British Hang Gliding and Paragliding Association Ltd
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BHPA

THIS STUDENT TRAINING RECORD
IS THE PROPERTY OF THE BHPA AND
MUST BE RETAINED BY THE SCHOOL

Student's personal details

Address:

Telephone: Mobile:

Email:

Date of birth: Age: Weight:

Emergency contact:

Telephone:

Student's BHPA membership record

Date Elementary Pilot Training Guide issued:

Membership type	Expiry date	Instructor's signature	Student's signature

READ THIS

Paragliding is a form of aviation, with all of the inherent and potential dangers that are involved in aviation. No form of aviation is without risk, and injuries and death can and do occur in paragliding, even to trained pilots using proper equipment. No claim is made or implied that all sources of potential danger to the pilot have or can be identified. No one should participate in paragliding who does not recognise and wish to personally assume the associated risks.

What is this Student Training Record?

This book details all the exercises which make up the training programme that you are following. Your Instructor and you must use it to record your progress both in the main section and in the log section at the back. You should also use it to ensure that you fully understand each new exercise before it is attempted.

Your Student Training Record will be retained by your school.

ELEMENTARY STAGE
Paragliding (Hill)

The exercises are arranged in sequential order (except the theory subjects in Phase 5, which may be tackled at any time). Ensure that each section is signed off before progressing to the next. The Instructor and student should read each objective carefully, and be certain that the exercise has been completed in full before signing that it has been achieved.

In certain circumstances environmental constraints may make it impossible to progressively increase height/turns exactly as indicated in the text. In such situations the Instructor may exercise reasonable judgement in accordance with the advice contained in the Instructor's Notes. These stress the need for height/turn increases to be progressive, and that extra consolidation flying is required if height/turn increases are to be larger than those indicated.

Phase 1: Ground training

Objective: The student should have a basic understanding of the sport and its risks, a basic understanding of the equipment and the site environment, and understand how to avoid/minimise injury as a result of a mishap. The student must also complete the mandatory administration steps.

1. **Introductory talk** - school and Instructors - risk warning - student's health/medical conditions - clothing/footwear - the BHPA - the Pilot Rating Scheme.
2. **Site assessment briefing** - site and any site hazards - airflow and airflow hazards - weather assessment.
3. **Introduction to canopy and equipment** - parts and functions of canopy, harness, helmet - how an aerofoil creates lift - daily inspections explained, demonstrated, practised and understood.
4. **Avoiding/minimising injury** - safety techniques discussed, including landing training. Landing training (basic PLFs) should be demonstrated and practised to a reasonable degree of competence and understanding.

The four ground training exercises above have been completed satisfactorily

Instructor's signature Student's signature Date

Phase 2: Ground handling

Objective: Through ground-based activity the student should achieve a reasonable and consistent level of competence at preparing the equipment for flight; inflating the canopy; running with it whilst looking ahead; maintaining direction; flaring and collapsing the canopy.

5. **Briefing** - pre-flight checks - importance of taking off and landing into wind - airspeed control - flare/stall.
6. **Preparation** - putting on the helmet and harness - canopy layout - pre-flight checks.
7. **Inflation** - take-offs practised to stage of running with an inflated canopy (forward/reverse inflation method as appropriate to the conditions) - looking ahead - flare - collapsing the canopy - post-'flight' control and moving of the canopy.
8. **Directional control** - how the controls work for directional control - initiating turns - lookout and looking ahead.

The four exercises above have been completed satisfactorily

Instructor's signature Student's signature Date

Phase 3: First hops

Objective: The student should combine the skills practised on the ground in Phase 2 to make straight ground-skimming flights (typically less than 5m/15ft ground clearance).

9. **Getting airborne**
   The student should reach a reasonable and consistent level of competence at taking-off, maintaining the correct in flight control position for good airspeed, the landing flare/landing, and post-landing control of the canopy.

Exercise 9 completed satisfactorily

Instructor's signature Student's signature Date

Phase 4: Flight exercises

Objective: The student should be capable of acting as pilot-in-command at the Elementary level.

These exercises MUST be completed in the order listed.

10. **Eventualities briefing** - the need to prepare, before take-off, plans to deal with the unexpected.

11. **Commands and communications briefing** - this must include signal bats, radio, etc., as appropriate.

