

## Paragliding and Hang-gliding

Paragliding and Hang-gliding is a serious aviation pastime and must be approached, from the outset, with the utmost caution. As with other air-sports, errors in planning, judgement, evaluation of a situation or conditions in flight can have catastrophic consequences. Accidents and death do occur in paragliding and hang gliding even to trained pilots using proper equipment. Compared to some other 'extreme' activities such as bungee jumping, it is NOT something that can be experienced as a one-off thrill event, unless you are taking part in a Tandem flight with a suitably qualified Instructor. To fly solo is a high-risk activity that, almost uniquely amongst air sports, is carried out with no "dual-controls" from day one. As such, it requires a cautious and studious approach by student and the instructor alike, allowing for a progressive and systematic development of your skills and abilities.

It is imperative that you understand this fact, and that you only sign the SAFETY STATEMENT, and the end section of this document when you have fully understood its meaning. If you are unsure of any aspect of what is implied by your decision to undertake a training course with Peak Airsports, please first discuss it fully with the instructor. You must only sign this document when you are satisfied of your own understanding of the inherent risks associated with paragliding or hang gliding and of the risks that you have chosen to accept by undertaking paragliding or hang gliding training.

Given this understanding on your part, it is the aim of Peak Airsports to provide a structured, supportive and professional environment within which you may develop your skills and abilities as a safe 'student' pilot.

## The Sites

All training sites have been carefully assessed, and judged to be in conformity with the needs of the student and task(s) being undertaken.

Factors taken into account include the quality of the surface; the degree, direction and length of slope; the location and distance of obstacles and other hazards (e.g. water, power lines, trees, roads). To this end, every effort has been made to acquire and use sites that are suitable. No site, however, is perfect. Realistically, hills cannot be landscaped, nor trees and other obstacles moved. Instruction will be offered to the student on a site offering a minimum of hazards, and these hazards will be clearly identified to the student.

## The Equipment

All necessary equipment is provided, and is suitable for the training programme undertaken. The wings hold the appropriate certification for student use. Equipment is regularly checked on a rolling programme, and on being given to the student for the day will have no known faults that could affect adversely the ability of the student to launch, fly and land safely.

However, from time to time equipment in school use can become damaged and it is possible that this damage may not yet have been identified when next used. There is, therefore, no substitute for a rigorous and effective inspection of the equipment at the beginning of each day. Students will be taught, on their first day of instruction, how to undertake the 'Daily Inspection' of the equipment allocated to them. The routine taught covers all aspects of the equipment used, and is strictly in accordance with BHPA guidelines. Only when the student is able to satisfy the instructor of their ability to undertake this routine correctly will they be allowed to progress. It will also be made clear to the student that it is imperative that the Daily Inspection be undertaken each and every time

they are allocated equipment, whether this occurs at the beginning of the day or later on following use of it by another student earlier in the day.

Should a fault be found, the instructor will assess the damage. A decision will be taken as to whether it is sufficiently severe to prevent its use that day.

## The Student

It is essential that you listen to, understand, and follow the advice and instruction given to you by an instructor. If, at any point in this process, you are unsure of what has been said to you then it is imperative that you seek to clarify the issue with the instructor BEFORE flying.

Please inform the instructor at the earliest opportunity of any misgivings you may have about any aspect of the training programme proposed to you. This includes (although not exhaustively), being unsure or uncertain about how to safely undertake the task in hand; feeling inadequately prepared to either repeat or move on to new tasks; experiencing stress, fear or excitement when in a “high-adrenaline” situation that might compromise your abilities.

You must declare to the instructor any medical condition or other factors that could affect adversely your mental and physical performance. This includes, for example, uncorrected eyesight or hearing problems, balance problems, skeletal or muscular problems, the use of some prescription drugs, and some proprietary drugs (such as some antihistamines), the use of alcohol in the last 48 hours, and the use of “recreational” drugs. Sleep deprivation, tiredness, dehydration, illnesses such as flu etc. can be major safety hazards in a high-stress situation. If you hold any doubts about your fitness to fly, please inform your instructor at the earliest opportunity.

It is essential, on each training day, that you reveal to an instructor anything that might compromise your abilities at the earliest opportunity. It is only with your co-operation that we can make an assessment of your skills and competence, thereby allowing appropriate tasks to be set.

## The Instructor

The instructor, at the start of each day’s training, will review the status, capability, and experience of each student in relation to the anticipated site(s) and weather conditions.

Each student will be allocated to a group appropriate to their level (fliers, beginners, etc).

The instructor’s decision on this matter, alongside all other decisions concerning training, will be final. If, for example, a student joins from another school, or has had a significant gap in their training, the instructor may wish to check their currency of skill by repetition of exercises already performed.

The BHPA training programme, followed by all approved and registered schools, systematically introduces levels of competence to the student thereby building required skills and experience. To this end, all instructors are BHPA registered and examined, and undertake to work to the syllabus and guidelines laid down by the Association.

## Safety

Instruction will be offered to the highest of professional standards possible, within conditions that are considered suitable. In addition to assessing the student, this involves the instructor in a constant process of observation and assessment of meteorological conditions, as well as consideration of other risks associated with the site. This includes, although not exhaustively, wind

strength and direction; the degree of turbulence; how crowded the site is; the shape of the hill and other known hazards such as nearby obstacles.

