



Test before thermal flying

Edition 02-11

- **Fill in the following test to get the confirmation „thermal flying OK“ in your flight log book. All of the following listed practical exercises have to be done before the hand over to us. It has to be signed and returned to the flight instructor. Correct it by the help of the solution key which you can get from your flight instructor. The test will be archived afterwards by the flying school. If there are no more open questions, the flight instructor will do the corresponding entry in the flight log book and you are allowed from then onwards to participate in the special trainings for advanced trainees and in thermal flying.**
- **Basics: theory book, information and rules for trainee pilots**

I confirm with my signature that I have read and understood the test. In addition, I have done the following manoeuvres and fulfil the listed requirements (mark with a cross):

- at least 25 flights, among them at least 10 flights with your own/current glider
- up to the 20th flight, my take off technique was with A- and B-riser, between the 21st- 25th flight, I have tried to take off only with A-risers.
- ½ day training on the training hill with my own/current glider
You have to announce this training in advance in the flying school and you may then arrive at the training hill at 11:00! This training has to be documented in the flight log book and stamped by the flight instructor.
- reverse launch
- 5 autonomous, correct flights without radio help (the radio is turned on but the flight instructor has not to support you)**
- B-Stall
- narrow circles
- big ears during normal flight and in combination with the activated speed system
- asymmetric (one side) collapse (min. 50%) with and without stabilisation
- symmetric collapse
- asymmetric collapse during activated speed system
- flying in the valley wind with strength of more than 15km/h
- safe, autonomous landing technique
- SHV number marked on the glider / third party insurance available (mandatory)
- REGA-membership signed (urgently advised)
- theory book received, own studies done and theory course attended
- DVD "Aktiv Fliegen" (=active flying) watched (can be watched in the flying school)
- control card filled in and up-to-date
- I am aware of the fact that my flight instructor cannot observe me all the time during thermal flying and I will take responsibility. As a consequence, I fly at my own risk! I follow all the advices of the flight instructor and I know the "Information and Rules for Trainee Pilots"

Last Name:

First Name:

E-Mail:

Date:

Signature:

A) Organisational Matters

1. Which are the requirements for participation in the special trainings for advanced trainees?

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2. How is it possible to extend my booked training variant (slow, medium, fast) due to illness/ absence abroad/military service ecc. without any additional charge?

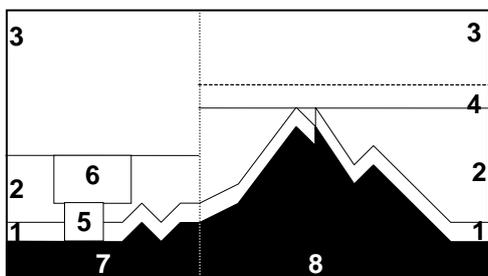
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3. When and how do you apply for the practical exam?

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B) General Airspace Questions

1. Complete the following legend of the airspace in Switzerland:

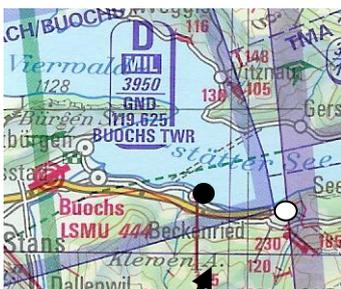


- 1
- 2
- 3
- 4 depending on MIL ON/OFF
- 5
- 6
- 7
- 8

2. LS-R means a restricted area. For paragliders, it is forbidden to enter such an area during activation. Analogous, there exist LS-D areas. What is the meaning of them and what are the consequences on your flight?

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3. The landing field Beckenried is situated in the control zone (CTR) of Buochs. What will you do if you want to fly from Klewenalp (see black arrow) to Beckenried (see black dot) or to Emmetten (see white dot) on a Thursday afternoon at 15:00. Describe in details:



- Beckenried:
-
- Emmetten:
-

C) Airspace questions at the practical examination

Remarks: Among the following 5 questions, the examination expert will ask you one in advance of the 2nd flight. If you fail, he will ask you another one. If you still fail, the criteria “take off preparation” will be negative for this flight. In such a case, you will be asked again before the 3rd flight. If you are not able to give the right answers again, the criteria “take off preparation” will be negative again and you will fail the whole examination due to this.

The following questions refer to the flying site „Büelen“. If you do your examination at another site, the questions have to be answered then for this flying site. Pay attention in case of changes of flying sites at short notice.

1. You are taking off at „Büelen“ on a Saturday morning and you are flying with the take off height over the landing field:

a) in which airspace type are you?

b) which are the minimal required distances to the clouds and the min. visibility?
.....

2. If you could gain height at „Büelen“ and if you are higher than the take off area on a Friday morning:

a) what is the maximal allowable height to fly (without clearance)?

b) in which airspace type are you at this height and what are the minimal required distances to the clouds there?

3. Glider zone:

a) What are the advantages of a glider zone? (facts and numbers)

b) When and up to which height is there a glider zone at “Büelen”?

4. The examination expert points on a site on the glider card. What is the maximal allowable flying height there, which are the minimal distances to the clouds? What is the minimal visibility there?

Example: Wednesday in June, 15:00, Fiesch:.....

5. a) When is a military CTR or TMA (without HX) active?

b) When may a CTR or TMA indicated with HX be active?

D) Thermal Flying

1. Draw the way you fly along a ridge (ridge soaring)!



2. Right of way while ridge soaring: *The pilot, with the ridge on his/her side must give way by turning to avoid collisions.*

3. In which situations during thermal flights do you do circles?

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4. Where does an upslope wind detach from the ridge and goes vertically upwards?
Examples?

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5. How are thermals formed?

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6. What are the lateral limits during thermal flying at Niederbauen (Emmetten) or at Büelen (Wolfenschiessen) for trainee pilots?

Niederbauen:

Büelen:

In addition, there must be continuous visual contact to the take off and landing places and you may fly maximalmeters above the take off point. The maximal duration of flight may not overcome minutes due to safety issues (tiredness ecc.).

At Büelen, it is necessary to keep at minimum a vertical and horizontal distance to ground of meters due to turbulence near the ridge.

E) Dangerous Situations

1. What do you do in turbulences?

2. Due to turbulences, your glider collapsed on one side. What do you do?

1. 2.

3. During a flight, you feel no longer any wind on your face and it seems as if the glider has no more speed. What happened and what are your actions now?

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4. How do you throw your rescue parachute?

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5. What are reasons to get into a spin (asymmetric stall) and how do you stop it?

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Signature flight instructor:

flight log book entry done: