



APPI TANDEM COURSE

July 03th – July 15nd 2020

Place: Krushevo, Macedonia

Date: 03th- 15th July

APPI Master Instructor: Mendo Veljanovski

APPI Instructor: Roland Dorozhany

Language: English

Partnership: AcroMacedonia

Practical area: Mechkin Kamen & Ribnik

Planning: 12 days (03-15)

Fees: 400 Eur

Included:

organization of workshop and courses, instructional material, written and electronic documents and exams

Not Included:

APPI membership, liability insurance solo+tandem, accommodation, food and transportation

Accommodation:

contact **Mendo Veljanovski** mail: acromacedonia@gmail.com

tel: +389 77 670 858 Viber, WhtsApp

More Information and registration: acromacedonia@gmail.com

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tel: +389 77 670 858 Viber, WhtsApp





Tandem course for paragliding pilots

Aimed at: Pilot with APPI 5 advanced pilot certification or equivalent wanting to learn how to fly tandem // or pilot same profile having already an experience in tandem.

Duration: 12 days (10-12)

Objectives: Theoretical elements and practical training for safe tandem operations. Each course element teaches advanced and critical items, as well as a review of some fundamental knowledge. However, this is not a course on the basics of paragliding.

Program : Starts date 03th 7.30 am , then every day meeting at 07:00h, course from 07,30h to 08:00h with 1 hours of rest scheduled.

References:

Tandem Course description en_1807

Tandem-routine_en_1807

APPI presentation 2018

APPI_paragliding_training_organization 2.3

Tandem Course advices en_1807

Evaluation tandem flight_en_1807

APPI_LogBook_2.0

You will need: pen, calculator, ruler 20cm mini in millimeter, memory stick, solo gear in good shape, complete Tandem gear in good shape, the line length scheme of the glider with numerical value.

Some manufacturer do not include this information in the manual. Anticipate this and ask your dealer. Line length values from non official sites like para2000 are not acceptable.

Complete Tandem gear = glider, harnesses, reserve rated for tandem flight, helmets, 2m radio, gloves

Extracts of the theoretical contents:

Tandem operating:

Organize the tandem flight/preparation with safety as the primary goal. Choosing of the gear, flying site organizing. Relationship with the passenger/client . Operating: attitude, psychology, techniques (T.O., approach, landing), physiological issues, assistance management, camera. Specific public. Most frequent problems. Creation of written global procedure, including safety checks and typical briefings...

Gear:

Care and maintenance of components: glider's cloth aging, line load and required resistance, trim check method and airworthiness assessment. Harnesses and reserve: settings, known problems, certification...

Aerodynamics, flight mechanics and piloting

Stability/ instability of a wing's profile, consequences on piloting. Specifics of tandem flying: Wing loading and speed range, weight factors, trimmers use, etc...

Meteorology, Aerology

Global and local forecasting tools, atmospheric stability/instability, aerological traps and dangerous situations...

Psychological aspects and safety: Safety guidelines, risk homeostasis , the good attitude. Stress and coping. Risk management, typical risky situations. What to do in case of accident etc...

Legal aspects of tandem operating: responsibilities, obligations, insurances. Airspaces and flying rules refresh. Authorities, APPI. Environment. Community representative as a pro pilot, duties.



DETAILS:

A - Prerequisites

- Be certified as an APPI 5 Advanced Pilot, or an equivalent rating: IPPI 5 plus Advanced SIV and XC certification. Required experience: more than a year of paragliding activity.
- Be over 18 years of age.
- Submit proof of First Aid training (Red Cross or other rescue organization equivalence).

Advanced SIV certification means that you master at least the following maneuvers:

- deep 360 damped exit
- pitch, pitch control
- stall, backfly, recovery,
- spin, recovery
- asymmetrical collapse, autorotation, recovery

accepted documents are :

- *certification provided by APPI SIV instructor
- *a document issued by a recognized SIV instructor certifying you master those maneuvers
- *a video of those maneuvers featuring -inboard angle (mounted on the knee or ankle, pointed at pilot) - and simultaneous outside angle (shot from the ground)

B – Solo skills check

An evaluation of the piloting skills in solo will be performed as soon as possible depending on the weather, and before any tandem flight. If the instructor judges your level is not satisfactory, you will have at that moment two options:

- 1) you decide to leave and in that case the fees will be refunded less a deduction of **100** euros
- 2) You decide to stay, but you will not fly with the tandem as a pilot. You will get new knowledge but that course will not be validated into the APPI system.

To prepare for solo check, we strongly encourage you to repeatedly practice and master the following maneuvers:

- clean take off with safety check and glider visual control
- deep spiral damped exit
- pitch and pitch control,
- timed maneuver: 720°, exit on axis. Time less than 15 sec from 'Go' to glider stabilized,
- U-Shape approach, 4 sec minimum straight final, land in a 20m diameter target.

C - Training

The training includes a review of advanced theoretical knowledge about flight mechanics and piloting, weather and rules. Full review of specific equipment for tandem operating, gear aging inspection methods are given, as well as mental state awareness, pilot's and passenger emotional control.

In the field, emphasis is put on safety procedures and specifics of tandem handling. Practical training covers a wide range of techniques and specifics of tandem operating. Classical traps of tandem operating are presented.

A minimum of 10 flights in tandem as pilot must be performed under instructor control before being allowed to fly without instructor's control



D - Qualifications and prerogatives

At the end of the tandem training course:

* If the instructor judges the student is not ready to fly tandem, the NCTP status is canceled. The student should improve his skills flying a solo glider before re-attending the tandem course.

1) For the pilots that had no previous experience in tandem

* If the students level is ok, 10 flights as pilot have been performed, the instructor leaves the status NCTP "in progress".

The student must obtain a non commercial tandem liability insurance if available (provided with our APPI insurance if eligible), they are allowed to fly without direct supervision of the instructor, but only with pilots as a passenger.

2) For the pilots that have an experience of:

- at least 40 tandem flights as pilot
 - done with minimum 2 different wings
 - on 3 different sites
 - and with 4 different passengers
- (provide flight proof, photo or video, track, contact of passenger)

... the student may take tandem exam at the end of the APPI tandem course.

* If the exam is not satisfactory, the student's status stays as NCTP "in progress" he should build more experience flying tandem with pilots as passenger until he passes the NCTP exam

* If exam is satisfactory, the student's status will be updated to non-commercial tandem pilot "validated" allowing him to fly **pilots** as well as **non-pilots as passenger, but non commercially**.

To get APPI Non Commercial Tandem Pilot rating :

- Theoretical exam

50 questions 80% success required / open questions to develop

- Practical exam

Maintenance: glider trim control.

Flight: two flights in tandem as pilot.

* Impeccable briefing and safety procedure (written).

* Time between passenger greeting glider in the bag and "ready to take off" less than 20mn.

* Master one takeoff technique (forward or reverse) and able to perform the other one.

* Glider visual control, acceleration, trajectory control are safe. One descent technique.

* Timed maneuvers: inverted 360 (figure 8) **30 sec** from start to glider stabilized, 720° **25 sec** glider stabilized. Entry, transition and exit all on heading

* landing two **times:** Neat U-shape (aircraft) approach, min 4 sec straight final, land on foot inside a **40m** diameter target.

One "second chance" flight possible in case of fail on timed maneuvers or accuracy.

Important: *If there is a fail in the safety procedure, or if the instructor judges an action is dangerous (on take off, at landing or uncontrolled maneuvers), he will cancel the exam.*



3) for the pilots that have an experience of:

- at least 3 years paragliding experience
- at least one year tandem operating
- at least 150 tandem flights as pilot
(provide flight proof, photo or video, track, contact of passenger).

... the student may take the tandem exam at the end of the APPI tandem course

As result of the exam, the student may gain the following rating :

- APPI Non-Commercial Tandem Pilot "in progress" he should build more experience flying tandem with pilots as passenger until he passes the tandem exam
- APPI Non-Commercial Tandem Pilot "validated" allowing him to fly **Pilots** as well as **non-pilots as passenger, but non commercially**.
- APPI professional tandem pilot « validated » Upon APPI standards, APPI pro tandem pilot is capable of commercial tandem activity, with efficiency and a high level of safety.

To get APPI Pro Tandem Pilot rating :

- Theoretical exam

50 questions with 80% success / open questions to develop

- Practical exam

Maintenance glider trim control.

Flight exam based on professional tandem operating. Two flights in tandem as pilot.

- * Passenger care and attention.
- * Briefings and procedures mastered (written).
- * Time between “passenger greeting glider in the bag”, and “ready to take off”, less than **10mn**.
- * Master forward and reverse takeoff techniques.
- * Operational over a wide range of loads and conditions.
- * Management and use of the camera (goPro stick).
- * Safety management on takeoff, in flight, and landing.
- * Excellent technique for glider visual control, acceleration, trajectory control.
- * Excellent technique during takeoff exit, especially for getting passenger into harness while keeping piloting.
- * One descent technique.
- * Timed maneuvers: inverted 360 (figure 8) **25 sec** glider from start to stabilized, 720° **20 sec** glider stabilized. Entry, transition and exit all on heading
- * Landing two times: Neat U-shape approach, min 4 sec straight final, land on foot inside a **30m** diameter target.

One “second chance” flight possible in case of fail on timed maneuvers or accuracy.

Important: *If there is a fail in the safety procedure, or if the instructor judges an action is dangerous (on take off, at landing or uncontrolled maneuvers), he will cancel the exam.*

APPI certification is internal to the APPI system, and shows no particular right in the country where the activity is performed, unless APPI is recognized by the legal local authority managing free flight.