



# PARAGLIDER PILOT XC EXPERIENCE DECLARATION

## 15th FAI European Paragliding Championship

### Montalegre, Portugal, 16 to 28th July

All competing pilots (irrespective of their glider class) must complete the Pilot Experience Declaration form outlining their general flying experience and specific experience and skills with their current glider. The form should be completed online in the pilots' WPRS profile. Completed forms will be provided to the organiser prior to physical registration.

This information is not intended to be used as part of a qualification or selection process. Its purpose is to make pilots aware of their skill levels (or lack thereof).

This data will not be made public, but may be used in case of incidents.

NACs should make sure that the pilots they register have reached the 'basic' level of skills listed below, for the glider they are flying.

**Pilot Name:** \_\_\_\_\_

**CIVL ID:** \_\_\_\_\_

**Team (Nation):** \_\_\_\_\_

**Championship:** \_\_\_\_\_

#### A. Pilot skills

The basic skills necessary to fly in a 1st Category competition are the ability to:

- Take off and land safely.
- Fly in a crowded environment, with respect for the rules and other pilots.
- Navigate a safe path through the air, avoiding areas of turbulence and rotor.
- Handle the wing correctly in the air to avoid spins and stalls.
- Feel the wing and use correct inputs to avoid collapses, even in extreme turbulence.

Once the minimum level of competence has been reached, the pilot must further improve his safety by acquiring the skills below:

- Controlled management and recovery from asymmetric and symmetric collapses: managing correct collapse proportions and recovering without cascading events.
- Developed collapses: ability to cope with auto rotational G forces and disorientation, and show good recovery.
- Dealing with riser twists: untwisting.
- Controlled entrance and recovery from full stall; symmetric full stall entrance whilst keeping the span (without the tips touching); controlled full descent without rotation and clean recovery by building the span completely before flight.
- Effective recovery from tip cravats.
- Appreciation of spin point; show the ability to reach the point of spin and react immediately.

**Regular SIV trainings are recommended.**

#### B. Pilot experience

1. Approximate total flight time in hours: \_\_\_\_\_

2. Approximate thermal flight time during the last 12 months: \_\_\_\_\_

3. How many competition tasks have you flown in last 5 years: \_\_\_\_\_

4. What has been your best WPRS ranking? \_\_\_\_\_

5. What is your current WPRS ranking? \_\_\_\_\_

6. How familiar are you with the following manoeuvres or incidents?

*It is strongly recommended that manoeuvres are practised above water and in a safe or supervised conditions (boat, life vest, etc.).*

**N = Never tried**

**O = tried Once or more times**

**P = Proficient**

Search for the spin point

Frontal collapse

Asymmetric collapse

Parachutal stall

Full Stall

Fast descent (> 6 m/s )

Other (please specify)

7. Have you visualised doing the above manoeuvres? \_\_\_\_\_

*(it can be very useful at low cost and risk).*

8. Flight time in hours with your paraglider: \_\_\_\_\_

9. Main reserve parachute

Make: \_\_\_\_\_

Model: \_\_\_\_\_

Max Certified Load: \_\_\_\_\_

Last Repack Date: \_\_\_\_\_

10. Second reserve parachute

Make: \_\_\_\_\_

Model: \_\_\_\_\_

Max Certified Load: \_\_\_\_\_

Last Repack Date: \_\_\_\_\_

11. Backup flight instrument: \_\_\_\_\_

CIVL Aproved? YES  NO

*Pilots should check and repack their reserves regularly and get used to throwing them while in flight simulators.*

Signed (at physical registration): \_\_\_\_\_ Date: \_\_\_\_\_

