British Hang Gliding and Paragliding Association Ltd 
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 office@bhpa.co.uk



## www.bhpa.co.uk

## THIS STUDENT TRAINING RECORD IS THE PROPERTY OF THE BHPA AND MUST BE RETAINED BY THE SCHOOL

Student's persona	l details	and the second	
Address:			
	2		
Telephone:	N	lobile:	
Email			
Date of birth:	Age:	Weight:	
Emergency contact:			

Telephone:

## Student's BHPA membership record

Instructor's signature

Personal accident insurance taken out?:

Date Elementary Pilot Training Guide issued:

Membership Expiry type date Student's signature

# **READ THIS**

Paragliding is a form of aviation, with all of the inherent and potential dangers that are involved in aviation. No form of aviation is without risk, and injuries and death can and do occur in paragliding, even to trained pilots using proper equipment. No claim is made or implied that all sources of potential danger to the pilot have or can be identified. No one should participate in paragliding who does not recognise and wish to personally assume the associated risks.

## What is this Student Training Record?

This book details all the exercises which make up the training programme that you are following. Your Instructor and you must use it to record your progress both in the main section and in the log section at the back. You should also use it to ensure that you fully understand each new exercise before it is attempted. Your Student Training Record will be retained by your School.

I have read, understood and accepted the information above and the Powered Paraglider General Information page overleaf.

Signed:

Date

## POWERED PARAGLIDERS (PPG) GENERAL INFORMATION

## Legalities

In the UK a powered paraglider is legally classed as a glider and is subject to the same rules and regulations as all gliders, hang gliders and paragliders. To expand on this statement in more detail: under the Air Navigation Order, aircraft that meet the self-propelled hang glider (including paraglider) definition (reproduced below) are legally classed as Gliders.

'Self-propelled hang-glider' means an aircraft comprising an aerofoil wing and a mechanical propulsion device which:

- a) is foot launched;
- b) has a stall speed or minimum steady flight speed in the landing configuration not exceeding 35 knots calibrated airspeed;
- c) has a maximum unladen weight, including full fuel, of 70kg.

NB: If your PPG does not meet the definition above then it cannot be legally operated as a glider and falls outside the BHPA PPG scheme.

When flying your PPG you will need to comply with all the laws and rules that apply to gliders (which is most of the ANO except the need to have a pilot's license and the need to register your aircraft with the CAA).

## Solo flights only

BHPA 'Power' qualifications are for solo flight only. The BHPA Flying and Safety Committee does not regard dual PPG flights as sufficiently safe. Therefore no BHPA dual 'power' qualifications are available. To reiterate: as a BHPA 'power' qualified pilot you are not authorised, trained or insured to fly with passengers. Your qualification is for solo flight only.

### Insurance

BHPA members who hold the BHPA 'power' environment are covered by the master third party insurance policy. This insurance only covers solo flight performed in accordance with all BHPA rules and regulations and airlaw.

### Airworthiness

DULV types apart, none of these complete aircraft carry Certificates of Airworthiness or other form of approval, and you fly them entirely at your own risk. You should be aware that wing certification only checks the behaviour of the wing in unpowered flight, and only when flown within the placarded weight limits. The addition of power takes you into uncharted territory, whilst the extra weight of the power unit may also take you outside the recommended weight limits of the wing, thus eroding safety margins. The engineering of the power unit may be inadequate – especially for manoeuvring flight with increased load factors.

It is a rule of the Association that pilots who fly uncertified wings are required to complete the 'uncertified wings declaration'. The "Pilot's Declaration – Uncertified Wings" form can be downloaded from the BHPA website or obtained from the BHPA office.

# CLUB PILOT (NOVICE) STAGE Paragliding (Power)

The exercises in Phases 1, 2, 3, 5 and 6 are arranged in sequential order and must be completed in that order – the exception being Phase 4 which can be completed at any time before Phase 5.

For students coming from paragliding hill or tow, exercises 1 to 7 inclusive should only require checking/refreshing as long as those students are of at least Paragliding Elementary Pilot (EP) skill level and show the required level of ground handling skill.

Ensure that each section is signed off before progressing to the next. The Instructor and student should read each objective carefully, and be certain that the exercise has been completed in full before signing that it has been achieved.

