

# PILOT STAGE

This rating is similar to Stage 4 of the  
FAI Para Pro and Safe Pro schemes.

After attaining Club Pilot rating:

Date

Coach/Inst. signature

## A The TOW pilot must complete:

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| 1) A minimum of 75 flights (at least 30 to above 800 feet agl).  |  |  |
| 2) 10 flights in each of 4 different wind directions.  |  |  |
| 3) 3 flights from each of 2 different sites.   |  |  |
| 4) 5 flights of over 10 minutes duration (PA – 5 minutes) after releasing at a height not exceeding 1500 feet agl. |  |  |

## B The HILL pilot must complete:

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|---|--|--|
| 1) 3 take offs and 3 landings in winds of less than 5 mph.        |  |  |
| 2) 2 top landings at each of three different sites.               |  |  |
| 3) Flights from 5 different sites, at least 3 to be inland sites. |  |  |
| 4) At least 3 flights of over 1 hour duration.                    |  |  |
| 5) A minimum of 50 flights logged.                                |  |  |
| 6) A minimum of 25 hours logged.                                  |  |  |

## C ALL pilots must:

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| 1) Complete 5 controlled landings in a designated area from flights of not less than 3 minutes duration. (15 metres radius for HG. 10 metres radius for PG.)                   |  |  |
| 2) Safely demonstrate slow flight awareness and discuss the relevant symptoms and dangers. (WARNING: PG – deliberate stalls must be avoided.)                                  |  |  |
| 3) Fly co-ordinated 360° turns in both directions.   |  |  |
| 4) 3 flights during which thermalling height gains exceeding 1000ft are achieved (barographs are not necessary).   |  |  |
| 5) Pass the Pilot written examination paper.   |  |  |
| 6) Display an ability to fly competently and safely in the company of others; maintaining a good look-out, complying with the Rules of the Air and exhibiting good airmanship. |  |  |
| 7) Demonstrate the correct attitude to continue a flying career both safely and competently.   |  |  |

## D All PG pilots must:

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| 1) Discuss and be able to explain the actions to be taken to recover from an asymmetric tuck, showing in particular full awareness of the dangers of over-counterering.    |  |  |
| 2) Discuss and be able to explain the techniques for avoiding and recovering from stalls and spins; and emergency rapid descent techniques (B line stall and spiral dive). |  |  |