Every effort is made to assess and anticipate the student's ability to cope with each proposed task, and every effort is made to ensure that these tasks are conducted within appropriate conditions. Advice about hazards, and flight plans to negotiate these hazards will be identified and explained. However, it must also be recognised that flight plans may need to change due to variations in meteorological and other conditions. In such circumstances the pilot must be ready to respond with an amended flight plan in order to avoid an accident (e.g. another paraglider or hang glider may fly directly in front of the student, requiring avoiding action to be taken; an unanticipated height gain may require additional S-turns over the landing field).

Fundamental to hang gliding and paragliding is the fact that as a student you will be, from the outset, alone in the air. Whilst every effort is made to offer suitable and adequate preparation for this experience, it is the student who ultimately makes the final decision about which speed and direction to fly. It is, therefore, your responsibility to raise any doubts or concerns you may have about undertaking each and every flight PRIOR to its occurrence. The instructor will assess both the student and conditions before allowing a flight to take place. A clear flight plan will have been defined and agreed with the student. The final decision however, about whether to launch and in which direction to fly, is yours and yours alone.

It is imperative that you follow instructions given by your instructor. Any deviations from agreed flight plans are at your own responsibility entirely! Peak Airsports reserve the right to curtail or refuse further tuition to any student who in their professional opinion presents a risk to themselves, other persons or the reputation of the sport.

## Record Keeping

From day one, a record will be kept of your progress both within Peak Airsports' school and within the BHPA's current paragliding or hang-gliding syllabus. This record keeping enables us to plan tuition days in advance, and also enables us to compile a profile of each student. In addition, it is the student's responsibility to maintain, following completion of the Elementary Pilot level, his or her own flight logbook. This record provides a basis upon which the student can make a judgement about his or her own level of progress.

## Insurance

The British Hang-gliding and Paragliding Association's insurance only covers up to £25,000 for claims against schools. If you feel that the risks inherent in Paragliding or Hang-gliding outweigh this, please do not commence training.

Peak Airsports has an unparalleled safety record in teaching Paragliding or Hang-gliding and we will robustly defend against any spurious claims of negligence on our part.

All students training with BHPA schools are members of the BHPA and are covered by their third party insurance, which is mandatory for flying activities. The policy does NOT provide you with personal accident insurance. BHPA schools can provide personal accident insurance through Airsports Insurance Bureau. Please discuss this with the instructor who can issue you with the relevant form.

Peak Airsports' conditions for all students:  
Your obligations to us:

The rules below have been introduced for your benefit to minimise risks inherent in paragliding flight and ground-handling exercises.

1. Students will perform satisfactory Parachute Landing Falls (paragliding only) at the beginning of each training day.
2. Students training on their own equipment are responsible for the care and maintenance of their equipment and should ensure that it is in a safe condition for use before every training day. Any equipment problems should be identified to Peak Airsports before its use on a training course, otherwise it will be assumed that the equipment is in a suitable 'airworthy' condition.
3. Students are required to make a 'site, pilot and conditions' risk assessment with the instructor before commencing flying on a training day. These risk assessments are to be recorded every two hours or during a significant change in flying conditions.
4. All students will be required to learn and perform a satisfactory pre-flight check (S.H.O.W. test) before every flight.
5. All students are required to ensure the helmet issued to them fits snugly and comfortably and is not loose or free to move on the head.
6. Students are required to inform Peak Airsports before commencing a training day whether they are fit to fly; i.e. not under the influence of alcohol, prescribed or recreational drugs, having sustained a previous injury likely to affect performance.
7. For your safety, Peak Airsports will not tolerate repeated jumping upwards or back into the harness on launch in an attempt to get airborne. Students continuing to make this action will be required to take part in an additional ground-based training day to correct this dangerous manoeuvre, charged at the daily rate.
8. Under no circumstances will Peak Airsports tolerate 'sit-down' landings or landing approaches where the student remains in a seated position in the harness until the last possible minute before touch-down. Students making this action more than once will be required to take part in an additional ground-based training day to correct this dangerous manoeuvre, charged at the daily rate.
9. Peak Airsports reserves the right to discontinue training to any student who flies in a manner deemed by Peak Airsports to be dangerous or in any way jeopardising the safety of themselves or other pilots or members of public.

I HAVE READ AND UNDERSTAND THIS DOCUMENT (4 PAGES). I UNDERSTAND THE STUDENT'S OBLIGATIONS TO PEAK AIRSPORTS AS SET OUT IN THE RULES ABOVE AND THE SECTION ENTITLED 'STUDENTS', AND I AGREE TO ABIDE BY THEM AT ALL TIMES.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_ School copy (**please return**)

\_\_\_\_\_

Print Name: \_\_\_\_\_

**Peak Airsports' conditions for accepting students:  
Your obligations to us:**

The rules below have been introduced for your benefit to minimise risks inherent in Paragliding or Hang-gliding flight and ground-handling exercises.

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11. Students training on their own equipment are responsible for the care and maintenance of their equipment and should ensure that it is in a safe condition for use before every training day. Any equipment problems should be identified to Peak Airsports before its use on a training course, otherwise it will be assumed that the equipment is in a suitable 'airworthy' condition.
12. Students are required to make a 'site, pilot and conditions' risk assessment with the instructor before commencing flying on a training day. These risk assessments are to be recorded every day or during a significant change in flying conditions.
13. All students will be required to learn and perform a satisfactory pre-flight check (S.H.O.W. test) before every flight.
14. All students are required to ensure the helmet issued to them fits snugly and comfortably and is not loose or free to move on the head.
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**Signed:** \_\_\_\_\_ **Date:** \_\_\_\_\_ **(Client copy)**

**Print Name:** \_\_\_\_\_