# Phase 1: Ground training - unpowered

**Objective:** The student should have a basic understanding of the sport and its risks, a basic understanding of the equipment and the site environment, and understand how to avoid/minimise injury as a result of a mishap. The student must also complete the mandatory administration steps.

- 1. Introductory talk airfield briefing; introduction to canopy and equipment parts and functions of canopy, harness, helmet; Daily Inspections explained.
- 2. Avoiding/minimising injury parachute landing falls (PLFs) explained, demonstrated and practised to a reasonable degree of competence and understanding.
- **3. Pre-flight checks** the student should be introduced to all the BHPA safety check lists used during the unpowered and powered stages of training. These are:

the unpowered pre-flight check list (WGHHCAT) the pre-engine start check list (FuSTICS) the powered pre-flight check list (WHIPS & MACE), and the powered pre-landing check list (WUTFIST).

These check lists should be used during all relevant stages of training and on every flight.

The three exercises above ha	we been completed satisfactorily	
Instructor's signature	Student's signature	Date

# Phase 2: Ground handling – unpowered

**Objective:** Through ground-based activity the student should achieve a reasonable and consistent level of competence at preparing the equipment for flight; inflating the canopy; running with it whilst looking ahead; maintaining direction; flaring and collapsing the canopy.

- 4. Briefing importance of taking off and landing into wind airspeed control flare/stall directional control.
- 5. Preparation putting on the helmet and harness canopy layout pre-flight checks.
- Launch and landing procedures (i) NB: The power unit is <u>not</u> worn during this exercise.

Take-offs practised to stage of moving with an inflated canopy (forward/reverse inflation method as appropriate to the conditions) - canopy inflation - maintaining direction - flare - collapsing the canopy - post-flight control and moving of the canopy.

The three exercises above have been completed satisfactorily

Instructor's signature

Student's signature

Date

# Phase 3: Unpowered hops

**Objective:** The student should combine the skills practised on the ground in Phase 2 to make straight ground-skimming flights, gaining familiarity with canopy handling and control.

The unpowered flights below may be completed using hand pushes, single person hand tows, from a slope\* or using a winch\*. It is expected that non paraglider pilot students will spend several days mastering and consolidating the skills acquired through exercises 6 and 7, which underpin all powered paragliding flight. \* Only if the Instructor is hill/tow gualified.

### 7. Launch and landing procedures (ii)

NB: The power unit is not worn during this exercise.

Take-offs practiced to stage of 'flights' across the field with an inflated canopy (forward/reverse inflation method as appropriate to the conditions) - canopy inflation - controlling direction and making turns - glide approach from 6m/20ft agl - flared landing on feet - collapsing the canopy - post-flight control and moving of the canopy.

#### Exercise 7 completed satisfactorily

Instructor's signature

Student's signature

Date

Continued

#### 8. Launch and landing procedures (iii)

OPTIONAL: Due to the difficulties of getting a student, with power unit, airborne by hand towing this exercise may be omitted at the Instructor's discretion. NB: The power unit is worn during this exercise - engine not running.

Take-offs practiced to stage of 'flights' across the field with an inflated canopy (forward/ reverse inflation method as appropriate to the conditions) - canopy inflation - controlling direction and making turns - glide approach from 6m/20ft agl - flared landing on feet collapsing the canopy - post-flight control and moving of the canopy.

## Exercise 8 completed satisfactorily

Instructor's signature

Student's signature

Date

## Phase 4: The power unit

Objective: The student should be fully familiarised with the power unit.

9. Safety

The pilot under training will gain an understanding of:

- a) Dangers to self and others: propellers (clutches), fuel.
- b) Kill switch and engine stopping.
- c) Procedures in the event of fire.
- d) Safety equipment: first aid kit, fire extinguisher, helmet, eye protection, ear defenders.
- e) In-flight dangers: engine failures, loose items, fire.

### 10. Introduction to the power unit and associated equipment

The pilot under training will gain a basic understanding of all the component parts of the motor unit and their inter-relationships. Particular emphasis will relate to:

- a) Power unit component parts.
- b) Assembly and packing away.
- c) Safety cages and the importance of maintaining them in good condition.
- d) Daily inspection of power unit.
- e) Controls ignition switch, throttle(s), choke, starter mechanism, harness controls.
- Correctly rigging the motor to the glider with safety straps in accordance with the manufacturer's recommendations.
- g) Adjustments for different pilots (weight, thrust angle).
- h) Other equipment windsock/streamers, tools, basic spares (plug, pull start spring), water trapping funnel, fuel catching tray.
- Suitability of chosen canopy weight range, flying characteristics, control line lengths/trim position - and the effects of differing hang point positions.

### 11. Fuel

The pilot under training will gain an understanding of:

- a) Dangers from fuels.
- b) Petrol/oil mixtures different mixtures/oils for running in, synthetic/semi-synthetic oils, etc.
- c) Water in fuel.
- d) Storage and transport.

Continued

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# 12. Maintenance and repair The pilot under training will gain an understanding of: a) Servicing. b) Use of manufacturer's parts whenever possible. c) Care of propellers - balance, repair limits (don't repair!). d) Vibration and fatigue life of parts. 13. Starting procedures The pilot under training will gain an understanding of starting procedures, including: a) Daily Inspection of complete aircraft. b) Preparation before starting engine (i.e. fuel line bleeding), priming. c) Suitability of area. d) Pre engine start checks (FuSTICS). e) Bracing and starting sequence. f) Shutting down procedures - normal and emergency. g) Ground running considerations.

#### The five exercises above have been completed satisfactorily

Instructor's signature

Student's signature

9

# **Phase 5: Power preparation**

**Objective:** The student should be familiar with all the elements of his first powered take-off, without actually taking off.

#### 14. Torque effects

With the power unit in position on the student's back, engine running, no wing, gain familiarity with primary and secondary propeller effects.

Exercise	14 completed	satisfactorily	
Exercise	14 completed	satisfactorily	

Instructor's signature

Student's signature

## 15. Launch procedure and abort

With power unit (developing thrust) and wing, practice full launch procedure. All pre and post flight routines to be completed satisfactorily.

### Exercise 15 completed satisfactorily

Instructor's signature

Student's signature

Date

Date

Date

# Phase 6: Powered flights

Objective: The student should make his first powered flights.

## These exercises MUST be completed in the order listed.

At this stage the Instructor should ideally test fly/demonstrate the actual machine combination that the student will fly. The Instructor must ensure that things like brake line lengths/hang points, climb rate and general suitability are checked.

#### 16. Eventualities briefing

The need to prepare, before take-off, plans to deal with the unexpected.

## 17. Commands and communications briefing

This must include signal bats, radio, etc., as appropriate.

### 18. Responsibilities briefing

From this point the student becomes the 'pilot-in-command' and will be in a position to determine the course of the flight. The student must clearly understand their level of responsibility for the safe conduct of any flight and be confident of their ability to undertake this step. The radios may fail. The engine may fail. The student must be completely prepared to deal with both eventualities and to land safely.

Student's signature

### The three briefings above have been completed and understood

Instructor's signature

Date

Date

Date

#### 19. Flights (i) Local circuit

Complete a minimum of 3 powered 'local circuit' flights from a flat site with approximately 200m/600ft ground clearance, with unassisted take-off runs, gentle 90 degree turns including good airspeed and throttle control and finish with stand-up power-off (switched off) landings (including full deflation of the canopy between flights). Instructor must have one-way radio communication with the student.

(The environment must allow the student continuous opportunity to make a safe landing in the event of engine or radio failure at any point of the circuit.)

Student's signature

#### Exercise 19 completed satisfactorily

Instructor's signature

#### 20. Flights (ii) Out of circuit

Complete 2 satisfactory flights of at least 15 minutes each involving climbing to a minimum of 450m/1,500ft a.t.o. and making left and right turns under power before rejoining the circuit. The student should show good airspeed and throttle control and finish with stand-up power-off (switched off) landings (including full deflation of the canopy between flights). Instructor must have one-way radio communication with the student.

(The Instructor should take steps to minimise the danger of the student losing sight of the field and becoming lost during this flight.)

### Exercise 20 completed satisfactorily

Instructor's signature

Student's signature

# Theory syllabus - Club Pilot (Novice) stage

The pilot under training must complete the Club Pilot (Novice) theory syllabus set out in the 'Elementary Pilot Training Guide' (also in the 'BHPA Pilot Handbook') and in addition the following subjects.

