



Test before the 1st flight

Edition 08-22

- This test form has to be filled in before the 1st 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 signed and 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 register for your first flight only via the registration form on the website. We expect you to be at the meeting point ½ hour before the meeting time (according to Twitter information, updated at 21:00 the evening before) 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. (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) Administrative Matters

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

I have to book between and ... o'clock using

2. Rental of equipment is included up to the flight. I am aware that I will have to pay a fee if I use the school's equipment for additional flights.

3. The briefing is mandatory. If you cannot be there in time by way of exception, you have to

- go up to the launch as fast as possible.
- send the flight instructor a text message and inform him that you will join as well.
- see the flight instructor at the landing field (without talking to him) and pick up a radio there.
- contact the shop to inform of your late arrival and pick up equipment if necessary. Afterwards you go to the landing field, contact the flight instructor personally and get a radio from him.

4. 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 received one yet, I record the flights on the copy included in the beginner set
- on the control card
- on any paper available at that time

5. How do you obtain the documents necessary for your further paragliding training?

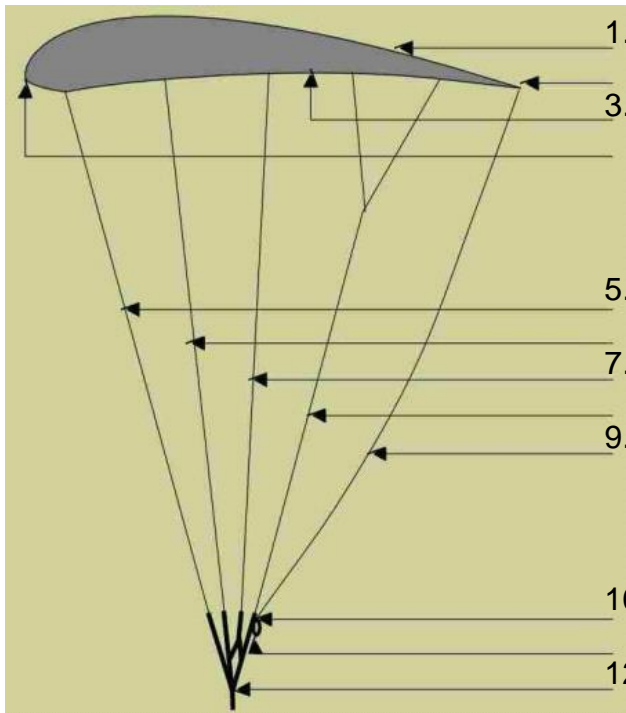
As soon as I have decided to do the training up to the brevet, but no later than after the flight, I buy the, which contains the flight log book, theory book, control sheet and other important documents that I absolutely need during the training.

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

Possible sources are:

B) Equipment

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



- 1.....
- 2.....
- 3.....
- 4.....
- 5.....
- 6.....
- 7.....
- 8.....
- 9.....
- 10.....
- 11.....
- 12.....

C) Launch

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?

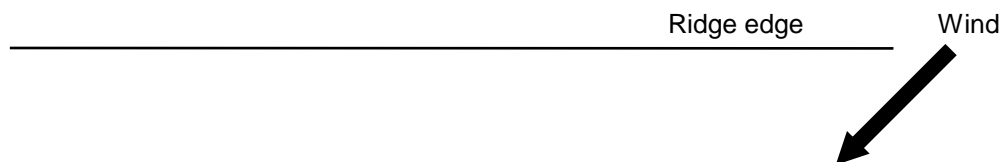
- My radio is on and checked and the flying area is free for take off.
- I have my helmet on my head and the wind is coming from the front.
- I have a mission for the flight, I have done the 5-points-check and my radio is on and checked.
- My boots are OK and my radio is on and checked.

3. What are the three phases of a launch: 1.
2.
3.

4. Describe how you abort your launch:

Prevent the glider from by the brake closer to the slope so that the canopy towards the slope. External brake

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)

- Fly away from the slope and as soon as the thermals can be felt, use them by circling.
- Fly away from the slope, correct direction to the landing site if necessary, slide into the harness after sufficient distance from the slope and then fly towards the landing site.
- Fly as close as possible to the slope to the landing site so that you can land at any time.
- Fly away from the slope and perform rolling motions over the landing field by vigorously pulling on the brakes asymmetrically.

2. Which techniques can help you slide into your harness after take-off?

- Fasten the brakes to the risers and swing vigorously until you slide into the harness.
- Press thighs down and then slide into the harness.
- Hold both risers with the brakes in your hand above the carabiner, bend your thighs upwards and slide in by pressing against the risers. If unsuccessful and the conditions are calm, let go of the brakes for a short time and push the harness under your buttocks with the help of your hands.
- Put the glider in a pitching motion by braking and releasing the brakes and then slide in.

3. 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.

4. 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.

5. How do you fly a turn?

- I pull the brake of the inside of the turn and support the turn initiation by shifting my weight to the inside (e.g. by crossing my legs).
- I pull the brakes and sit rigidly in my harness and try not to move.
- I pull the inside brake and support the curves by shifting my weight to the outside with sensitive movements.
- I pull the brakes and support the turns by shifting my weight to the inside with jerky and abrupt movements.

6. What do you do in turbulence? I until I sense slight brake pressure (maximum % brake)

E) Landing

1. What do you do when you get the command 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 (=Landevoelte) (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 the right of way in the descent area and during the landing procedure?

.....

4. 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.*

F) Dangerous situations

1. What do you do if one brake line is broken or tied together with a knot? I try to keep my direction by and Once there is enough distance from the slope, I try to untie the knot by on the affected line or by the brakes. If this doesn't work, I fly directly to and follow the instructions of the instructor.

2. The paraglider cannot be braked arbitrarily deep and abruptly on one side in order to fly a turn. Otherwise it gets into a flat rotation around the vertical axis (Vrille, one-sided stall). How do you get back to normal?

I immediately raise both hands with the brakes (0% brake).

I pull the brake against the direction of rotation up to approx. 50% to stop the rotation.

I pull the rear riser and thereby end the rotation.

I'll radio the flight instructor and ask him for advice.

If my reaction doesn't help or I'm already too low, the emergency parachute must be deployed immediately!

3. Heavy braking on both sides of the paraglider (braking position between navel and outstretched arms) during the flight should be avoided at all costs, because

this is very physically demanding and can lead to muscle tears.

the glider stall, the canopy deforms and sinks sharply as a result and only continues to fly normally again after both brakes have been released.

this will cause the wing to fly a turn with high bank and sink.

the brake lines are overstressed and can tear.

4. What do you do when your radio fails?

After not having heard anything on the radio for a while, I fly and I begin to Then I look for the of my instructor. with which he shows me in which direction to fly. In case of no functional radio failure, I have the possibility to call the instructor by radio.

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

What do you do?

1.

2.

3.

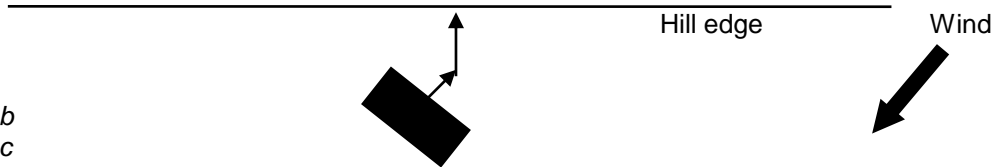
6. How do you deploy your rescue parachute?

1. Pull out the inner container by pulling, then forcefully to the side. Let go of the handle!

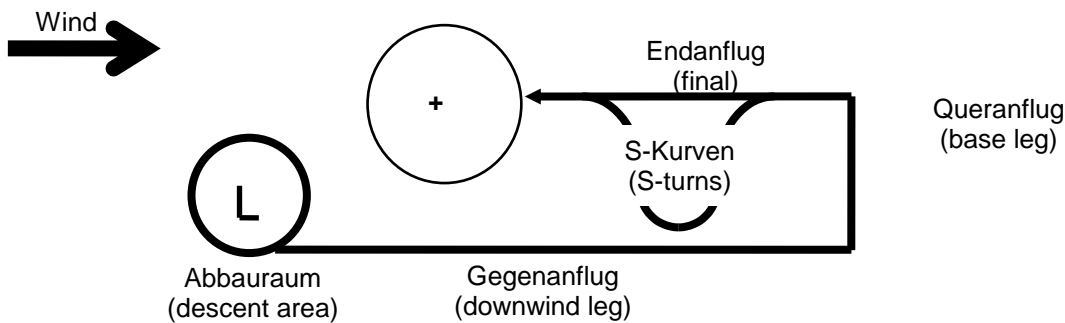
2. If enough time remains: Stop the paraglider itself from flying by the brakes at least 5 times and pulling them to the chest.

Answers:

- A1** the day before 14 20 the form on the website
A2 10th
A3 d
A4 b
A5 10th brevet course set
A6 weather forecast.. e.g. using the sources provided on the school website ("Meteo briefing"), SRF meteo, meteoschweiz, etc.
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 1 inflation-phase, 2 control & correction-phase, 3 acceleration-phase
C4 launching pulling fully on turns released
C5



- D1** b
D2 c
D3 c
D4 c
D5 a
D6 apply the brake ... 20
E1 a
E2



- E3** the lower one
E4 d
F1 ... braking on the other side ... shifting my weight ... pulling ... pumping the brake lines. ... landing site
F2 a
F3 b
F4 ...the descent area ...circle...red/orange signalling device
F5 1. Carefully apply a little break on the open side 2. Shift weight to the open side 3. Open collapse, if necessary, by pumping the brake
F5 1. the handle ... throw 2. wrapping