

BHPA Speed Flying Student Training Record Book (DRAFT 3.0)



Speed Flying (non-soaring: max wind speed 20mph) in the Hill Environment: TRIAL

What is this Training Record Book?

This book details all the exercises that 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 written examinations.

Your Speed Flying Club Pilot (Novice) examination papers are invigilated and marked by your Instructors.

Applying for your Speed Flying Club Pilot (Novice) Hill rating.

When you have completed all the exercises for the Speed Flying Club Pilot (Novice) Hill rating your CFI or Instructor will check that they have been signed off, and will then help you to complete the application form at the back of this book. Return the form to the BHPA office with the current fee and, providing you hold valid Full Annual Membership, you will receive the pilot pack and a new membership card showing your rating.

READ THIS

The BHPA Speed Flying course is a training regime under development. Training methods are being developed by specialist schools as part of a trial, and by undertaking the Speed Flying course you will be taking part in this trial. Flying on mini wings and speed wings is a new activity and the training in this activity has not been as rigorously tested as the training on standard paragliding courses, where appropriately certified full size paragliders are used. Most mini wings and speed wings are not certified to the standard that covers full size paragliders. **Please now sign to confirm you have read and have understood this.**

Signed: _____

Print name: _____

Date: _____

Speed flying 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 speed flying, 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 speed flying who does not recognise and wish to personally assume the associated risks.

CLUB PILOT (NOVICE) SPEED FLYING (Hill)

Notes: The exercises are arranged in sequential order (except the theory subjects in Phase 5, which may be tackled at any time). Ensure that each phase 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.

In certain circumstances environmental constraints may make it impossible to progressively increase height/turns exactly as indicated in the text. In such situations the instructor may exercise reasonable judgement in accordance with the advice contained in the Instructor's Notes. These stress the need for height/turn increases to be progressive, and that extra consolidation flying is required if height/turn increases are to be larger than those indicated.

Phase 1: Ground training

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 have an understanding of how to avoid / minimise injury in event of a mishap. The student must also complete any relevant administration including joining the BHPA.

1. **Introductory talk** – BHPA, school and instructors, membership benefits & insurance cover – risk warning – student’s health/medical conditions – students own equipment/clothing including skis if relevant – the reasons for speed flying pilot qualification and responsible etiquette including pilots’ respectabilities to members of the public, other flyers and landowners whose land they intend to fly from.
2. **Site assessment and briefing** – site and any site hazards – weather conditions/assessment – airflow patterns and flow over hazardous areas – importance of pre-planning safe take off and landing areas for all flights.
3. **Introduction to wing and other equipment** – daily inspections explained, demonstrated, practised and understood – parts and functions of the glider, various ways to control the glider discussed including brakes, weight shift and emergency control procedures i.e. rear riser steering, harness types and importance of using split leg low weight shift harnesses and helmet – the EN system of certification of full size paragliding wings and the current position regarding uncertified wings - how an aerofoil creates lift and works – operation of trimmers and how they change flight characteristics, wing sizing and wing loading and their effects on the glider’s flight characteristics.
4. **Avoiding/minimising injury** – safety techniques discussed, including landing training. Landing training (basic PLFs) should be demonstrated and practised to a reasonable degree of competence and understanding. Use of protective clothing including helmets - for ski launching the importance of correct ski set up and relevant ‘DIN’ settings on bindings.

The four ground training exercises above have been completed satisfactorily

Instructor’s signature

Student’s signature

Date

Phase 2: Ground Training

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

5. **Briefing** – pre-flight checks – importance of taking off and especially landing into wind (use of wind socks to aid this) – effect of controls and trimmers on airspeed, sink rate and glide angle – flare/stall.
6. **Preparation** – laying the glider out – putting on the harness, helmet and (if relevant) skis – pre-flight checks.
7. **Inflation** – take offs practised to stage of running/skiing with an inflated glider (forward/reverse inflation method as appropriate to the conditions, with both riser and non riser assisted inflations as appropriate to the wing type) – looking ahead – flare – collapsing the glider – post flight control and moving of glider.
8. **Direction control** – how 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 in Phase 2 to make straight ground-skimming flights (typically less than 5m/15ft ground clearance).

9. **Getting airborne** - the student should reach a consistent level of competence at taking-off, maintaining the correct in flight control position for good air speed, the landing flare, and post-landing control of the glider.

Exercise 9 has been 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 Speed Flying Club Pilot (Novice) level.

These exercises MUST be completed in the listed order.

10. **Eventualities briefing** – the need to prepare, before take off, plans to deal with the unexpected.
11. **Commands and communications briefing** – this must include any form of instructional communication used, signals, radios, 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 in 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)** – The student should reach a reasonable and consistent level of competence and confidence flying at an increased ground clearance (maximum 15m/50ft) and in making directional control corrections required to make a straight course. At least 4 successful flights must be achieved. Direct communication from the instructor must be available.

Date and number of flights attempted:

Date and number of successful flights:

Exercise 13 has been completed satisfactorily

Instructor's signature

Student's signature

Date

14. **Flights (ii) – Longer Flights and Gentle Turns.** The student should reach a reasonable and consistent level of competence and confidence flying longer flights and (if appropriate to the site) with greater ground clearance, maintaining good airspeed control and making gentle turns. Maximum top to bottom height 600m / 2000ft. The student should be briefed on turns, the need for lookout and the effect of increased control inputs on bank angles and resulting sink rates. The turns should be no more than 90 degrees (less than 45 degrees to the wind or the 'fall-line' of the slope being used). Direct communication from the instructor should be available. A minimum of 4 successful flights must be made.

Date and number of flights attempted:

Date and number of successful flights:

Exercise 14 has been completed satisfactorily

Instructor's signature

Student's signature

Date

- 15 **Exploring the glider's speed range.** The student should be competent and confident at using the speed glider's speed range and understand the effect that brake application will have on energy retention of the wing and resulting sink rates and glide. The student should understand the importance of flying speed gliders towards the top of their speed range and understand the hazards of flying too slowly with deep/excessive brake applied. The student should understand the use of trimmers on the risers, their effect on the angle of attack of the wing, and the potential hazards of flying with a lowered angle of attack in turbulent air. The student should be aware that the operation and effect of trimmers vary from wing to wing.

Exercise 15 has been completed satisfactorily

Instructor's signature

Student's signature

Date

- 16 **Flights (iii) Consolidation.** The student should reach a reasonable and consistent level of competence and confidence in performing flights that put together all the above exercises. Flights should involve unassisted launches, turns with good lookout and airspeed control, with controlled landings in a suitable area. The student must perform flight assessments of the intended flight route, with appropriate identification of all potential hazards, danger areas and landing areas. The student must then fly from at least 3 different sites, not all on the same day, making a total of at least 12 successful flights, including no less than four flights of a descent of 120m / 400 feet or more, or alternatively at least **two** flights of a descent of 1000ft or more.

Date and number of flights attempted:

Date and number of successful flights:

Exercise 16 has been completed satisfactorily

Instructor's signature

Student's signature

Date

17. Planned approaches. The student should satisfy the instructor that they have reach a reasonable level of competence at planning flights and landing approaches, by making safe controlled landings in a pre-defined landing area. This stage may be signed off whilst conducting previous exercises.

Exercise 17 has been completed satisfactorily

Instructor's signature

Student's signature

Date

18. Final assessment of Speed Flying rating – the instructor must check that all the previous exercises have been completed and signed off. The instructor must then satisfy themselves that to the best of their knowledge the student has the right attitude to fly a sub 20m² speed wing and has reached the require standard of skill and airmanship to conduct their flights in a controlled, safe manner.

PHASE 5 : Theory and examination

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

19. Meteorology

Date:

Instructor's signature:

20. Principles of flight

Date:

Instructor's signature:

21. Rules of the air and air law

Date:

Instructor's signature:

22. General Airmanship knowledge: the hazards of flying alone, human factors (drugs, tiredness, stress, lack of currency etc), flying abroad, repairs and periodic inspections of glider and equipment - the PRS, the need for completing a "Pilot's Declaration: Uncertified Wings" form, the need to join a recreational club, the coaching system, incident report forms, the limitations of the Speed Flying Club Pilot (Novice) (Non-soaring: max wind speed 20mph) and the routes to progress to soaring if desired (complete the normal full C.P. paragliding hill qualification including EP, CP and Hill environment exams).

Instructor's signature

Date

23. Speed Flying Specific Theory exam. Completed and all incorrect answers de-briefed and discussed:

Instructor's signature

Student's signature

Date

24. Final assessment.

Declaration by Senior Instructor

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 Speed Flying Club Pilot (Novice) using sub 20m wings (Non-soaring: max wind speed 20mph).

Senior Instructor's signature

Date

New Speed Flying rated Club Pilot: if you fly an uncertified wing please download, complete and return your Pilot's Declaration: Uncertified Wings form to the BHPA office. The form is found in the 'Member Documents' part of the 'Documents and Forms' section on the BHPA website.