12. **Responsibilities briefing** - from this point the student becomes the 'pilot-in-command' and will be in a position to determine the course of the flight. The student must clearly understand their level of responsibility for the safe conduct of any flight and be confident of their ability to undertake this step.

The three briefings above have been completed and understood

Instructor's signature Student's signature Date

13. **Flights (i) - Maintaining course and airspeed**
The student should reach a reasonable and consistent level of competence and confidence flying at a increased ground clearance (maximum 15m/50ft) and in making the directional control corrections required to maintain a straight course. At least 4 successful flights must be achieved. Direct communication from the Instructor must be available.

Dates and number of flights:

Flights attempted / / ☐ / / ☐ / / ☐ / / ☐

Successful flights / / ☐ / / ☐ / / ☐ / / ☐

Exercise 13 completed satisfactorily

Instructor's signature Student's signature Date

14. **Flights (ii) - Introducing turns**
The student should reach a reasonable and consistent level of competence and confidence whilst flying with a greater ground clearance (maximum 30m/100ft), maintaining good airspeed control and making gentle turns. The student should be briefed on turns, the need to avoid low turns and the need for lookout. The turns should be of no more than 90° (i.e. less than 45° from directly into wind). Direct communication from the Instructor should be available. At least 4 successful flights must be made.

Dates and number of flights:

Flights attempted / / ☐ / / ☐ / / ☐ / / ☐

Successful flights / / ☐ / / ☐ / / ☐ / / ☐

Exercise 14 completed satisfactorily

Instructor's signature Student's signature Date

Continued

15. **Flights (iii) - Completing simple flight plans**
The student should reach a reasonable and consistent level of competence and confidence when making flights with a further increased ground clearance. Flights should involve unassisted launches, turns of 90° or more with good lookout, good airspeed control and controlled landings within a defined area.

The student should be briefed on turns and the need for lookout. At least 4 successful flights must be made. Any increases in altitude must be progressive.

Dates and number of flights:

Flights attempted / / ☐ / / ☐ / / ☐

Successful flights / / ☐ / / ☐ / / ☐

Exercise 15 completed satisfactorily

Instructor's signature Student's signature Date

Phase 5: Theory and examination

Objective: Through lectures, lessons, talks and personal study the student should achieve the required knowledge level in these subject areas.

	Instructor's signature	Date
16. **Meteorology**		
17. **Principles of flight**		
18. **Rules of the air and air law**		

19. **Elementary stage examination** completed and all incorrect answers de-briefed and discussed.

Instructor's signature Student's signature Date

Final assessment of Elementary Stage

20. I have checked that the training detailed above has been completed and confirm that, to the best of my knowledge, this student has the right attitude to flying and has reached the standard of airmanship required to continue training in this discipline.

Instructor's signature Date

Paragliding Elementary Stage examination - Answers

To be completed only during invigilated examination.
Place a 'X' in the box next to your chosen answer.

1.✱	a) ☐	9.	a) ☐	18.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
2.✱	a) ☐	10.	a) ☐	19.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
3.✱	a) ☐	11.	a) ☐	20.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
4.✱	a) ☐	12.	a) ☐	21.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
5.	a) ☐	13.	a) ☐	22.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
6.	a) ☐	14.	a) ☐	23.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
7.	a) ☐	15.	a) ☐	24.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
8.	a) ☐	16.	a) ☐	25.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
		17.	a) ☐		
			b) ☐		
			c) ☐		

SCHOOL USE ONLY

Number correct:	Minimum mark required:	Essential questions failed (✱):	Overall result:	Marked by:
	18		PASS / FAIL	

CLUB PILOT (NOVICE) STAGE
Paragliding (Hill)

Before undertaking these exercises the student must have successfully completed the BHPA Elementary Stage Paragliding (Hill). Check flight/s may be required in circumstances where there has been a significant interruption in the training programme or a significant change of environment.

Whilst these exercises are laid out in a logical sequence, the Instructor may vary the order to suit site and weather opportunities. The Instructor and student should read each objective carefully, and be certain that the exercise has been completed in full before signing that it has been achieved.

In certain circumstances environmental constraints may make it impossible to progressively increase height/turns exactly as indicated in the text. In such situations the Instructor may exercise reasonable judgement in accordance with the advice contained in the Instructor's Notes. These stress the need for height/turn increases to be progressive, and that extra consolidation flying is required if height/turn increases are to be larger than those indicated.

Phase 6: Pre-soaring

Objective: The student should be ready to attempt soaring flight.

21. Theory

The student should have a refreshed and expanded understanding of site assessment (including hazards, turbulence and rotor), weather assessment (including wind strength measurement, wind gradients and venturi effect), flight planning (including the importance of building in options), Rules of the Air, ridge protocols, airflow around ridges, lift bands, soaring patterns, all turns away from the hill, the need to keep a good lookout.

Exercise 21 completed satisfactorily

Instructor's signature Student's signature Date

22. 180° turns

The student should reach a reasonable and consistent level of competence at flights involving unassisted launches and controlled turns of up to and beyond 180°. Instructor supervision to be advisory in nature (briefings and de-briefings).

Exercise 22 completed satisfactorily

Instructor's signature Student's signature Date

Continued

23. Planned approaches

The student should reach a reasonable and consistent level of competence at planning flights and landing approaches, by making a controlled landing within 10m/33ft of a designated target at least 4 times. Techniques should include the 'constant aspect approach' and 'S' turns. Instructor supervision to be advisory in nature (briefings and de-briefings).

Dates and number of flights:

Flights attempted / / ☐ / / ☐ / / ☐ / / ☐

Successful flights / / ☐ / / ☐ / / ☐ / / ☐

Exercise 23 completed satisfactorily

Instructor's signature Student's signature Date

Phase 7: Soaring

Objective: The student should demonstrate a reasonable and consistent level of competence at ridge soaring and top landing.

24. Soaring flight

The student should reach a reasonable and consistent level of competence at utilising ridge lift to maintain or gain height. This will include flying beats in a controlled manner and with good lookout.

A minimum of 5 flights of approx. 10 minutes (or equivalent) must be completed, at least one of which must be completed either on a separate site or on a separate day.

Dates and number of flights:

Flights attempted / / ☐ / / ☐ / / ☐ / / ☐ / / ☐

Successful flights / / ☐ / / ☐ / / ☐ / / ☐ / / ☐

Exercise 24 completed satisfactorily

Instructor's signature Student's signature Date

Continued

25. Top landings (theoretical)

The student should gain a full understanding of all the factors involved in top landings, such that he is fully ready to attempt the exercise practically. This briefing will include: site suitability, fastest beat evaluation (wind direction), positioning, lookout, 'crabbing' approach, abort/overshooting option, post-landing canopy control and demonstrations of top landings.

If a suitable combination of factors (site and weather, etc.) is available, then the student should also complete this exercise practically.

Top landing theory completed: / /

Top landing practical completed: Yes – number completed: ☐ No (tick) ☐

Exercise 25 completed satisfactorily

Instructor's signature Student's signature Date

26. Flying with others

The student should reach a reasonable and consistent level of competence at flying with others, showing a good awareness of other craft and their characteristics.

This exercise must be strictly controlled with new elements and aircraft introduced gradually. The briefing must include checking the student's level of understanding of collision avoidance rules and wake vortices.

Exercise 26 completed satisfactorily

Instructor's signature Student's signature Date

Phase 8: Improving skills

27. Ground Handling

The student should reach a reasonable and consistent level of competence at ground handling in winds from 5mph to 16mph. This should include setting out the canopy, inflating (forward and reverse), controlling above the head, collapsing and making safe. Students should also be aware of the dangers of ground handling and know techniques to de-power the canopy when it gets out of control, both as the pilot and as a fellow pilot.

Light wind ground handling competency achieved: / /

Soarable wind ground handling competency achieved: / /

Exercise 27 completed satisfactorily

Instructor's signature . Student's signature Date

28. Exploring the speed range

The student should be competent and confident at using the paraglider's normally used speed range. They should also understand the hazards associated with fast and slow flight, and be familiar with recognising the symptoms of a stall. The student should also have a basic understanding of the speed to fly concept. Approaching the stall and deliberate stalls must be avoided (other than during ground handling).

Exercise 28 completed satisfactorily

Instructor's signature Student's signature Date

29. Accelerator systems

The student should understand the uses and limitations of accelerator systems (and trim setting devices) and be proficient and confident at using an accelerator system. This exercise should include a warning about inappropriate use of accelerators to attempt to fly in strong conditions and a risk warning covering the effects of turbulence on accelerated wings.

Exercise 29 completed satisfactorily

Instructor's signature Student's signature Date

30. Forward launching

The student should reach a reasonable and consistent level of competence at forward launch techniques, with good control throughout.

Exercise 30 completed satisfactorily

Instructor's signature Student's signature Date

Continued

Ground handling outside the school for CP students

Good ground-handling skills are a fundamental part of paragliding. In order to allow suitably experienced students to maintain and improve their ground handling skills when there are unavoidable breaks in training, the following declarations must be completed and followed.

DECLARATION BY CFI

The student has completed the Elementary Stage and CP Exercise 27 has been satisfactorily completed and signed off.

Drag back actions (theoretical) have been briefed and understood.

To the best of my knowledge, this student has the right attitude and has reached the standard of airmanship required to carry out Ground Handling practice outside the school.

CFI's signature: Date:

DECLARATION BY STUDENT

I understand that I may now practice Ground Handling skills outside the School under the following conditions:

- A helmet must be worn at all times and all equipment worn properly.
- Ground handling (GH) must take place on flat ground or in an area where normal flight is impossible.
- The ground handling must be done so as not to endanger other people or livestock, in an area suitably clear of hazards and obstructions, especially downwind.
- Landowner permission (where appropriate) should be sought.
- Ground Handling must only be carried out in winds of less than 15mph (anemometer should be used).

I understand that I am not authorised to fly outside the school.

I accept the risk of GH practice without the instructor present and I agree to abide by the conditions set out.

Student's signature: Date:

Ground handling checklist to be retained by student

Student may now practice Ground Handling skills outside the School under the following conditions:

- A helmet must be worn at all times and all equipment worn properly.
- Ground handling (GH) must take place on flat ground or in an area where normal flight is impossible.
- The ground handling must be done so as not to endanger other people or livestock, in an area suitably clear of hazards and obstructions, especially downwind.
- Landowner permission (where appropriate) should be sought.
- Ground Handling must only be carried out in winds of less than 15mph (anemometer should be used).

Student is not authorised to fly outside the school.

Student accepts the risk of GH practice without the instructor present and agrees to abide by the conditions set out.

Intentionally blank

31. Reverse launching

The student should reach a reasonable and consistent level of competence at reverse launch techniques, with good control throughout.

Exercise 31 completed satisfactorily

Instructor's signature Student's signature Date

32. Weight shift and pitch-roll co-ordination in turns

The student should reach a reasonable and consistent level of competence at using weight shift and pitch-roll co-ordination in turns.

Exercise 32 completed satisfactorily

Instructor's signature Student's signature Date

33. Slope landings (theoretical)

The student should gain a full understanding of all the factors involved in slope landings, such that he knows when and how this technique might be used and is fully ready to attempt the exercise practically. This briefing will include: site suitability (hill shape, rocks and other obstacles), fastest beat evaluation, positioning, lookout, crabbing approach, abort/overshooting option, canopy control and post-landing canopy control. The problems and hazards of landing on sloping ground with modern canopy speeds should be highlighted.

If a suitable combination of factors (site and weather, etc.) is available, then the student should also complete this exercise practically.

Slope landing theory completed: / /

Slope landing practical completed: Yes – number completed: ☐ No (tick) ☐

Exercise 33 completed satisfactorily

Instructor's signature Student's signature Date

Phase 9: Instability and emergencies

Objective: The student should understand techniques to recover controlled flight and be aware of techniques and procedures used during emergencies.

34. Theory

Emergencies: the student should understand water and tree landing procedures - PLFs - use of emergency parachute systems - uses and limitations of alternative control techniques such as weight shift and rear riser steering in the event of control line failure.

Instability: the student should understand recovery techniques for collapses, stalls, spins and spirals - paraglider certification - BHPA recommendations on pilot skill level requirements.

Exercise 34 completed satisfactorily

Instructor's signature | Student's signature | Date

35. Active flying

The student should demonstrate a good understanding of the concepts of active flying and coping with turbulence. Minor pitch oscillations should be induced and then stabilised. This exercise must be carried out at an appropriate altitude in smooth conditions and with effective communication.

Exercise 35 completed satisfactorily

Instructor's signature | Student's signature | Date

36. Rapid descent techniques

The student should reach a reasonable and consistent level of competence at using the 'big-ears' rapid descent technique and should understand its uses and limitations. This should include closing the tip cells on one side at a time, weight shift steering whilst in the big-ears mode, and safe exiting - no pumping! This exercise must be carried out at an appropriate altitude in smooth conditions and with effective communication.

Exercise 36 completed satisfactorily

Instructor's signature | Student's signature | Date

37. Dealing with an asymmetric tuck

The student should reach a reasonable and consistent level of competence at dealing with and recovering from an asymmetric tuck of more than 15% and less than 35%. This size of tuck is effectively one 'big-ears' and the exercise should be conducted on that basis. Initial training should be carried out on the ground first. This exercise must be carried out at an appropriate altitude in smooth conditions and with effective communication.

Exercise 37 completed satisfactorily

Instructor's signature | Student's signature | Date

Phase 10: Theory and examination

Objective: Through lectures, lessons, talks and personal study the student should reach the Club Pilot (Novice) level of understanding in these subject areas.

Instructor's signature | Date

38. Meteorology

39. Principles of flight

40. Rules of the air and air law

41. General airmanship knowledge - the hazards of flying alone - human factors (drugs, tiredness, stress, lack of currency, etc.) - flying abroad - repairs and periodic inspections of canopy and equipment - the PRS - the need to join a recreational club - the coaching system - the limitations of the Club Pilot (Novice) rating and the routes to progress to "Pilot".

Instructor's signature | Date

42. Club Pilot (Novice) theory examination completed and all incorrect answers de-briefed and discussed.

Instructor's signature | Student's signature | Date

43. PG Hill Environment theory examination completed and all incorrect answers de-briefed and discussed.

Instructor's signature | Student's signature | Date

Final assessment for Club Pilot (Novice)

44. Declaration by Senior Instructor

I have checked that the training detailed above has been completed and confirm that, to the best of my knowledge, this student:

- has the right attitude to flying
- has reached the standard of airmanship required to fly safely and competently as a Club Pilot (Novice) Paragliding in the hill environment.

Senior Instructor's signature | Date

Paragliding Club Pilot examination - Answers

To be completed only during invigilated examination.
Place a 'X' in the box next to your chosen answer.

SECTION 1

1. a) ☐ b) ☐ c) ☐
2. a) ☐ b) ☐ c) ☐
3.* a) ☐ b) ☐ c) ☐
4. a) ☐ b) ☐ c) ☐
5.* a) ☐ b) ☐ c) ☐
6. a) ☐ b) ☐ c) ☐
7.* a) ☐ b) ☐ c) ☐
8. a) ☐ b) ☐ c) ☐
9. a) ☐ b) ☐ c) ☐
10. a) ☐ b) ☐ c) ☐
11. a) ☐ b) ☐ c) ☐
12. a) ☐ b) ☐ c) ☐
13. a) ☐ b) ☐ c) ☐
14. a) ☐ b) ☐ c) ☐

SECTION 2

15. a) ☐ b) ☐ c) ☐
16. a) ☐ b) ☐ c) ☐
17. a) ☐ b) ☐ c) ☐
18. a) ☐ b) ☐ c) ☐
19. a) ☐ b) ☐ c) ☐
20. a) ☐ b) ☐ c) ☐
21. a) ☐ b) ☐ c) ☐
22. a) ☐ b) ☐ c) ☐
23. a) ☐ b) ☐ c) ☐
24. a) ☐ b) ☐ c) ☐
25. a) ☐ b) ☐ c) ☐
26. a) ☐ b) ☐ c) ☐
27. a) ☐ b) ☐ c) ☐
28. a) ☐ b) ☐ c) ☐

SECTION 3

29. a) ☐ b) ☐ c) ☐
30. a) ☐ b) ☐ c) ☐
31. a) ☐ b) ☐ c) ☐
32. a) ☐ b) ☐ c) ☐
33. a) ☐ b) ☐ c) ☐
34. a) ☐ b) ☐ c) ☐
35. a) ☐ b) ☐ c) ☐
36. a) ☐ b) ☐ c) ☐
37. a) ☐ b) ☐ c) ☐
38. a) ☐ b) ☐ c) ☐
39. a) ☐ b) ☐ c) ☐
40. a) ☐ b) ☐ c) ☐
41. a) ☐ b) ☐ c) ☐
42. a) ☐ b) ☐ c) ☐

SECTION 4

43. a) ☐ b) ☐ c) ☐
44. a) ☐ b) ☐ c) ☐
45. a) ☐ b) ☐ c) ☐
46. a) ☐ b) ☐ c) ☐
47. a) ☐ b) ☐ c) ☐
48. a) ☐ b) ☐ c) ☐
49. a) ☐ b) ☐ c) ☐
50. a) ☐ b) ☐ c) ☐
51. a) ☐ b) ☐ c) ☐
52. a) ☐ b) ☐ c) ☐
53. a) ☐ b) ☐ c) ☐
54. a) ☐ b) ☐ c) ☐
55. a) ☐ b) ☐ c) ☐
56. a) ☐ b) ☐ c) ☐

SCHOOL USE ONLY

	Number correct	Minimum mark required	Essential questions failed (*)	Section result
Section 1		10		Pass / Fail
Section 2		10		Pass / Fail
Section 3		10		Pass / Fail
Section 4		10		Pass / Fail

Overall result: PASS / FAIL

Marked by:

Paragliding Hill Environment examination - Answers

To be completed only during invigilated examination.
Place a 'X' in the box next to your chosen answer.

1.	a) ☐	9.	a) ☐	17.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
2.	a) ☐	10.	a) ☐	18.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
3.	a) ☐	11.	a) ☐	19.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
4.	a) ☐	12.	a) ☐	20.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
5.	a) ☐	13.	a) ☐	21.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
6.	a) ☐	14.	a) ☐	22.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
7.	a) ☐	15.	a) ☐	23.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐
8.	a) ☐	16.	a) ☐	24.	a) ☐
	b) ☐		b) ☐		b) ☐
	c) ☐		c) ☐		c) ☐

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Number correct:	Minimum mark required:	Result:	Marked by:
	16	PASS / FAIL	

British Hang Gliding and Paragliding Association Ltd
8 Merus Court Meridian Business Park Leicester LE19 1RJ
Tel 0116 289 4316 Fax 0116 281 4949 office@bhpa.co.uk

BHPA

Registration of rating
Club Pilot (Novice) Paragliding rating and hill environment

The student is responsible for ensuring that this form is completed and returned immediately to the BHPA office, together with the registration fee of £10 (cheques should be made payable to 'BHPA').

The Temporary Certificate is valid for 30 days only.

Pilot's name:

BHPA membership number:

To be completed by the CFI

I have checked the student training record for the above pilot and certify that he/she has successfully completed all the tasks for the Club Pilot (Novice) Paragliding rating and hill environment.

Signed CFI:

Name (block capitals):

School:

Date Club Pilot (Novice) rating and hill environment awarded:

Office use only: Received: Amount: Entered: Issued:

Intentionally blank - reverse of form.

British Hang Gliding and Paragliding Association Ltd
8 Merus Court Meridian Business Park Leicester LE19 1RJ
Tel 0116 289 4316 Fax 0116 281 4949 office@bhpa.co.uk

BHPA

Temporary certificate
Club Pilot (Novice) Paragliding rating and hill environment

Pilot's name:

BHPA membership number:

This certificate is **valid for 30 days** from the date the rating was awarded. It provides evidence that the pilot has achieved the Club Pilot (Novice) rating and may now fly in the hill environment without direct supervision from an Instructor.

To be completed by the CFI

I confirm that this pilot has successfully completed all the tasks for the Club Pilot (Novice) Paragliding Rating and hill environment, and is a Full Annual Member of the BHPA. (This includes Full Annual Membership taken out at concessionary rates.)

Signed CFI:

Name (block capitals):

School:

Date Club Pilot (Novice) rating and hill environment awarded:

Pilot's BHPA membership expiry date:

Keep this certificate with you when you're out flying!

Intentionally blank - reverse of certificate.

Elementary Stage training log — Paragliding (Hill)

Tick exercises completed:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Date																				
Site																				
Instructor																				
Conditions																				
Glider																				
Exercise attempted																				
Comments																				

Date Elementary Stage completed:

Club Pilot (Novice) training log — Paragliding (Hill)

Tick exercises completed: 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44

Date						
Site						
Instructor						
Conditions						
Glider						
Exercise attempted						
Comments						

Date						
Site						
Instructor						
Conditions						
Glider						
Exercise attempted						
Comments						

Date Club Pilot (Novice) awarded: