



# Test before the 1<sup>st</sup> flight

Edition 01-11

- This test form has to be filled in before the 1<sup>st</sup> altitude flight. Check your answers using the solutions given on the last page. In case of questions contact your flight instructor and discuss your doubts with him!
- The test has to be handed in before the first altitude flight!
- For help, you may use the following document: "Information and rules for trainee pilots", pilot theory documents e.g. chapter 4 of the theory handbook.
- We kindly ask you to book for the first flight only on the telephone information line 041-620 77 77 between 18:00-20:00 the evening before and leaving a message after the beep tone. We expect you to be at the meeting point ½ hour before the meeting time (according to the phone information line, updated at 21:00 the evening before the flight day) in order to have plenty of time to prepare and check the rescue parachute and the harness. During the briefing or at the landing field, the landing procedure will be explained again in all details. If not yet watched, we advise to watch the DHV-Video "Take off - Control - Landing" in advance of the first altitude flight. Usually it is shown at the training hill day (It could be even helpful to just see the pictures without understanding all German details). Contact us in advance to arrange it.

I confirm with my signature that I have read and understood the test:

Last Name: ..... First name: .....

Date: ..... Signature: .....

## A) Organisational Matters

### 1. What is the procedure to register for altitude flights?

*I have always to book..... till ..... using the telephone information line.  
Exception: During summer time (April 1<sup>st</sup> – Oct 31<sup>st</sup>), it is not necessary to do an announcement at the weekends if I have ..... or if the.....  
(all equipments are stored in Emmetten).*

### 2. The briefing is kept mandatory. But if you do not succeed to be there in time for once, you have then to

- go up to the launch as fast as possible.
- send the flight instructor a SMS message and inform him to be there as well.
- see the flight instructor at the landing field (without talking to him) and catch a radio from there.
- call the flying shop by phone or go by there to inform of your late arrival. Afterwards you go to the landing field, contact the flight instructor personally and get a radio from him.

### 3. Where do you note your flight details at the end of each flight day?

- in the flight log book
- in the flight log book, if I haven't yet a such one (basic course), I note the flights on the copy paper
- on the control card
- on any paper available at that time

4. Which four documents should be with you as soon as possible (\* not relevant for the basic course)?

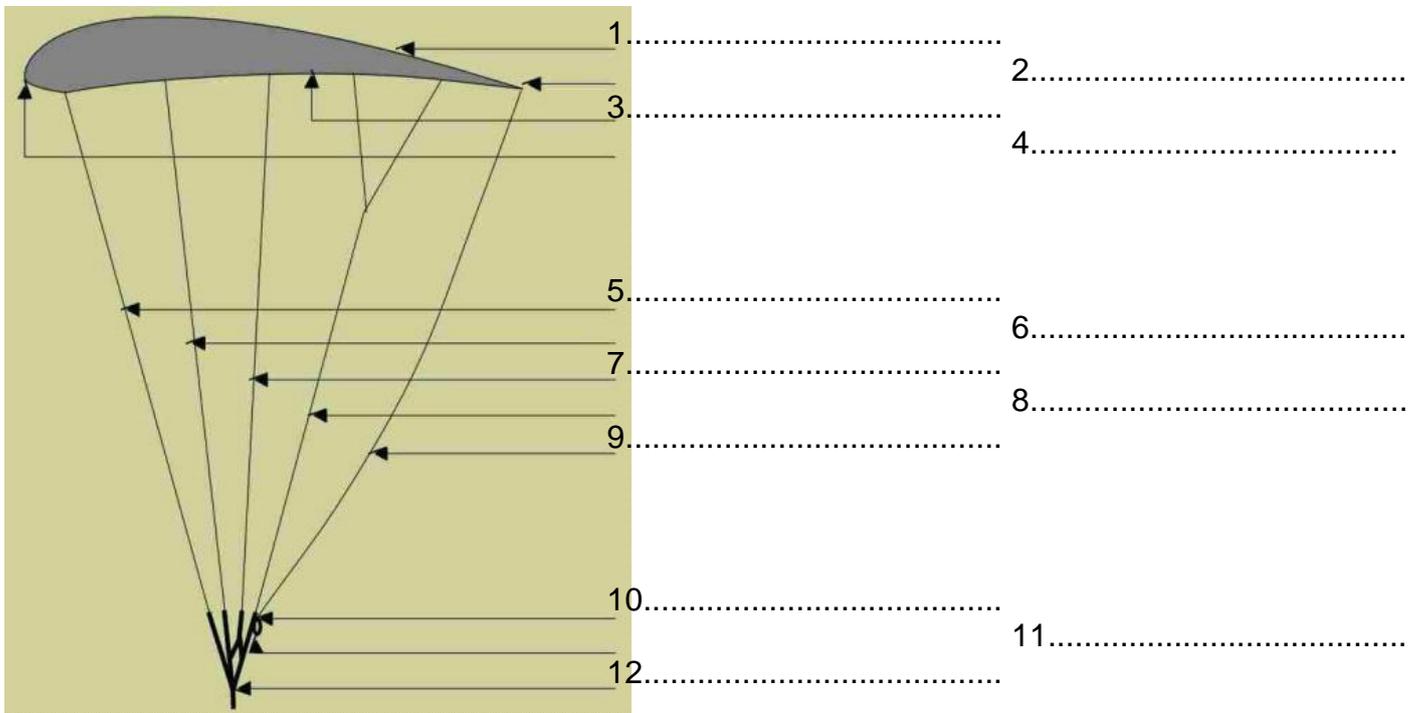
- Flight log book or copy of it, card of identity, insurance certificate\*, Information and rules for trainee pilots
- Flight log book or copy of it, control card\*, insurance certificate\*, Information and rules for trainee pilots
- Flight log book or copy of it, control card\*, insurance certificate\*, card of identity
- Flight log book or copy of it, control card\*, card of identity, Information and rules for trainee pilots

5. It is up to each trainee pilot to be informed about the ..... before arriving at the flying site.

Possible sources are: .....

**B) Technique**

1. Name the following parts of a paraglider (cross section)!



**C) Launch (Take Off)**

1. What is the name of the pre-flight check before you take off and what do you examine?

- Name: ..... 1. ....
2. .... 3. ....
4. .... 5. ....

2. What are the most important preparations to check before you take off?

- My radio is on and checked and the flying area is free for take off.
- I have my helmet on my head and the wind is coming from the front.
- I have a mission for the flight, I have done the 5-points-check and my radio is on and checked.
- My boots are OK and my radio is on and checked.

3. How do you abort a take off? .....

.....

4. What are the three phases of a take off: 1. ....  
 2. ....  
 3. ....

5. How do you take off when the wind blows from one side (max about 45°)? Complete the sketch below by drawing the paraglider from the top and the way of take off.



**D) Flight**

1. What do you do immediately after the take off if you are beginner (app. 15 flights or less)

- I am looking for thermals as soon as possible and try to use them.
- At first, I fly straight away from the take off place. Then, if necessary, I change my direction to the landing field and if there is sufficient distance to the ground, I make myself comfortable in the harness. I wait for additional instructions by the radio or do actions according to the instructions previously given at the launch. I am looking for thermals to use them not before I have successfully done the test for thermal flying which is usually at 25 or more flights.
- During the first five flights, I fly straight away from the take off place. Then, if necessary, I change my direction to the landing field and if there is sufficient distance to the ground, I make myself comfortable in the harness. I wait for additional instructions by the radio or do actions according to the instructions previously given at the launch. From the sixth flight onwards, I am looking for thermals to use them.
- During the first fifteen flights, I fly straight away from the take off place. Then, if necessary, I change my direction to the landing field and if there is sufficient distance to the ground, I make myself comfortable in the harness. I wait for additional instructions by the radio or do actions according to the instructions previously given at the launch. From the sixteenth flight onwards, I am looking for thermals to use them.

2. What is your body doing when changing direction with the paraglider?

- I smoothly weight shift to the inner curve side to facilitate the direction of change.
- I hold position in the harness and avoid any movement.
- I smoothly weight shift to the outer curve side to facilitate the direction of change.
- I impulsively weight shift to the inner curve side to facilitate the direction of change.

3. What do you do in turbulence? .....

4. Your glider collapsed on one side due to turbulence!

What do you do?

- 1. ....
- 2. ....
- 3. ....

5. When do you start your flight mission which was defined at the launch?

- When I hear "You can start/begin"
- When I hear loud and clear my name. If I'm not sure to be concerned, I wait.

- When I hear loud and clear my name and the clear request, that I should start my mission. If I'm not sure to be concerned, I go to the descent area and do circles there*
- When I am in the area where we make usually the exercises.*

**6. How much information is provided by the radio by your flight instructor?**

- During the first twenty flights, my instructor tells me all details by radio.*
- Already during the first flight, I try to do everything by myself.*
- During the first two flights, my instructor tells me how to control the glider. After that, I try to decide by myself more and more and to become more and more autonomous.*
- As long as I have a radio, I only do what my instructor tells me.*

**7. It is not possible to decrease the speed of the paraglider more and more by the brakes. If you brake more than 100% (= stall point, depending on the type of paraglider, the position of your hands are then between navel and fully stretched arms), the glider starts to stall. It deflects and disappears behind you, usually forming a kind of horse shoe. What do you do in such a situation?**

- I immediately throw my rescue parachute.*
- I release the brakes by going with my hands up and wait until the glider starts to fly as usual.*
- I wait for any advices of the instructor or I call him by radio.*
- I immediately release only one brake.*

**8. During a parachutal stall situation, your paraglider is completely open. The lower canopy surface is probably not tightened anymore as usually. There is no headwind on your face due to the loss of speed. How do you stop such a parachutal stall?**

- I release the brakes by going with my hands up. If there is no improvement, I smoothly pull the B-risers (about 10 cm). If I am near the ground (e.g. in the final), I do not try to stop the parachutal stall and try to land on the airbag or do a landing roll.*
- I release the brakes by going with my hands up. If there is no improvement, I smoothly pull the rear risers (about 10 cm). If I am near the ground (e.g. in the final), I do not try to stop the parachutal stall and try to land on the airbag or do a landing roll.*
- I wait for any advices of the instructor or I call him by radio.*
- I release the brakes by going with my hands up. If there is no improvement, I smoothly pull the A-risers (about 10 cm) or push them in front. If I am near the ground (e.g. in the final), I do not try to stop the parachutal stall and try to land on the airbag or do a landing roll.*

**9. What do you do if one brake line is broken or tied together with a knot? .....**  
 .....

**10. How do you activate your rescue parachute? In ..... steps!**

- 1. .... at the handle.*
- 2. .... the bag away.*
- 3. The paraglider itself shall be stopped flying by ..... the brakes at least 5 times and pulling them to the chest.*

**11. How do you get into a spin (asymmetric stall) and how do you stop it?**

- I pulled one brake too much and/or I weight shifted too less or I tried to stop the parachutal stall by pulling one brake. To stop it, I let my hands fully up (0% brake).
- I pulled one brake too much and/or I weight shifted too less or I tried to stop the parachutal stall by pulling one brake. To stop it, I pull 50% brake on the other side.
- I pulled both brakes too much and/or I weight shifted too less or I tried to stop the parachutal stall by pulling both brakes. To stop it, I let my hands fully up (0% brake).
- I pulled both brakes too much and/or I weight shifted too less or I tried to stop the parachutal stall by pulling both brakes. To stop it, I pull 50% brake on the other side.

*If there is no improvement due to my actions or if I am near the ground, I have to throw immediately the rescue parachute.*

**12. What do you do when your radio fails? After I have nothing heard for a while, I fly ..... and I begin to ..... Then I look for the ..... of my instructor. He shows me with the rackets the direction I shall fly. In case of no functional radio failure, I have the possibility to call the instructor by radio.**

**E) Landing**

**1. What are you doing, when you get the demand to fly into the descent area (=Abbauraum)?**

- I fly immediately to the designated area and I start circling. These circles are big and smooth and turn the same way as the landing procedure afterwards. I don't make manoeuvres or narrow turns.
- I fly immediately to the designated area and I fly there, if there is enough height, some more manoeuvres
- I fly immediately to the designated area and I make narrow circles to decrease the height as soon as possible. I do not do other manoeuvres.
- I fly immediately to the designated area and I wait there for more instructions from my instructor.

**2. Draw the correct landing approach (=Landevolte) (assumption: no obstacles present) including the descent and write all names in English and German! (It is very important, that you know all these names also in German in order to understand instructors who do not speak English!)**



**3. Which pilot has prior right of way in the descent area and during the landing procedure:**

.....