## Air law

- The pilot under training will understand:
- The process for notifying an active site using the CANP.
- The process for reporting accidents.

#### Principles of flight and aircraft general

The pilot under training will understand:

- Engine basics.
- Forces on a powered aircraft in level flight, turning flight.
- Propellors.
- The effects of pressure, humidity and temperature on take-off performance.

#### Airmanship and Navigation

- The pilot under training will understand:
- The need to keep a logbook.
- That power governs climb and pitch (control position) governs air speed.
- The importance of climbing from take-off with sufficient airspeed and the DANGER of climbing too steeply with power and NOT enough airspeed. (Emphasise that the pilot has to keep a safe, low angle climbing attitude by keeping the controls up.)
- The relationship between airspeed, wind-speed and the resultant groundspeed and be able to work given examples.
- Drift and the relationship between course and heading.
- Torque effects.
- The dangers of prop wash in the air and on the ground.
- Selection of a safe flying field including climb-out clearance, ground conditions, turbulence generators, obstructions and overshoot areas.
- Safe areas for onlookers.
- Noise nuisance and congested areas.
- Techniques for avoiding and recovering from tucks, stalls and spins and sudden power loss.
- Emergency and safety procedures. (To include discussion of techniques for dealing with a fire in the air. Low turn recovery techniques. Out of wind landing techniques. Water and tree landing procedures. Use of emergency parachute systems. Uses and limitations of alternative control techniques such as weight-shift and rear riser steering in the event of a control line failure.
- Paraglider certification and BHPA requirements.
- The importance of keeping a safe landing field always within reach.

# Phase 7: Club Pilot (Novice) examination

**Objective:** To ensure the student has reached the Club Pilot (Novice) Paragliding level of understanding in the relevant subject areas.

21. Club Pilot (Novice) Paragliding theory examination completed and all incorrect answers de-briefed and discussed.

Student's signature

Exercise 21	completed	satisfactorily
-------------	-----------	----------------

Instructor's signature

22. Power environment theory examination completed and all incorrect answers de-briefed and discussed.

Exercise 22 completed satisfactorily

Instructor's signature

Student's signature

Date

Date

# Final assessment for Club Pilot (Novice)

23. I have checked that the training detailed above has been completed and confirm that, to the best of my knowledge, this student has the right attitude to flying and has reached the standard of airmanship required to fly safely and competently as a Club Pilot (Novice) Paragliding in the power environment.

Senior Instructor's signature

Date

The Club Pilot is now qualified to fly unsupervised provided that he/she keeps within two miles of the take-off point and that a BHPA Instructor or Coach has checked the site airspace. (As with all new BHPA pilots, the pilot is encouraged to fly under the guidance of a Coach.)

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Club	Pilot	(Novice)	Paragliding	examination -	Answers
------	-------	----------	-------------	---------------	---------

To be completed only during invigilated examination. Place a 'X' in the box next to your chosen answer.

SEC	TION	1	11.	a)		21.	a)		
1.	a) b) c)			b) c)			b) c)		
2.	a) b) c)		12.	a) b) c)		22.	a) b) c)		
3.*	a) b) c)		13.	a) b) c)		23.	a) b) c)		
4.	a) b) c)		14.	a) b) c)		24.	a) b) c)		
	10		SEC	TION	2	25.	a)		
5.*	a) b) c)		15.	a) b) c)			b) c)		
6.	a) b) c)		16.	a) b) c)		26.	a) b) c)		
7.*	a) b) c)		17.	a) b) c)		27.	a) b) c)		
8.	a) b) c)		18.	a) b) c)		28.	a) b) c)		
		1		Carto		SEC	TION	3	
9.	a) b) c)		19.	a) b) c)		29.	a) b) c)		
10.	a) b) c)		20.	a) b) c)		30.	a) b) c)		

31.	a) b) c)		40.	a) b) c)		48.	a) b) c)	
32.	a) b) c)		41.	a) b) c)		49.	a) b) c)	
33.	a) b) c)		42.	a) b) c)		50.	a) b) c)	
34.	a) b) c)		<b>SEC</b> 1 43.	rion a) b) c)	4 □ □	51.	a) b) c)	
35.	a) b) c)		44.	a) b) c)		52.	a) b) c)	
36.	a) b) c)		45.	a) b) c)		53.	a) b) c)	
37.	a) b) c)		46.	a) b) c)		54.	a) b) c)	
38.	a) b) c)		47.	a) b) c)		55.	a) b) c)	
39.	a) b) c)			~	1947 <sup>67</sup>	56.	a) b) c)	

## SCHOOL USE ONLY

	Number correct:	Minimum mark required:	Essential questions failed (*):	Sectio	n r	esult:	Overall result: PASS / FAIL
Section 1		10		Pass	1	Fail	Marked by:
Section 2		10		Pass	1	Fail	
Section 3		10		Pass	1	Fail	
Section 4		10		Pass	1	Fail	-

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Paragliding Power Environment examination - Answers To be completed only during invigilated examination. Place a 'X' in the box next to your chosen answer.

1.	a) b) c)		11.	a) b) c)		21.	a) b) c)	
2.	a) b) c)		12.	a) b) c)		22.	a) b) c)	
3.	a) b) c)		13. <sub>.</sub>	a) b) c)		23.	a) b) c)	
4.	a) b) c)		14.	a) b) c)		24.	a) b) c)	
5.	a) b) c)		15,	a) b) c)		25.	a) b) c)	
6.	a) b) c)		16.	a) b) c)		26.	a) b) c)	
7.	a) b) c)		17.	a) b) c)		27.	a) b) c)	
8.	a) b) c)		18.	a) b) c)		28.	a) b) c)	
9.	a) b) c)		19.	a) b) c)		29.	a) b) c)	
10.	a) b) c)		20.	a) b) c)		30.	a) b) c)	Continued

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## Registration of rating Club Pilot (Novice) Paragliding rating and power environment

The student is responsible for ensuring that this form is completed and returned immediately to the BHPA office, together with the registration fee of  $\pounds 10$  (cheques should be made payable to 'BHPA').

The Temporary Certificate is valid for 30 days only.

Pilot's name:

BHPA membership number:

#### To be completed by the CFI

I have checked the student training record for the above pilot and certify that he/she has successfully completed all the tasks for the Club Pilot (Novice) Paragliding rating and power environment.

Amount:

#### Signed CFI:

Name (block capitals):

School:

Date Club Pilot (Novice) Paragliding rating and power environment awarded:

Office use only: Received:

Entered:

Issued:

British Hang Gliding and Paragliding Association Ltd 8 Merus Court Tel 0116 289 4316 Meridian Business Park Eac 0116 281 4949 Leicester LE19 1RJ office@bhpa.co.uk



## Temporary certificate Club Pilot (Novice) Paragliding rating and power environment

Pilot's name:

BHPA membership number:

This certificate is **valid for 30 days** from the date the rating was awarded. It provides evidence that the pilot has achieved the Club Pilot (Novice) rating and may now fly in the power environment without direct supervision from an Instructor.

The Club Pilot is now qualified to fly unsupervised provided that he/she keeps within two miles of the take-off point and that a BHPA Instructor or Coach has checked the site airspace. (As with all new BHPA pilots, the pilot is encouraged to fly under the guidance of a Coach.)

#### To be completed by the CFI

I confirm that this pilot has successfully completed all the tasks for the Club Pilot (Novice) Paragliding rating and power environment, and is a Full Annual Member of the BHPA. (This includes Full Annual Membership taken out at concessionary rates.)

#### Signed CFI:

Name (block capitals):

School:

Date Club Pilot (Novice) Paragliding rating and power environment awarded:

Pilot's BHPA membership expiry date:

Keep this certificate with you when you're out flying!

Intentionally blank - reverse of certificate.

31.	a) b) c)	35.	a) b) c)		39.	a) b) c)		
32.	a) b) c)	36.	a) b) c)		40.	a) b) c)		
33.	a) b) c)	37.	a) b) c)					
34.	a) b) c)	38.	a) b) c)					

SCHOOL USE ONLY										
Number correct:	Minimum mark required:	Result:	Marked by (signature):							
	28	PASS / FAIL	Date:							

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# PILOT STAGE Paragliding (Power)

These exercises may be completed in any order under the guidance of an Paragliding Instructor (Power) or Coach.

# Phase 8: Improving skills (i)

## 24. Planned approaches and accurate landings

Reach a reasonable and consistent level of competence at planning and completing accurate landing approaches in various conditions. At least three accurate landings in a closely defined area should be achieved. Techniques should include the 'constant aspect approach' and 'S' turns. The engine should be killed at approx. 30m/100ft agl. The Instructor/Coach must have one-way radio communication with the pilot as an emergency back-up.

i) Complete 3 power-off landings within 20m/60ft of a defined spot in winds of less than 5mph. **Dates and number of flights:** 

	Dutes and number		gin	· ·								
	Flights attempted	1	1		1	1	_ 🗌 .	1	1			
	Successful flights	/	/		/	1		/	/			
	ii) Complete 3 powe	er-off	landi liabt	ings:wit	hin 2	0m/8	60ft of a	defir	ned s	spot in wir	ids of more than	5mph.
		/	iigint /	s.	1	1		7	1			
	Flights attempted		а — —		1	1	. [] . ]	1	1			
	Successful flights	/	/		1	t		1	/			
	Exercise 24 completion Instructor/Coach signature	<b>eted</b> gnatu	satis re	factori	l <b>y</b> F	'ilot's	s signati	ure			Date	
25.	Forward launch te Show consistently (	echni Jood	<b>que</b> forw	ard lau	nch te	echn	ique.					
	Exercise 25 comple	eted	satis	factori	ly							
	Instructor/Coach sig	gnati	ire		F	'ilot's	s signati	ure			Date	
26.	Reverse launch te Show consistently g	<b>chni</b> good	<b>que</b> reve	rse lau	nch t	echr	ique.					

#### Exercise 26 completed satisfactorily

Instructor/Coach signature

Pilot's signature

Date

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Continued

Exercise 27 completed satisfact	orily	
Instructor/Coach signature	Pilot's signature	Date
Engine failure practice Carry out an accurate power-off I Instructor must have one-way rac	anding to the satisfaction of the i dio communication with the pilot f	Instructor from at least 500fr for emergency back-up use.
Exercise 28 completed satisfact	orily	
Instructor/Coach signature	Pilot's signature	Date
Weightshift and pitch/roll co-or Show a reasonable and consister in both directions using weightshi achieve on solid hang-point para	r <b>dination in turns</b> nt level of competence at making ift and pitch/roll co-ordination. NE motors.	smooth co-ordinated turns 3: Weightshift is difficult to
Exercise 29 completed satisfact	orily	
Instructor/Coach signature	Pilot's signature	Date
'Big Ears' Show safe and effective use of the does not allow 'Big Ears' then the	ne 'Big Ears' rapid descent techni e technique should be discussed.	ique. (NB: If the equipment )
Exercise 30 completed satisfact	orily	
Instructor/Coach signature	Pilot's signature	Date
Exploring the speed range Be competent and confident at us The pilot should also understand	sing the powered paraglider's not the hazards associated with fast ptoms of a stall. Approaching the	rmally used speed range. and slow flight and be stall and deliberate stalls
familiar with recognising the symp must be avoided (other than durin	ig ground nanaling).	
familiar with recognising the symp must be avoided (other than durin Exercise 31 completed satisfactor	orily	

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#### 32. Trimmers and accelerator systems

Understand the uses and limitations of accelerator systems and trim setting devices and be

	proficient and confident at using a	n accelerator system.		Each exercise fr
	Exercise 32 completed satisfacto	rily		35. Weather ass
	Instructor/Coach signature	Pilot's signature	Date	Show a consi flying weather
33.	Active flying Have a good understanding of the	concepts of active flying and c	oping with turbulence.	<b>36. Total PPG fli</b> Have a minim paragliders, p powered para
	Exercise 33 completed satisfacto	rily		penered para
	Instructor/Coach signature	Pilot's signature	Date	37. Total PPG flig Either non Pile Have a min paragliders.
34.	Airmanship Display the ability to fly safety with Rules of the Air and exhibiting got considerately and in accordance w	n others, maintaining a good loo od airmanship. Demonstrate an vith air traffic rules.	k out, complying with the ability to manoeuvre safely,	<u>Or</u> Pilot-rated Have a min paragliders.
	Exercise 34 completed satisfacto	rib		38. Consolidation
	Instructor/Coach signature	Pilot's signature	Date	as pilot-in-com
				<b>39. Navigation</b> Plan, discuss pre-declared to of BHPA Adva
				o, o, in A Add

