



**BLUE WORLD**  
PARAGLIDING

# Pilots Manual



Blue World  
Paragliding  
Ltd

# **SIV PILOT MANUAL AND RISK FORM**

**IT IS ESSENTIAL THAT YOU READ ALL OF THE FOLLOWING SECTIONS OF THIS BOOKLET, AND THEN COMPLETE THE DECLARATIONS AT THE END. THIS MEANS THAT THERE WILL BE LESS TIME DEALING WITH ADMINISTRATIVE WORK ON YOUR TRIP, AND MORE TIME FOR FLYING!**

## **1) PILOT**

As a paraglider pilot you will have undergone a course of training with your national paragliding organisation, so that for example any UK pilot attending one of our courses will be at least Club Pilot rated.

As such, you are well aware that paragliding is a dangerous sport, involving calculated risk and contains inherent risks and dangers, including the possibility of serious injury or death. You are aware of the scope, nature and extent of risks involved in the sport of paragliding.

You will have completed the risk form summary with details of the organisation with whom you undertook your preliminary training, the organisation with whom you are registered (for example, the British Hang gliding and Paragliding Association). You will also have provided us with your Pilot Number. As we are sure you are aware our job is out on the hill, providing instruction and flying cross country, and as such we are not in the business of checking with the relevant organisations that you have the qualifications noted on the form. We will therefore place reliance upon the information that you have provided, including details of the number of flights and hours flown, and cannot be held responsible for any misrepresentation made by you with regard to any these matters. Similarly, if there are any medical conditions which you consider we should be aware of please let us know.

As part of your training you will also have completed a theory test on airlaw, and the implications of this. These rules apply worldwide, and it is essential that you comply with them at all times. In particular you must observe airspace restrictions and follow Visual Flight rules (VFR), which most importantly means no cloud flying. As you are a trained pilot we will place reliance upon you knowing the relevant airlaw, so if you are at all uncertain about this (or have just forgotten!) you should swat up before starting the course. We are certain you do not want to spend a day in the far flung corners of the earth attending a course on airlaw!

## **2) INSURANCE**

On any paragliding trip there are three forms of insurance which are essential that you have. Firstly and most importantly, is insurance to cover you in respect of any injuries or accidents that you might suffer whilst on a trip. As a pilot who has attained the BHPA Club Pilot Rate (or equivalent) you are fully aware of the inherent risks involved in flying a paraglider. Accidents and injuries can range from the most severe to what initially may appear to be inconsequential minor events, but which can lead to a twisted ankle, broken

wrist or similar. It is therefore essential that you have holiday insurance which covers you in respect of the following items :

1. medical treatment in the relevant country
2. medical repatriation
3. search and rescue by helicopter

It is also important that this insurance covers the relevant area of the world in which you will be flying. There is no point in having a European policy if you are going to be flying in Colombia. Escape Paragliding Ltd is not in the business of selling insurance and we are not able to make any recommendations with regard to policies. The obligation is upon you to ensure that you have a correct insurance policy. We will require a copy of your Policy document at the commencement of the course, for administration purposes, but we will not carry out any checks as to the suitability of such policy and the obligation rests with you entirely in this regard.

Secondly, it is also important to have insurance to cover loss of or damage to equipment. As a qualified pilot you will appreciate that we often fly in remote areas, where transport is often not luxurious. Glider bags can be dropped, flight decks sat on and cameras can get wet. Don't spoil your holiday by not having insurance to cover loss and/or damage to any of these items.

Escape Paragliding Ltd cannot be held liable for any property damage sustained by you howsoever caused.

Finally it is also essential that you have third party liability insurance, to cover the event of you injuring someone else. This would normally be arranged through your national organisation.