**4. How do you land if there is no significant wind direction visible at the landing field or if you notice that there is tailwind?**

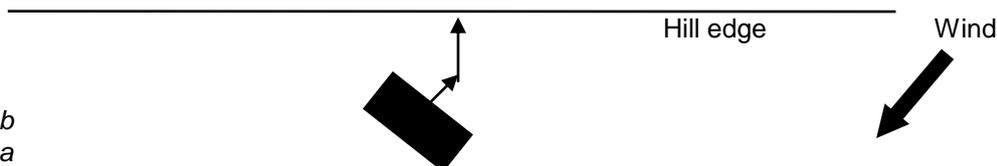
- I fly the landing procedure identical to the situation with usual wind situations.
- I do the final with much more brake than usual and release the brakes immediately before the landing.
- I do the final with full speed and pull the rear risers smoothly in app. 2 meters above ground (higher than usual)
- I do the final with full speed and pull the brakes rapidly in app. 2 meters above ground (higher than usual)

**5. What will you do if you notice in the final that you are too high?**

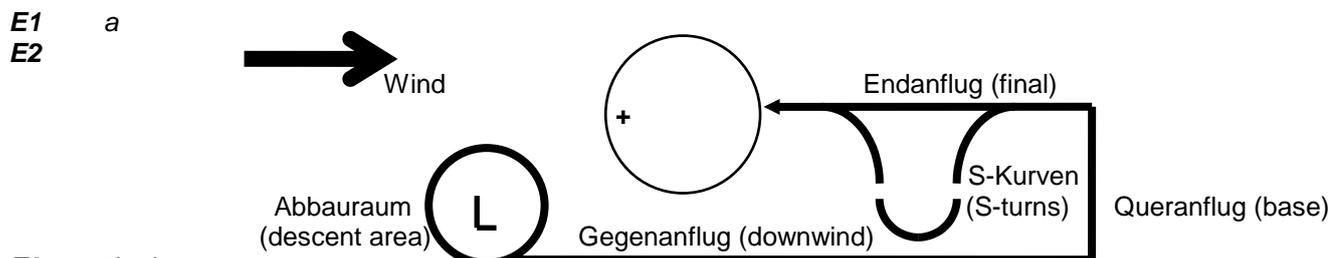
- I sit upright in the harness in order to be ready with my legs to run and fly another S-turn to decrease the height.
- I sit upright in the harness, stabilise the flight straight away in order to avoid any pendulum of the paraglider and accept to land far away from the landing point.
- I remain in the harness and pull the brakes drastically. By doing this, the paraglider loses more height than usual.
- I sit upright in the harness in order to be ready with my legs to run. It depends on the height and the obstacles of the landing field if I fly another S-turn or if I stabilise the flight straight away to land further away from the landing point.

**Answers:**

- A1** the evening before...20:00. ... my own equipment... meeting point is in Emmetten  
**A2** d  
**A3** b  
**A4** b  
**A5** weather forecast.. e.g. internet, phone, ....  
**B1** 1 top-sail (upper surface), 2 trailing edge, 3 bottom-sail (lower surface), 4 leading edge, 5 A-lines, 6 B-lines, 7 C-lines, 8 D-lines, 9 brake-lines, 10 small carabiners, 11 brake handles, 12 risers  
**C1** 5-points-check, 1 harness (leg & chest belt, rescue parachute, carabiners, radio, helmet), 2 risers and lines free, 3 canopy open, 4 wind, 5 take off place and airspace free  
**C2** c  
**C3** one brake full down, the other full up  
**C4** 1 Pulling-phase, 2 control & correction-phase, 3 acceleration-phase  
**C5**



- D1** b  
**D2** a  
**D3** ... little bit more brake on both sides  
**D4** 1 control the rotation by counter steering (pulling the inner brake), 2 weight shift to the open side of the canopy. 3 pump up the canopy on the collapsed side by pulling the outer brake if necessary  
**D5** c  
**D6** c  
**D7** b  
**D8** d  
**D9** steering with the rear risers by pulling them smoothly  
**D10** In 2 steps....1. Pulling at the handle....2. Throwing the bag away .... wrapping  
**D11** a  
**D12** ...the descent area ...circle...red/orange signalling disc



- E3** the lower one  
**E4** d  
**E5** d