# Phase 9: Improving skills (ii)

### om 35 to 40 should be initialled by the Instructor/Coach when satisfied.

#### essment

stent ability to accurately assess suitable and unsuitable

#### ght time

um of 5 hours logged airtime as pilot-in-command on powered aragliders or microlights of which at least 3 hours must be on gliders.

#### ghts

ot-rated trainees:

imum of 25 flights total logged as pilot-in-command on powered (Including full deflation of the canopy between flights.)

#### trainees:

imum of 10 flights total logged as pilot-in-command on powered (Including full deflation of the canopy between flights.)

#### n

ccessfully flown paragliders or powered paragliders or microlights mand on at least 8 separate days within the previous 9 months.

and complete a 30km (total) aeronautical chart based navigation flight with a urn point or as a flight to a declared goal or a triangle. (Holders anced Pilot rating and/or NPPL are exempt this requirement.)

#### 40. In-flight engine stop and restart

This exercise is optional.

## Exercises 35 to 40 completed satisfactorily

Instructor/Coach signature

Pilot's signature

Date

Initials

# Phase 10: Pilot (Power) examination

**Objective:** Through lectures, lessons, talks and personal study the pilot should achieve the required knowledge level in the subject areas.

In addition to all the subjects listed in the 'Theory - Club Pilot (Novice) stage' on page 8, the pilot under training needs to complete the syllabus set out for the Pilot examination in the 'BHPA Pilot Handbook'.

## 41. Pilot (Power) examination completed.

Instructor/Coach signature

Pilot's signature

# Final assessment for Pilot (Power)

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22

#### 42. Attitude and airmanship

I have checked that the tasks detailed above have been completed and confirm that, to the best of my knowledge, this pilot has the right attitude to flying and has reached the 'Pilot' standard of airmanship in this discipline.

Instructor/Coach signature

Date

Date

Club Pilot (Novice	e) training log		1 1 1		arag	lidin	<u></u> – В	MO	<b>D</b>
LICK EXERCISES COMPLETED:	1 0 6 8 7 9 6 7 8 7 0 1	EL 21	14 15	10	17 18	19 20	2	22	53
Date									
Site									
Instructor									
Conditions									
Wing									
Power unit									
Exercise attempted								•	
Comments									

Student Training Record ©BHPA 2014

SiteInstructorIns	Date	 		
Instructor       Image: Conditions       Image: Co	Site			
ConditionsImage: second se	Instructor			
Wing       Image: Comments       Image: Comm	Conditions			
Power unit       Image: Comments       Image	Wing			
Exercise attempted	Power unit			
Comments	Exercise attempted	10	2	
	Comments			

Tick exercises com	pleted:	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
Date																				
Site																				
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Wing					1.19.20															
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Exercise attempted			8													11			2	-1.700
Comments																				

		-	
Date			
Site			
Instructor			
Conditions			
Wing			
Power unit			
Exercise attempted	2	•	
Comments			
Date Pilot awarded:			1

British Hang Gliding 8 and Paragliding 1 Association Ltd 1

8 Merus Court Meridian Business Park Leicester LE19 1RJ



# Application for Paragliding Pilot rating

Please complete this form, cut it out and return it to the BHPA office, together with the pilot's completed Pilot (Power) examination paper and the examination/ registration fee of  $\pounds 10$ .

(Cheques should be made payable to 'BHPA'.)

Pilot's name:

BHPA membership number:

#### To be completed by the CFI or Chief Coach

I have checked this training record and flight log for the above pilot and certify that, subject to passing the enclosed Pilot examination, he/she has successfully completed all the tasks for the Paragliding Pilot rating.

Signed CFI/Chief Coach:

Name (block capitals):

School/Club name:

Date on which Pilot tasks were completed:

Office use only: Received:

Amount:

Entered:

Issued: