P1 & P2 TASKS

Date Task book initiated_____

Student's name _____

USHPA Member #_____

Address_____

_____

Phone_____Email_____

Date of Birth_____Age_____Weight_____

Emergency Contact _____

Emergency contact telephone_____

Instructors name _____

406 Paragliding

This task book will be retained by 406 Paragliding as your record of training. This list of tasks will be supplemented as needed.

A P1 Pilot has the knowledge and basic skills necessary to fly and practice under direct supervision and within significant operating limitations. The pilot understands the USHPA paragliding rating systems and recommended limitations.

P2 pilot, general description – A Novice paraglider pilot has the knowledge and basic skills necessary to fly and practice without direct instructor supervision but within significant operating limitations. The pilot understands the USHPA paragliding rating systems and recommended operating limitations. The pilot shall use good judgment and have a level of maturity commensurate with the rating. Pilots must demonstrate Beginner level skills and knowledge before obtaining the Novice rating. All witnessed flights must be pre-planned by the pilot and discussed with the instructor.

READ THIS

Paragliding is a form of aviation, with all the inherent & potential dangers that are involved in aviation. No form of aviation is without risk. Injuries & death can & 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 student pilot have or can be identified. No one should participate in paragliding who does not recognize & wish to personally assume these associated risks.

STUDENT SIGNATURE_____

P1 TASKS

Winds		
1. Recognize & understand how different wind conditions will affect your flight.		
2. Wind direction & velocity. Terrain shape & obstructions.		
3. Turbulence, obstructions, trees, hills, buildings		
Wing		
1. weight ranges, advantages & disadvantages		
2. Layout & preflight wing & harness		
3. Pack & inspect wing & harness		
4. Demonstrate ground handling skills sufficient to launch- under control		
Launch unassisted		
1. smooth, confident inflation and run		
2. Pendulum control during Launch		
3. Directional control		
4. Smooth transition from running to flying		
AIRSPEED RECOGNITION & CONTROL		
Two flights, predetermined to show:		

1. Constant airspeed		
2. Smooth straight flight towards a pre-selected spot.		
3. Safe, smooth landing on feet into wind		
Two flights, predetermined to show:		
1. Confident, slight variation in airspeed showing awareness of control inputs & pendulum control		
2. Smoothly increasing airspeed & smoothly slowing airspeed showing good control.		
3. Safe, smooth landing on feet into wind		
On each flight demonstrate proper post landing procedures.		
1. Controlled wing deflation		
2. Wing immobilization		
3. Checking traffic		
4. Quickly pick up wing & move from LZ		
5. Disconnection from the wing		
Demonstrate the understanding of the importance of proper packing, storage, & care of the wing.		
Use of good judgement & display level of maturity commensurate with the rating		
Pass USHPA P1 written exam		

P1 pilots are highly recommended that all flights be made under direct supervision of a USHPA certified instructor		**Student signs**
Should only fly in study winds of 12 MPH or less		
Launch only on slopes of 3:1 – 4:1 where wind is within 15 degrees of being straight up the slope		
Launch only where there are no obstructions within 60 degrees to either side of the intended flight path & when pilot may fly straight out from launch to landing with no need to maneuver& no possibility of over flying landing area.		
Will fly only appropriate sites for this skill level.		
Will fly a wing recommended by the manufacturer as suitable for beginner or novice pilots.		
Discuss, purchasing of gear at completion of P1		

P2 TASKS	DATE	INSTRUCTOR
P1 certification completed		
Attends a minimum of 8 hours of ground school.		
Must have logged a minimum of 25 flights above 299' which require a landing approach.		
Demonstrated Skills and Knowledge		
Demonstrates layout and preflight of the canopy, harness, and backup reserve parachute.		
Gives a reliable analysis of general conditions of the site and self, and a flight plan including flight path, areas to avoid in relation to the wind flow, and obstacles to stay clear of.		
Demonstrates 5 consecutive forward inflations with a visual check of the canopy each time.		
Demonstrates 5 consecutive controlled reverse inflations with proper surge dampening.		
Demonstrates controlled kiting of a glider overhead for 2 minutes in a steady wind.		
Demonstrates 2 clean, smooth reverse inflations/reversals prior to launch.		
With each flight, demonstrates a method of establishing that the pilot is properly connected to the glider, with cleared lines and risers just prior to inflation.		

Demonstrates hands-off flying, one handed flying skills, weight-shift turns, and rear-riser turns.		
Demonstrates 2 no-wind (0-5 m.p.h.) inflations/launches.		
Demonstrates 2 successful, aggressive, confident inflations/launches, where the wind is at least 15° cross to straight up the hill in wind not exceeding 5 m.p.h.		
Demonstrates how to brief and instruct a ground crew and explain when an assisted launch is necessary.		
Demonstrates 2 high-wind (10-15 m.p.h.) inflations/launches.		
Demonstrates flight with smooth variation in airspeed, from above minimum sink to fast flight, while maintaining a heading.		
Demonstrates flight showing the ability to comfortably and precisely slow the glider to minimum sink and smoothly increase to normal airspeed while maintaining a heading. The pilot should not slow the glider to near the stall speed.		
Demonstrates flight(s) along a planned path alternating 'S' turns of at least 90º change in heading. Flight heading need not exceed 45º from straight into the wind. Turns must be smooth with controlled airspeed, ending in safe, stand-up landings on a heading.		

Demonstrates 180º turns in both directions, and at various speeds and bank angles.		
Demonstrates symmetric and asymmetric tip folds for increased descent rate.		
Demonstrates the ability to judge and allow for proper clearance from a ridge and other vehicles.		
Demonstrates 5 landings within 25' of a target (or optional landing task – see Addendum 1 – Optional Landing Task), safe, smooth, on the feet and into the wind. The target must be sufficiently close to launch such that turns are required to set up an approach and avoid over-flying the target. The target should be at least 100' below the launch point.		
Explains proper strong wind landing procedures and how to keep from being dragged back.		
Explains correct canopy maintenance.		
Explains how to lengthen and shorten the flight path.		
Explains the right of way traffic rules.		
Demonstrates the proper use of speedbar system.		
Demonstrates reserve deployment while hanging in a harness in simulated turbulence or malfunction conditions.		
Gives a thorough verbal demonstration of knowledge of how to:		

a) Maintain directional control during and correct for an asymmetric wing fold of 25% of the wingspan.		
b) Fly at minimum sink while precluding any chance of inadvertent stall or spin, particularly when flying through lift, sink or in conjunction with making turns.		
c) Increase descent rate and/or forward speed.		
Demonstrates proper and effective PLF technique.		
Must pass the USHPA Novice Paragliding written exam.		
Must agree to all the provisions of the USHPA standard waiver and assumption of risk agreement for the Novice rating and deliver an original signed copy to the USHPA office.		**Student signs**
Acknowledges and understands the need to become familiar with site-specific restrictions and launch or landing access limits, consistent with preservation of flying privileges at a site.		
Recommended Operating Limitations for Novice Paragliding Pilots		
Should exceed these limitations only after thoroughly mastering all required tasks, and after acquiring a full understanding of the potential problems and dangers involved in exceeding these limitations.		

Maximum base wind of 12 MPH		
Maximum peak gusts to 15 MPH		
Maximum gust rate of 5 MPH in 5 seconds.		
Limit turns to 30º of bank, limit speed in turns to 1.5 times the straight line, brakes off, cruise speed, and smoothly exit any spiral turn which shows a tendency to steepen or accelerate.		
Should fly a canopy recommended by the manufacturer as suitable for Beginner to Intermediate pilots.		
Should not fly in thermal lift where peak climb rates exceed 200 fpm.		
If foot launching, should launch only on slopes steeper than 4:1, where the wind is within 25º of being straight up the slope.		
Visual contact with the landing zone.		
Avoid application of either brake beyond 2/3 of the way from slack to stall position.		

NOTES