

P3 Student Pilot Progress Record

P3 General Description – The pilot has the knowledge and skills to fly most sites in mild to moderate soaring conditions, and to judge when the site and conditions are within the pilot's skill, knowledge, and experience level. The pilot understands the USHPA paragliding rating system and recommended operating limitations, and the FARs and other flying rules applicable to his/her flying (ridge rules, thermal right of way, FAR 103, aircraft sectional use and regulated airspace avoidance, etc.). Maturity and judgment must be commensurate of the P3 rating.

Minimum Requirements:

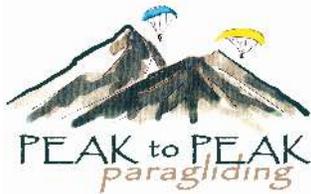
- 20 hours of airtime
- 90 flights
- 30 days of flying

Must have and demonstrate a good understanding of the following:

- Right-of-way rules
- FAA Regulations and aircraft sectional charts
- Airspeed control, stalls, spins, and turbulence-induced collapses/recoveries
- Have read and understand your canopy's owner's manual
- USHPA Accident Report results currently in print
- Can give verbal analysis of and demonstrate knowledge and understanding of:
 - weather conditions on the hill
 - wind shadows
 - gradients
 - lift/sink
 - laminar air
 - turbulence
 - rotor(s)
 - the effect that all of these items may have on an intended flight path and turns
- Must give a verbal flight plan for each observed flight
- Must show thorough preflight of the harness, canopy, and backup reserve parachute
- With each flight, demonstrates a method of establishing that just prior to launch:
 - the pilot is properly connected to the glider
 - the pilot has properly cleared lines
 - the risers are connected properly
 - the pilot has a thorough and memorized preflight checklist

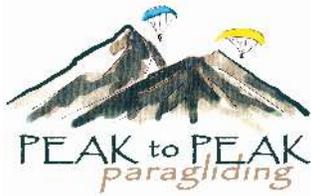
Witnessed Tasks:

- All inflations & launches are aggressive and confident
- All transitions are smooth from running to flying and into the harness
- All landings must be in control, safe, smooth, and on the feet.
- Demonstrates the ability to differentiate airspeed from ground speed.
- Demonstrates linked 180° turns along a predetermined ground track showing smooth controlled reversals and proper coordination at various speeds and bank



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- angles.
- Demonstrates 360° turns in both directions, and at various speeds and bank angles.
- Demonstrates symmetric and asymmetric tip folds (25% per side, 50% total) or some other method of canopy reduction for increased descent rate.
- Demonstrates one method to increase forward speed.
- Demonstrates proper surge control of canopy using properly timed brake application.
- Gives a thorough verbal description of how to maintain directional control during and corrects for an 50% asymmetric wing collapse.
- Gives a thorough explanation of:
 1. Why flying a paraglider with one or both control toggles significantly extended should be avoided unless flaring for a landing.
 2. The signs that the paraglider has entered a stalled configuration (one or both sides).
 3. In 8 to 15 m.p.h. winds, demonstrates the ability to maintain airspeed at or near minimum sink during crosswind and upwind legs, without any evidence of stalls. The United States Hang Gliding and Paragliding Association, Inc.
 4. Demonstrates 5 landings within 10' of a target (or optional landing task – see Addendum 1 – Optional Landing Task) after flights requiring turns on approach.
 5. Demonstrates proper airspeed control on landing approach when descending through a gradient.
 6. Demonstrates proper airspeed for maximum distance flown into a significant headwind.
 7. Demonstrates complete understanding of all Paragliding Tow Discussion Topics (for tow rated pilots only).
 8. Must pass the USHPA Intermediate Paragliding written exam.
 9. Must agree to all the provisions of the USHPA standard waiver and assumption of risk agreement for the Intermediate rating and deliver an original signed copy to the USHPA office.
 10. Acknowledges and understands the need to become familiar with site-specific restrictions and launch or landing access limits, consistent with preservation of flying privileges at a site.



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Recommended Operating Limitations for Intermediate Paraglider Pilots

1. Maximum base wind of 15 m.p.h.
2. Maximum peak gusts to 18 m.p.h.
3. Maximum gust rate of 5 m.p.h. in 5 seconds.
4. Avoid steep turns close to the ground.
5. Avoid application of either brake beyond 3/4 of the way from full off to stall position.
6. Limit turns to bank angles recommended by the manufacturer, limit speed in turns to 2 times the straight line, brakes off, cruise speed, and smoothly exit any spiral turn that shows a tendency to steepen or accelerate.
7. Should initiate downwind turns only with 300' of clearance outward from the hill or ridge in winds above 15 m.p.h., and 200' of clearance in winds above 10 m.p.h.
8. Should not fly in thermals where peak climb rates exceed 500 fpm or where significant vertical cloud development exists.
9. Upon mastering the above skills, an Intermediate Paragliding Pilot should pursue new maneuvers, sites, and conditions with the guidance of a USHPA Certified Advanced Paragliding Instructor or Observer.