**Settings** → **GlidingApp**); no mail app is needed.



Tracking and Help.



The User Guide in the app.

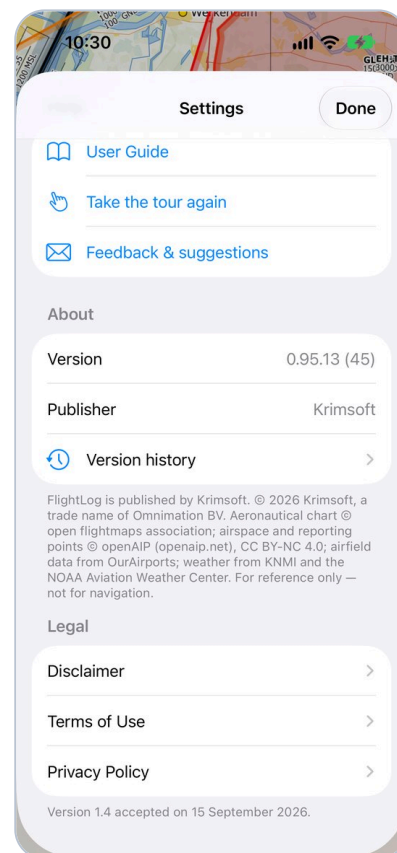


Writing to FlightLog's maker.

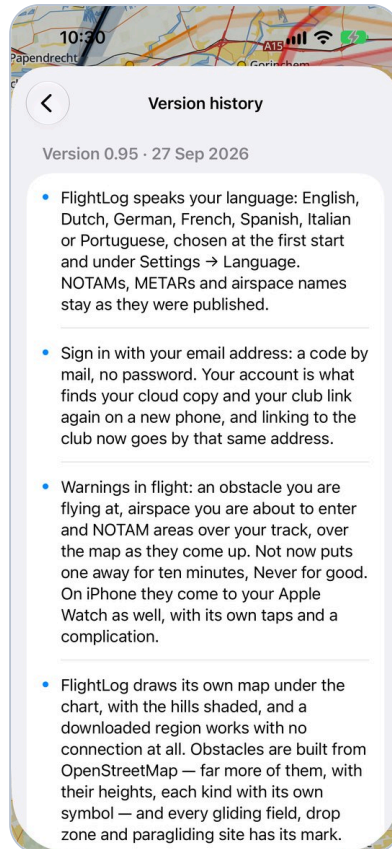
About

At the bottom of Settings: the **version** of the app you have (with its build number in brackets) and its publisher, **Krimsoft**.

Version history lists every version of FlightLog, newest first, with what changed in each — the same list **What's new** shows after an update.



About, at the bottom of Settings.

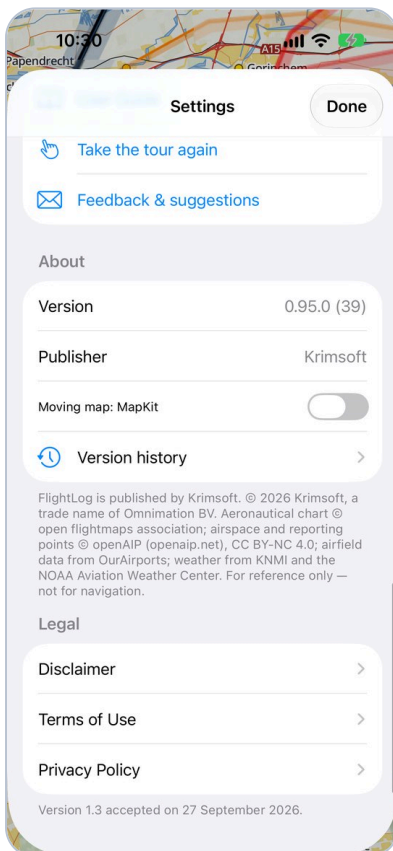


Every version and what changed.

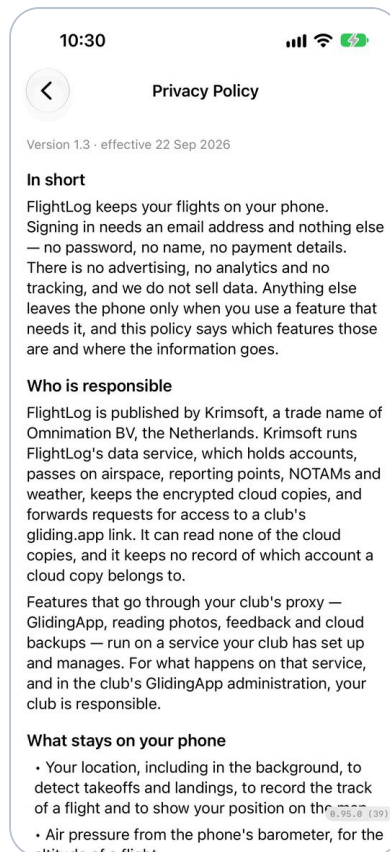
Legal

The very bottom of Settings holds the **Disclaimer**, the **Terms of Use** and the **Privacy Policy** you accepted on the first start, to read again at any time. Under them: which version you accepted, and when.

In short: FlightLog is not a navigation aid; the chart, airspace, weather and detected flights can be wrong or out of date; you use it at your own risk. Your flights stay on your phone. They only leave it with a feature that sends them — the club's GlidingApp link, reading photos, feedback, a cloud backup, weather and airspace — and the Privacy Policy lists where each goes. Your account is your email address and nothing more; there is no advertising and no tracking.



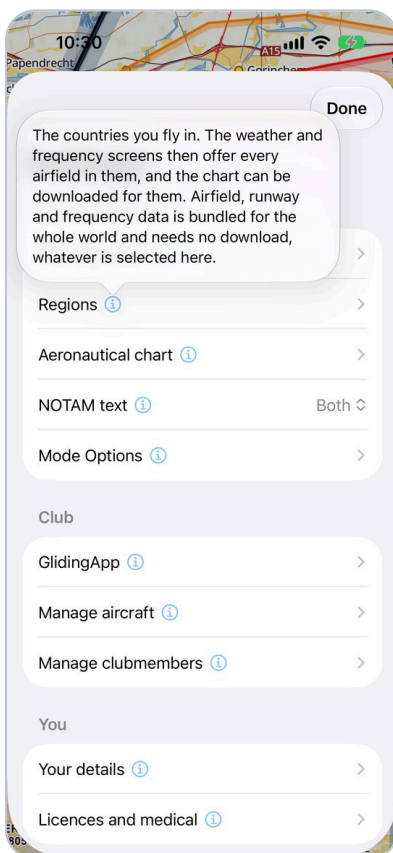
Legal, at the bottom of Settings.



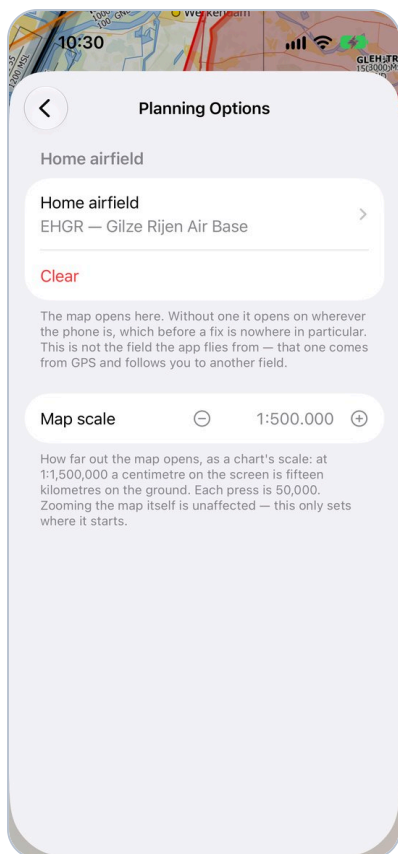
The Privacy Policy.

The ⓘ explanations

Every setting that needs a word of explanation has an ⓘ after its name. Tapping it shows what the setting does in a small card; tapping the name itself opens the setting as usual.



The explanation for Regions.



Planning Options.

Planning Options

Home Airfield: the map opens here, and the house button on the map comes back to it. This is not where the app thinks you *are* — that always comes from GPS and follows you to another field.

Map Scale: how far out the map opens, as a chart scale; each press of – or + is 50,000.

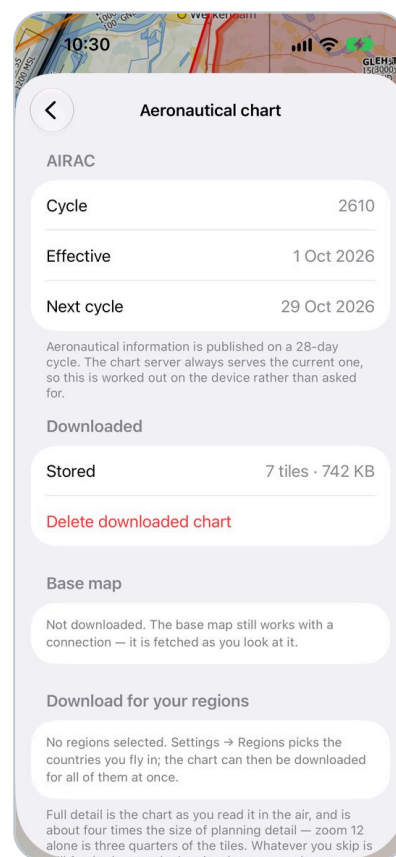
Regions

Tick the countries you fly in, or an area such as Benelux, which ticks its countries for you. Tap **Save**. Airfield, runway and frequency data for the whole world is already in the app; regions only widen what the weather and frequency screens offer, and what the chart downloads.

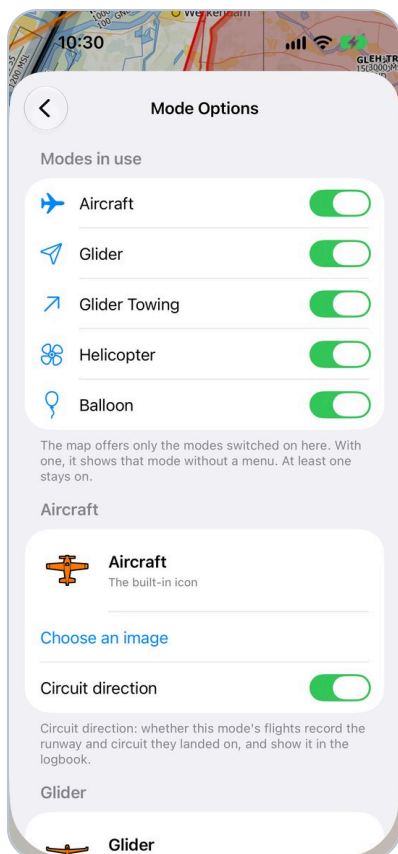
Aeronautical chart

The chart is published in 28-day AIRAC cycles; this screen shows the current cycle and what is stored on the phone. Once your regions are selected, download the chart for them to fly without signal: choose planning detail or full detail — the screen says how big it will be before it starts. A download carries on while you use the rest of the app; **Stop** ends it, and downloading again fills in what is missing.

The same download brings FlightLog's own **base map** — the map the chart is drawn over — and the heights of the ground for a route's side view, so the whole map works without signal. **Delete base map** frees the room again; the map then still works where there is a connection.



The aeronautical chart.



Modes in use, and their icons.

Mode Options

Under **Modes in use**, switch off the modes you never fly — a tow pilot who never flies a glider, say. The map then offers only the ones left on, and with just one it shows that mode without a menu. At least one mode stays on; a mode switched off while it was chosen gives way to the first one still on.

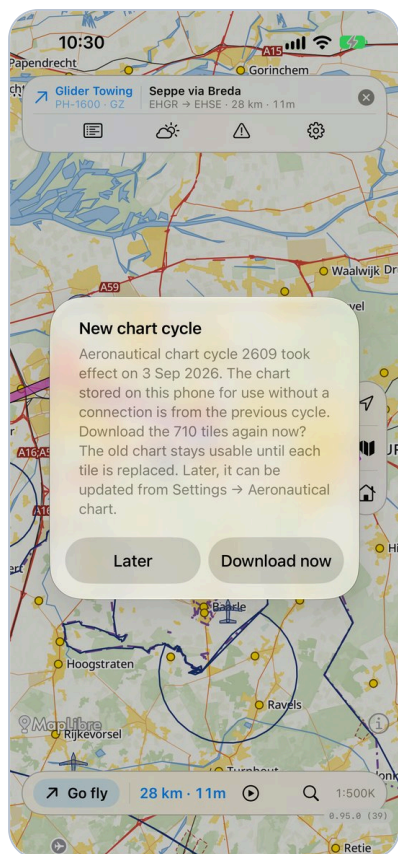
Each mode in use has a **Circuit direction** switch. On, FlightLog works out the runway and the direction of the circuit flown for every landing, and asks for them where it could not. Off, flights in that mode neither record nor show them, and a flight without them is not counted as incomplete.

The aircraft drawn at your position is a built-in shape per mode.

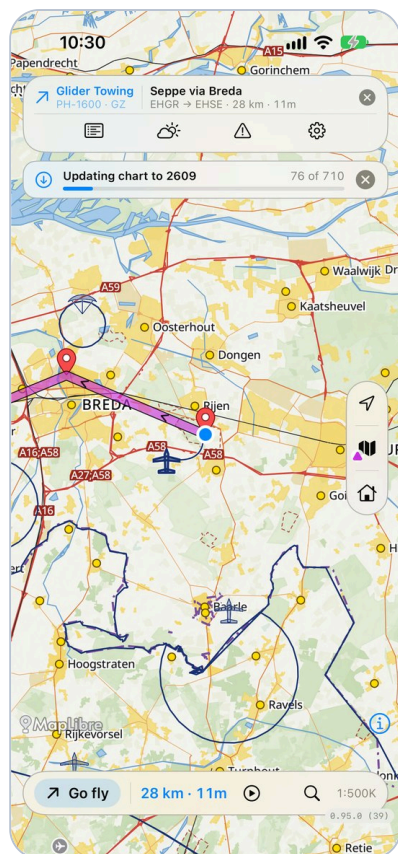
Choose an image to use a picture of your own aircraft instead — a photo taken from above, nose up, works best.

When a new chart cycle begins

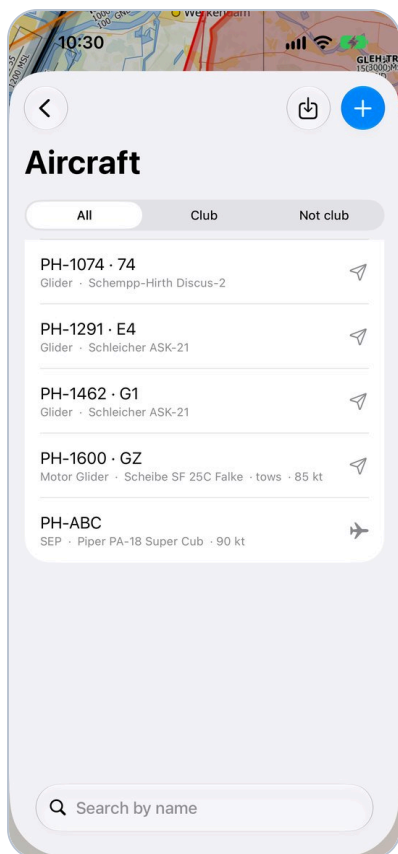
The first time you open the app in a new AIRAC cycle, the map asks whether to update the chart stored on the phone. **Download now** fetches every stored tile again for the new cycle; the old chart stays usable while it runs, so you can fly on. A bar under the top bar of the map shows how far it has got — the X stops it. **Later** leaves the old chart in place: the Aeronautical chart screen in Settings then offers to update it, with the new cycle's number. If the update stops or some tiles could not be fetched, the bar says so and the chart stays marked as outdated, so you can try again.



A new cycle: update the stored chart now or later.



The update under way, under the top bar.



The fleet.

Manage aircraft

Under **Settings** → **Aircraft**: the aircraft you fly. Search the list by name; with the club linked, **All**, **Club** and **Not club** show the club's fleet or your own aircraft. For each aircraft:

- **type**: SEP (single engine piston), Motor Glider or Glider — and for a glider its **seats** (single- or two-seater, filled in from the name where the type is known) and its **engine**: none, sustainer, self-launcher or FES;
- **make and model**, the ICAO type, **registration** and **callsign**;
- **performance**: the cruising level a new route starts at, and as indicated airspeeds **Climb**, **Cruise** and **Descent** for the pilot log, and **Gliding** — best glide speed and glide ratio, and for a glider its water ballast and the **Aerotow speed** it wants on tow;
- its **fuel and loading** — usable fuel, burn and the reserve to keep, which give its endurance for a flight plan — and its **weight and balance** as the flight manual gives it. A glider has no cruising level, and fuel only with a sustainer or self-launcher; its section is *Loading*;
- for a tow plane, its **Take-off** tables (see *Take-off distance* below);
- what a **flight plan** asks about it, the **minimum runway length** it needs, and its **running costs**;
- whether it **tows** — then Glider Towing offers it — whether it has an **hour meter**, and whether its flights go on the **daily card**.

Tap **+** to add an aircraft, tap one to change it, swipe one to remove it.

Documents

Under **Documents**, an aircraft keeps its papers on the phone: tap **+** and choose a file or take a photo, give it a title and say what it is — the flight manual, a checklist, the insurance, the certificate of airworthiness, the radio licence, the maintenance records or the **weighing report**. Mark the manual that holds the take-off tables. A paper that runs out gets its date: **Read date** has Claude find it on the first page, for you to check. Six weeks before it runs out, Go fly says so.

The documents go with the aircraft when it is shared, and stay out of backups: a flight manual can be tens of megabytes.

Weight and balance from the flight manual

Read from the flight manual, at the top of **Weight and balance**, fills the figures in from the aircraft's own papers. Choose the flight manual and the weighing report and the pages to read — FlightLog finds the weight and balance section itself, at most 24 pages. Claude reads them, and every figure comes back with the page and the words it came from, next to what is there now: the empty mass and its arm, the maximum take-off mass, the limits or the envelope, and the stations. Only what you tick is taken over.

The empty mass is this aircraft's and comes from its weighing report: a flight manual's sample loading is recognised and left out. Pounds and inches are turned into kilograms and metres by FlightLog itself, not by the model. Where the manual does not give the envelope's lowest mass, its sides are carried straight down to the empty mass. Check every figure against its page before you fly by it.

Share aircraft profile, at the bottom of an aircraft, sends it as one **.flg file**: its settings, take-off and tow tables, weight and balance, checklists, and its papers with their expiry dates. Another FlightLog user opens it with a tap — or adds it with **Import** in **Manage aircraft** — and checks it before it is saved.

You: your details, licences and medical

Your details holds your name and telephone number as a flight plan asks for them. The name can come from the club's link; the number has to be in the international form, since that is what an ATS unit would ring.

Licences and medical keeps photos or scans of your own papers — the medical, the licence and its ratings — on the phone, with the date each runs out. FlightLog says so six weeks before.

Signing in

Sign in shows which address this phone is signed in with. The address is how your cloud copy and your club link find you again on a new phone; **Sign out** signs this phone out. Signing in again is the same as the first time: your address, and a code by mail.

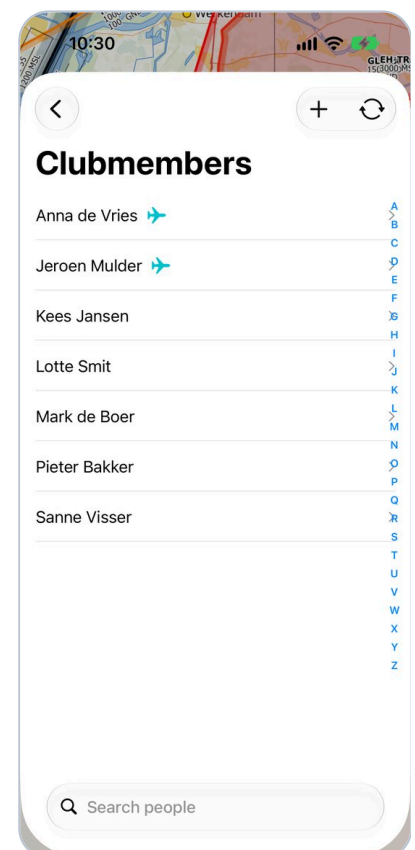
Manage clubmembers

The people a flight can be for. An aircraft symbol marks the tow pilots. Tap **+** to add a guest, the sync button to fetch the list from GlidingApp, tap a name to change it or mark a tow pilot, and swipe it to remove it. Who is towing is chosen with **Go fly** (chapter 5).

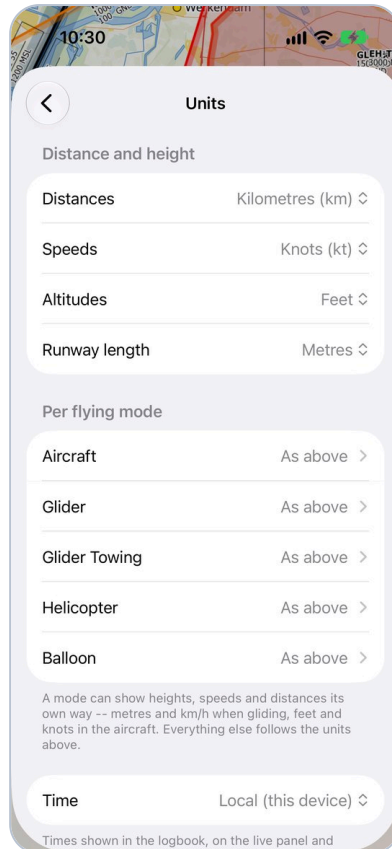
Units

Choose the units FlightLog shows: distances, speeds, altitudes, runway length, pressure, visibility, and whether times are local or UTC (UTC times carry a **Z**). Speeds are in km/h, knots or mph. Changing a unit changes only what you see, never what was recorded.

Under **Per flying mode** a mode can show heights, speeds and distances its own way — metres and km/h when gliding, feet and knots in the aircraft. Everything else follows the units above.



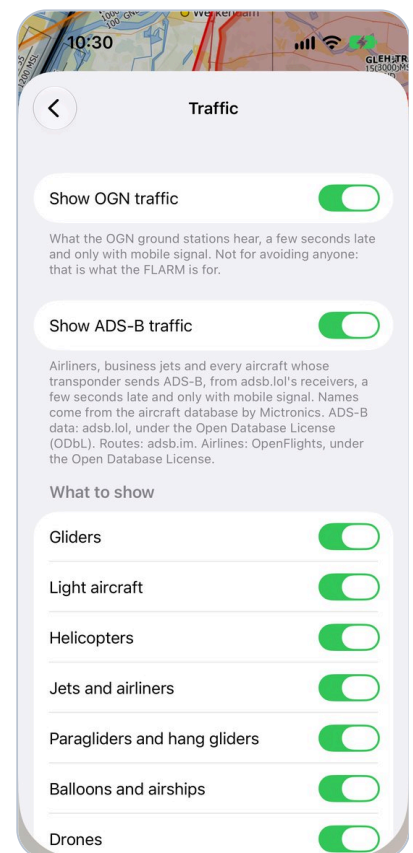
Club members; the aircraft symbol marks tow pilots.



Units, and the units per flying mode.

Traffic

Settings → **Traffic**: whether OGN and ADS-B are shown, which kinds of aircraft, how far above you to look, and your FLARM over Bluetooth — searched for once, connected to by itself after that. See *Other traffic* in chapter 3.



Traffic settings.

Airspace, reporting points and Dutch weather

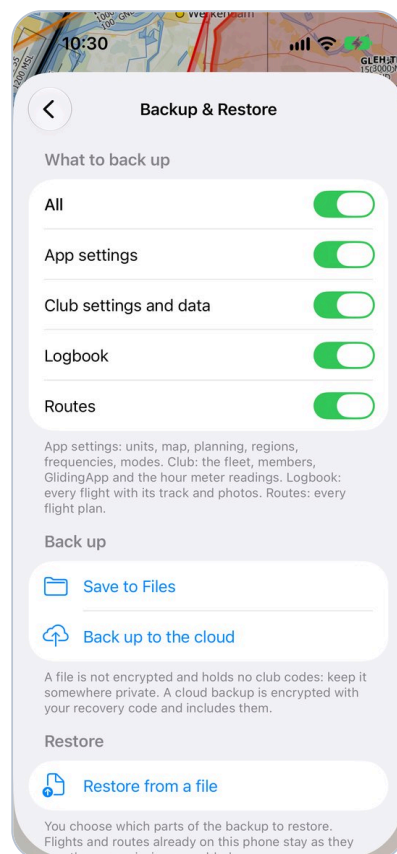
The airspace and reporting points (from openAIP) and the KNMI weather come through FlightLog's own data service, which holds the keys these sources ask for. There is nothing to set up: no key, no account and no club connection. A country's airspace and reporting points are kept on the phone once fetched, so they also work without signal, and are renewed once a week. Airspace and reporting points © openAIP (openaip.net), CC BY-NC 4.0.

Backup & Restore

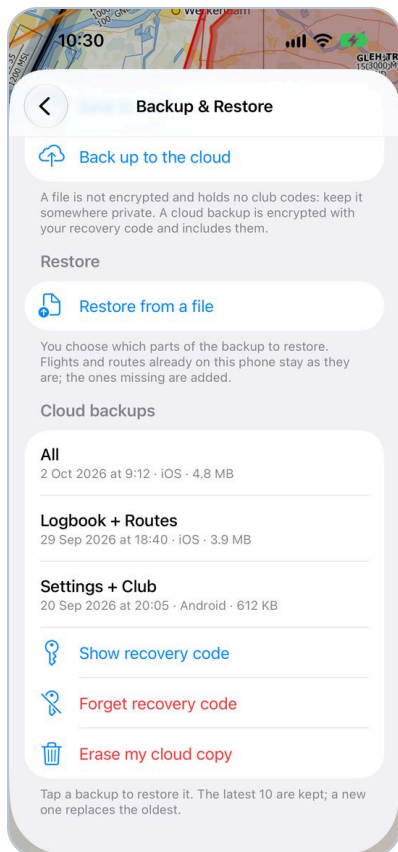
Settings → **Backup & Restore** keeps a copy of what is in FlightLog, to take back on this phone or a new one — an iPhone or an Android phone, whichever FlightLog was on before. A backup can hold any of four parts, or **All** of them:

PART	WHAT IT HOLDS
App settings	Units, the map and chart, planning, regions, frequencies, the modes and their pictures, testmode.
Club settings and data	The fleet, the club members and tow pilots, the GlidingApp connection and the hour meter readings of each day.
Logbook	Every flight, with its track, weather, photos and diagnostics.
Routes	Every flight plan with its alternates, and which one is on the map.

Switch on the parts you want, then choose where the backup goes. Its name says what it holds and when it was made, for example *FlightLog Backup - Logbook + Routes - 2026-09-15 14.32*, so several backups side by side are easy to tell apart.



Choosing what to back up.



Your backups in the cloud.

The recovery code

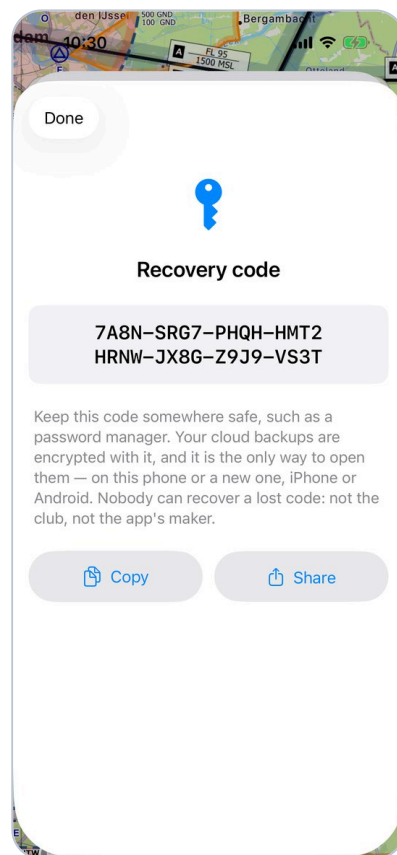
The first time, tap **Set up cloud backup**. FlightLog makes a recovery code of eight groups of four characters. **Keep it somewhere safe**, such as a password manager: use **Copy** or **Share**, or write it down, then tap **I have saved it**. A lost code cannot be recovered, and without it the cloud backups cannot be opened.

On a new phone, connect to the club first (**Settings** → **GlidingApp**), then tap **I have a recovery code** and type it in. Capitals, spaces and hyphens do not matter, and a mistyped character is caught straight away.

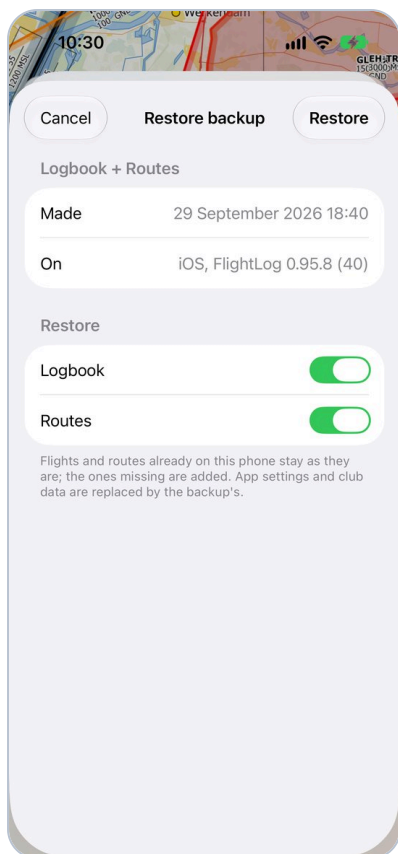
Show recovery code shows it again later; **Forget recovery code** removes it from this phone, and the backups stay in the cloud.

To a file. **Save to Files** opens the Files app: save the backup on the iPhone, in iCloud Drive or wherever else Files reaches. The file is not encrypted, so keep it somewhere private. For that reason it holds no club access code or GlidingApp link.

To the cloud. **Back up to the cloud** sends the backup to FlightLog's own cloud storage. It needs no account and no club connection. It is encrypted on the phone before it leaves, and only your **recovery code** opens it again: not the club, not the app's maker. Because it is encrypted, a cloud backup does include the club access code and the GlidingApp link. The latest 10 backups are kept; a new one replaces the oldest. Tap a backup in the list to restore it, or swipe it to delete it.



The recovery code, to keep safe.



Choosing what to restore.

Restoring

Tap **Restore from a file** and pick a backup file, or tap a backup in the cloud list. The page shows when the backup was made and on which phone, with a switch for each part it holds: switch off what you do not want back, then tap **Restore**.

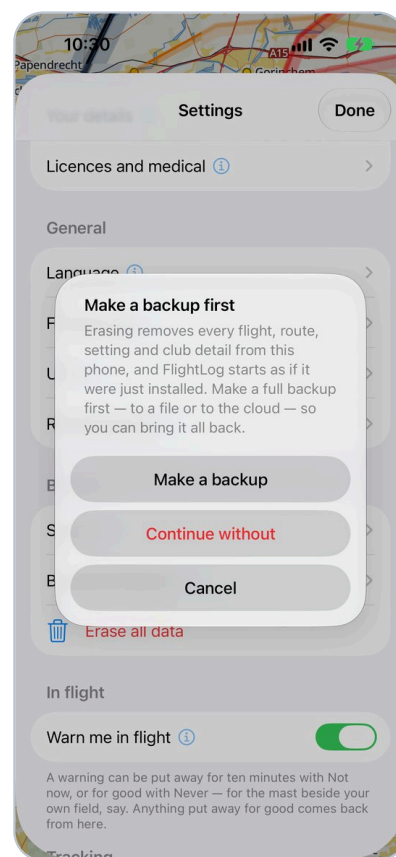
- **Flights and routes** are added: the ones missing from the phone come back, and the ones already there stay as they are, including changes made since the backup.
- **App settings and club data** are replaced by the backup's. FlightLog asks before it does.

When it is done, FlightLog says how many flights and routes were added.

Erasing all data

Erase all data, at the bottom of the backup section in Settings, takes FlightLog back to how it was when first installed: the logbook, routes, fleet, club members, the GlidingApp link, the recovery code, downloaded charts and every setting are removed from the phone. Backups in the cloud are not touched.

FlightLog first suggests making a full backup — **Make a backup** opens **Backup & Restore** — and then asks twice whether you are sure. It cannot be done during a flight. On an iPhone FlightLog starts again with the welcome; on Android the app closes, and opens afresh the next time.



Make a backup first.

Testmode

Testmode is for helping improve FlightLog's detection. With it on, FlightLog records extra diagnostics for every flight and asks after landing whether the takeoff and landing were detected correctly. On the map, **Rolling**, **Airborne** and **Touchdown** buttons let you mark those moments as they happen, and a **Simulate** button flies a made-up flight from the home airfield. The diagnostics can be exported as a file from the flight's page, or sent straight to FlightLog's maker: **Send flight to FlightLog's maker** under **Testmode Diagnostics** opens a message with the feedback you gave on the flight already in it, and the flight attached — its diagnostics and the flight as a backup keeps it, without any position, track or place. Switch on **Include where the flight went** to send the track as well. Add what you noticed and tap **Send**; like Feedback, it goes through the club's proxy. Leave testmode off unless you have been asked to use it.

15 Tips and troubleshooting

A flight was not logged

- Did the flight start more than 5 km from an airfield FlightLog knows — a field a glider landed out in, say? Away from airfields a takeoff is only looked for when the flight was set up with **Go fly**, so that driving fast is not taken for one.
- Is **Settings** → **Detect flights automatically** off — as it is to begin with — and was **Not today** answered at the field? Then only flights set up with **Go fly** are logged.
- Check that location access is set to **Always** — **Settings** → **Location access** shows the current status.
- Did you force-quit FlightLog from the app switcher? Leave it running in the background.
- Add the flight by hand with + in the logbook. If your phone is linked to GlidingApp, the flight comes in from the start administration by itself.

The landing was not noticed

Tap **Stop fly** and confirm: the flight is closed off at your last known position. Correct the landing time afterwards with **Edit** on the flight's page if needed.

The times differ from GlidingApp's

That is normal: FLARM and the phone see the takeoff at slightly different moments, and a start administration writes a time down by hand. A matched flight keeps the times this phone measured in the aircraft; the club's are under **Start administration** on the flight's page.

“No circuit” on a flight

FlightLog works the runway and circuit out from the approach, but not every approach says it clearly. Open the flight, tap **Edit** and choose the runway and circuit direction. If you do not need them for a mode, switch **Circuit direction** off under **Settings** → **Mode Options**.

The map or chart is empty in the air

The chart and the map come over the internet. Before you fly without signal, download your regions under **Settings** → **Aeronautical chart**: the chart, the base map and the ground heights. Airfields, runways, frequencies and reporting points you have looked at keep working offline.

The code to sign in does not come

It can take a minute. Look in your junk mail, check the address, and tap **No code? Send another**.

The weather screen shows an error

Each part of the screen says for itself what went wrong: no connection, a station that publishes no TAF, or a service that did not answer. Try again later, or pick a station nearby.

A photo cannot be read

Photos of the hour meter and of logbook pages are read through the club's proxy. *Reading photos is not set up on the proxy yet* means the club has not added the key for it — ask whoever runs the club's FlightLog setup. *The club has read as many photos today as the proxy allows* is a daily limit; try again tomorrow. When Claude turns a photo away, the app says why; a logbook page that failed can be read again with **Read those pages again**, without photographing it again. You can always type the hour meter reading, and add a flight by hand.

Moving to a new phone

Before you switch, make a backup of **All**: to the cloud, with your recovery code saved, or to a file you can reach from the new phone. On the new phone, install FlightLog and connect to the club under **Settings** → **GlidingApp** (for a cloud backup). Then restore it under **Settings** → **Backup & Restore** (chapter 14). This works from an iPhone to an Android phone and back.

The daily card or hour meter buttons are missing

They are for tow pilots only. Link your phone to GlidingApp (chapter 13) — if you are in the club's tow pilot group they appear — or log your first tow.

Questions or something not right?

Tell whoever looks after FlightLog in the club. For a detection problem, turning on testmode and sending the flight's diagnostics file helps the most.