

Dear Candidate APPI Tandem pilot,

You have applied for the APPI tandem pro-course or pro-workshop and we thank you very much. Those workshops have two main goals. First: Present to you the latest knowledge elaborated by the cosmopolitan pool of APPI master instructors. The second: deliver to you the APPI certification corresponding to your level according to APPI standards.

During the workshops, we have little time and many points to talk about. It is quite intense and demanding. We recommend you to be relaxed and have a mind free of problems.

You may also prepare by having a look in the **theory** books. We will spend very little time on basic topics. Reviewing the basics of paragliding theory will help the understanding of advanced topics that will be developed during the workshop.

- Aerodynamics, flight mechanics
- Meteorology, Aerology
- flying rules etc.

Tandem Flight exam

If you have a lot of tandem experience, you may feel that you will easily pass... well, watch out!

Safety procedure. APPI promotes a certain procedure that has been proven to minimize the risk. The document **tandem routine** details an example of the whole process. You may adapt it. The non-negotiable points are in bold in the **tandem evaluation**. The safety check procedures are particularly important and have to be respected.

A) The 4 point passenger, the 5 point pilot checks.

B) ONCE ready, before each attempt 4 steps:

- The 7 points vital safety last check,
- Wind check & last words to passenger,
- look at glider,
- look at traffic, **Go**

Work your take off technique, direct and reverse launch, direct launch should feature gliders visual control

The in-flight manoeuvre requires a bit of precision (respect of axis, energy, time), so we recommend you to train.

Approach: APPI inspectors like to see U shape approach. Even if it's not explicitly mandatory, perform a nice U approach will undoubtedly be an advantage. Landing in the target (30m diameter), on the feet without falling, after a long final featuring 4 seconds minimum strait and a nice flare, is mandatory.

Taking the tandem routine document as a base, write your own routine, you will have to present it at the exam, and your flight operation should conform. You will also have to present two written briefings: one for no wind conditions, the other for windy conditions.

Exams to pass, and documents to provide to validate your level

- Advanced SIV by APPI SIV instructor, or video of the 5 SIV mandatory maneuvers.
- First aid certificate.

-Tandem routine and briefings

write your tandem routine and two briefings (windy, no wind), bring these to the exam with you.

tips:

- study document " **tandem routine example** "
- main ideas: safety, spend minimum time hooked on glider, talk: good words, good timing, less is more
- know your routine, operate in accordance with your written routine
- check points: count them and name them

-Tandem practical exam

Evaluation criteria:

See document **evaluation tandem flight**. You have to perform a minimum of two flights. If you miss a maneuver or a landing you will have an extra flight to correct (only one).

Advices:

1 Even if you have a lot of experience, train for the timed maneuvers, direct and reverse launch technique as well as aircraft approach and accuracy. Bring the gear you are used to flying with. The glider, harnesses and rescue parachute should be in good state!

During the flights you have to perform:

- One fast descent technique of your choice
- Two timed maneuvers: the chronometer stops when the glider is above head, in straight flight and with stabilized speed. (end of acceleration)
720°: The examiner gives on radio the 3,2,1,Go starts chronometer, you perform 720° , Exit on entry axis +- 15°, chronometer stops when stabilized.
- figure 8:** The examiner gives the 3,2,1,Go, you perform 1 turn, exit on axis +- 15° followed by 1 turn the opposite way, Exit on axis +- 15°. chronometer stops when stabilized.
- Neat take off, nice approach, straight final 4 sec minimum, landing in the target on the feet, pilot and passenger, no fall.

If a timed maneuver is failed (out of time, out of axis, collapse in the maneuver) the pilot is allowed to try the maneuver again (only one time)

If the target is missed one time, or fall, the pilot will have an extra flight to try validate (only one)

The pilot is the one that decide to make maneuver or not.

If examiner believes there is a safety issue he will stop and then exam is canceled for that pilot. (Examples: dangerous take off or crash on take-off, dangerous piloting in the maneuvers, dangerous approach or crash at landing.)

radio procedure for in flight exercises:

- when Pilot is ready they call on radio: "name, glider, location, ready for xx maneuver"
- examiner answers "pilot's name, ok for xx maneuver, 3,2,1 go" then at the end "stop chrono"

then examiner announce “ XX seconds, maneuver validated level (NC or pro),” or “xx seconds, maneuver FAIL” or “maneuver FAIL, reason yyy”

-Pilots decides what he will perform next (second try on a failed maneuver or perform another maneuver)

glider trim control

bring your glider with line scheme and line length table

tip: some manufacturer does not include this information in the manual. Anticipate this and ask your dealer.

To validate his tandem certification, the tandem pilot must provide to the staff the trim control of his own glider performed by himself.

-theoretical exam

upon the cases might be multiple answers questionnaire or open questions.

Multiple answers questionnaire:

-Either APPI tandem exam, 50 questions, mini success rate 80% (use APPI training tool to prepare)

-Or workshop exam 100 questions mini success rate 60%

-Open questions: you will get 4 to 6 questions, about units 1 to 4, one hour to prepare, all documentation allowed. Then you present on the board. You take the questions in the order you want, you share the time allowed as you want between the question. One page of notes is allowed as well as tools or documents to support your demonstration

evaluation criteria:

knowledge, quality of explanations, use and quality of drawings, stress management, time management. Minimum knowledge rate: 2,5/5 for tandem certification

tips:

-Questions are listed in “***evaluation questions***”, you are given them at the beginning of the workshop.

-Do as if you explain to advanced pilots, go to the essential. The goal is to show your knowledge level.

-Use drawings, train to make nice ones, if the examiner wants to take picture of your drawing you make a point.

-Manage your stress and the time.

APPI feedback: we would be happy to have your feedback about the pro workshop. Fill ***Workshop feedback***

Note: If the master in charge has any doubt about practical skills, he might ask for a solo demo flight prior to any tandem flight. Solo tasks include:

-clean take off with safety check,

-pitch and pitch control,

-timed maneuver 2x360, exit on axis in less than 15 sec glider stabilized,

-clean approach, landing with 4 sec minimum straight final in a 20m diameter target

We wish you an excellent and succesfull tandem course or pro-workshop!

The APPI Education Committee.