### **3) EQUIPMENT**

Part of the excitement of our courses is that you can often find yourself jetting off to exotic parts of the world, at times when flying conditions in your country may not be ideal. You each have your own equipment and it may well be that this has been stuffed in the cupboard under the stairs for the past month. We therefore recommend that you check your equipment before travelling to the far flung corners of the earth! In particular, we would expect you to have carried out the following :

1. Had your glider serviced and inspected within the twelve months preceding your attendance on the course.
2. That you have a reserve parachute which has been inspected and repacked during the twelve months preceding the course.
3. That you have a well maintained harness and other ancillary equipment.

Your flying equipment is personal to you. All of the above points are, we are sure will agree, common sense and as such we expect you to have employed common sense prior to attending on the course. We will therefore not carry out an inspection of your wing, reserve or harness and rely upon you signing the relevant section of the risk form with regard to this.

As well as your wing/harness/reserve there are other bits and pieces that you would normally fly with. Please check the introductory section of this manual for a guide to flying conditions in the area in which you will be flying. For example, you don't want to be flying with a UK winter thermal flying suit in South Africa in December, where the temperatures can exceed 40 °C.

#### **4) ANCILLARY ITEMS**

##### **DRINKS SYSTEMS**

How you drink in mid-air is entirely up to you. However, we have never seen anything which has improved upon the basic camel-back drink bladder. Remaining hydrated in hot flying environments is essential. It helps contribute to your mental alertness throughout the flight. Please ensure that you drink regularly whilst flying.

Many people assume that the need for camel-back comes to an end when the flight ends. Nothing could be further from the truth. If you are faced with even a two or three kilometre walkout in 40 °C heat you will require a large amount of fluids.

If the conditions are particularly warm in the area we are flying, then it would be sensible to take at least a 2 litre camel-back with another 1 litre or 2 litre bottle of water as backup.

##### **CLOTHING**

Common sense applies, and you should dress appropriately for the country we are flying in. Remember that even if it is hot on take off you should dress for cloudbase, and that temperatures drop by 3 degrees C for every 1000ft ascended. Even in Turkey it is possible to get cold at 11,000ft, whilst everyone on the ground is sweltering. It is also important that your body is fully covered, as a simple slip on take off with bare legs can result in extremely unpleasant gravel rash, if not worse.

One trend we have noticed is that people often discard their flying boots when abroad, and sometimes even fly in trainers. Your boots are there for a reason, to protect your feet and ankles, and the hassle of wearing flying boots on a plane is far better than the hassle of spending a week in hospital with a broken ankle.

#### **7) ALCOHOL OR ANY OTHER DRUGS**

Alcohol and flying do not mix. Similarly, hangovers do not help with your piloting skills! As part of the course you therefore agree to refrain from taking any drugs, including alcohol, for twelve hours prior to engaging in any paragliding activity.

If you are on any medication which could affect your ability to fly, including in particular the stresses of an SIV course where you can experience high G force and potentially disorientating manouvers such as a stall you should not fly without your Doctors approval.

#### **8) RADIOS**

Radio communication is an essential part of any XC or SIV course. As a pilot attending upon such a course it is therefore important that you have a fully functioning 2m wave-band radio, together with the appropriate charger and/or spare batteries. This will then enable us to communicate with you and give you the best opportunity of obtaining maximum benefit from the course.

Unfortunately however, radios are perhaps the least reliable piece of paragliding equipment, especially when combined with headsets and push to talk buttons. It is therefore essential that your equipment is fully functioning and that you know how to operate the radio, change frequencies on the radio and how to recharge the battery

The following are some hints and suggestions as to how to ensure your radio is as reliable as possible, and easy to use.

### **Hints and Tips for Radio Use**

Firstly ensure that your radio is fully charged. Many radios these days come with built-in rechargeable batteries. You should ensure that your radio is charged every evening, so that it does not fail half way through that 100 kilometre flight we have been aiming for.

Many radios, whilst having built-in rechargeable batteries, also have the facility to buy a battery pack, which will take ordinary AA / AAA batteries. It is possible, for example, to buy a dry cell battery pack for an Alinco radio for approximately £10.00 from ebay. This provides a very useful backup if, for example, you can not recharge your radio in the evening or your batteries go flat during the 150k, 5 hour cross country flight, as you will at least be able to change your batteries whilst on the ground to enable your retrieve driver to be summoned!

With regard to the courses themselves, the aim is to provide instruction and guidance to you. Ultimately, you are the pilot in charge and you make your own decisions, but the Blue World team will, at all stages, endeavour to provide assistance where appropriate. As such, you would expect to hear reasonably frequent conversations on your radio. These may not necessarily be specific to you, and may well be to other pilots in the group, but nevertheless you will of course be able to hear what is being said.

If, at any stage, radio traffic stops for a lengthy period of time, it may well mean that your batteries are flat, your headset has become unplugged, or you have some other problem with your radio. In these situations, it is essential that you attempt to contact one of the guides over the radio. If it is not possible to contact a guide, try contacting one of the other members of the group. If you can not contact anyone, then there is a real possibility of a problem with your radio.

If you are unable to contact any of the guides by radio, either directly, or by relaying your message through another group member, then you are effectively flying beyond our control. We cannot talk to you and you cannot talk to us. As such, you should land.

If however, you decide to carry on flying, then you must appreciate that this is decision that you, the pilot in charge, have taken and that you will effectively be free-flying without any assistance of guidance from the Blue World team.

The only other issue which we have come across during our courses is the question of radio etiquette. As you will appreciate, any transmission on your radio will be picked up by everyone on the same wave length. As such, communications should be kept brief, clear, and to the point.

You must appreciate that whilst you are transmitting, nobody else can transmit. With this in mind, we highly recommend that you set your Time-Out-Timer (TOT) function on your radio to 30 seconds so that you can only transmit for 30 seconds before the transmission is cut. This is to stop accidental transmissions from taking up the airwaves.

Please also bare in mind that on an XC course, the radio communications are primarily focused on pilots still in the air, so unless you are in trouble or danger after landing, try and keep the airways clear of chatter!

Finally, don't worry if you do not have a radio. Blue World can hire radios complete with charger at a cost of £30 for the duration of the course.

## **CHECKLIST**

I have a fully functioning 2m radio together with appropriate headpieces

I am fully aware of how to operate my radio and have all the necessary manuals and instructions in relation to it

I will ensure that my radio is fully charged prior to each day's flying, and will carry the appropriate back-up batteries if necessary

If, whilst flying, my radio fails or I am for any reason unable to contact an instructor/guide from the Blue World team then I will land, as I appreciate I will then be flying without instruction

# **STRUCTURE OF THE COURSE**

## **DAY ONE**

Every day will start with a briefing, and day one is no different, although the first briefing will be longer and give details about the site, take off, landings and the manoeuvring area. You will also be introduced to the members of the team, and told who will be acting as launch marshal on takeoff. At this first briefing, we will also be requesting your full insurance details and for you to sign a "grabsheet" so we have all of your details in one place.

Once we arrive at takeoff, we will do a site assessment as a group, pointing out any potential hazards and giving helpful advice on where to find your first thermals.

## **ANATOMY OF AN XC FLIGHT.**

Takeoff is accessed via a car or a bus. Once on takeoff, we will assess the weather conditions and form our plans for the day.

### **Take Off.**

After arriving at the top of the mountain, we will make our way to take off and begin to prepare our equipment for the day's flying. The aim is for pilots to take off within 15 minutes of each other, where we will then head to the house thermal form a gaggle, and plan the next step in our flight.

The launch marshal will tell you when the timing is right for you to launch, but you are the pilot in charge, and ultimately it is your decision as to when to launch. The launch marshal will just be indicating to you when the flight "window" has opened.

### **In flight**

Throughout the flight, we will aim to fly as one group and scan the air together. It is normal that through the course of the day, the group splits down owing to pilot skill and differing gliders. Where this happens, one guide will aim to drop back and fly with the pilot in order to get them back with the group.

### **End of the flight**

Once we have reached our goal, we will come in for a controlled landing. This may be after one of your loges flights, so it is important that you select a big field that you can easily land in. If you land out throughout the day, then select a field early, and once you've landed, gather your wing to show you are safe to us and other pilots in the air.

## SUMMARY

I have read and understood Section 1 of the Pilot manual, and confirm that I am a current member of my national paragliding association, and hold third party liability insurance through my national organisation or some other company, whose details I have completed below.

Signed.....

I have notified you of any medical condition which affects my ability to fly.

Signed.....

I have read and understood section 2 of the Pilot manual (INSURANCE) and confirm that I hold a current insurance policy to cover me in the event of an accident or injury to myself whilst attending this course. Such policy specifically includes the sport of paragliding. As such I hereby agree that Blue World Pargliding ltd or any of their employees shall in no way be held responsible for any expenses I may incur whilst attending upon the course. . I will provide Blue World Pargliding ltd with a copy of my policy schedule for administrative purposes prior to commencing the course, but agree by signing this form that there is no obligation on Blue World Paragliding ltd to check the content or extent of such insurance.

Signed.....

I have read and understood sections 3 and 4 of the pilot manual (EQUIPMENT) and confirm that I have had my equipment checked and or serviced in accordance with the guidelines set out in that section. As the pilot in charge I warrant that my equipment is good and serviceable and of sufficient standard to partake in this course. I am responsible for my own equipment, and will not hold Blue World Pargliding ltd or its employees liable in any way for any loss or damage to my equipment.

Signed.....

I have read and understood section 5 of the Pilot manual concerning the aims of the Cross Country flying course. I understand that I am ALWAYS the pilot in charge of my paraglider, and that I ALWAYS have the opportunity, based upon my level of skill, knowledge and understanding to choose to act on my own. I understand that the instruction and guidance given to me is intended to be advisory, and not mandatory.

Signed.....

I have read and understood section 6 of the Pilot manual concerning the aims of the SIV flying course. I understand that I am ALWAYS the pilot in charge of my paraglider, and that I ALWAYS have the opportunity, based upon my level of skill, knowledge and understanding to choose to act on my own. I understand that the instruction and guidance given to me is intended to be advisory, and not mandatory. I also understand that the manouvers on an SIV course are designed to cause the glider to fly outside of its normal flight characteristics, and that therefore there is an increased risk of the glider entering an unstable flying condition, from which emergency steps may be needed to recover.

Signed.....

I have read and understood section 7 of the Pilot manual concerning Drugs and alcohol

Signed.....

I have read and understood section 8 of the Pilot manual concerning the use of radios, and that my equipment conforms with the checklist contained at the end of that section. In particular I understand that should my radio fail during I flight, then I will no longer be receiving instruction or guidance, and If I choose to continue flying, it will be entirely under my own control.

Signed.....

**“SIV &/OR/ XC” PARAGLIDING INSTRUCTION ACKNOWLEDGEMENT OF RISK**

Name

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Age

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Address

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Postcode

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Telephone No.

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Mobile No.

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In case of  
Emergency,  
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Relationship

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Their Telephone No.

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Their Mobile No.

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**TRAINING STATUS** (Please initial) :

I have \_\_\_\_\_ hours logged flying paragliders. \_\_\_\_\_ (sign)

I have made approximately \_\_\_\_\_ paragliding flights. \_\_\_\_\_ (sign)

I am a \_\_\_\_\_ rated pilot. \_\_\_\_\_ (sign)

I am a fully paid up member of the, (association)

\_\_\_\_\_  
My membership number is \_\_\_\_\_

Glider :

|        |  |
|--------|--|
| Make   |  |
| Model  |  |
| Colour |  |

**INSURANCE:**

Insurance Company:  
Third party liability

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Insurance Company:  
Personal Injury  
(Please attach copy  
of the schedule)

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