Phase 2: Ground handling

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.

5. **Briefing** - pre-flight checks - importance of taking off and landing into wind - airspeed control - flare/stall.
6. **Preparation** - putting on the helmet and harness - canopy layout - pre-flight checks.
7. **Inflation** - take-offs practised to stage of running with an inflated canopy (forward/reverse inflation method as appropriate to the conditions) - looking ahead - flare - collapsing the canopy - post-'flight' control and moving of the canopy.
8. **Directional control** - how the controls work for directional control - initiating turns - lookout and looking ahead.

The four exercises above have been completed satisfactorily

Instructor's signature Student's signature Date

Phase 3: First hops

Objective: The student should combine the skills practised on the ground in Phase 2 to make straight ground-skimming flights (typically less than 5m/15ft ground clearance).

9. **Getting airborne**
The student should reach a reasonable and consistent level of competence at taking-off, maintaining the correct in flight control position for good airspeed, the landing flare/landing, and post-landing control of the canopy.

Exercise 9 completed satisfactorily

Instructor's signature Student's signature Date

Phase 4: Flight exercises

Objective: The student should be capable of acting as pilot-in-command at the Elementary level.

These exercises MUST be completed in the order listed.

10. **Eventualities briefing** - the need to prepare, before take-off, plans to deal with the unexpected.
11. **Commands and communications briefing** - this must include signal bats, radio, etc., as appropriate.
12. **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 three briefings above have been completed and understood

Instructor's signature Student's signature Date

13. **Flights (i) - Maintaining course and airspeed**
The student should reach a reasonable and consistent level of competence and confidence flying at a increased ground clearance (maximum 15m/50ft) and in making the directional control corrections required to maintain a straight course. At least 4 successful flights must be achieved. Direct communication from the Instructor must be available.

Dates and number of flights:

Flights attempted / / ☐ / / ☐ / / ☐ / / ☐

Successful flights / / ☐ / / ☐ / / ☐ / / ☐

Exercise 13 completed satisfactorily

Instructor's signature Student's signature Date

14. **Flights (ii) - Introducing turns**
The student should reach a reasonable and consistent level of competence and confidence whilst flying with a greater ground clearance (maximum 30m/100ft), maintaining good airspeed control and making gentle turns. The student should be briefed on turns, the need to avoid low turns and the need for lookout. The turns should be of no more than 90° (i.e. less than 45° from directly into wind). Direct communication from the Instructor should be available. At least 4 successful flights must be made.

Dates and number of flights:

Flights attempted / / ☐ / / ☐ / / ☐ / / ☐

Successful flights / / ☐ / / ☐ / / ☐ / / ☐

Exercise 14 completed satisfactorily

Instructor's signature Student's signature Date

Continued