

EXAMPLE of Tandem Routine 7 steps

case : pilot's harness not connected to glider (no André Rose system)

Pilot	Interaction with client
weather, decision	
Step 1 Assess passenger stress level & physical aptitude	Hello I am your pro tandem pilot first time? Sport? Why? Expectation? jokes, touch, drink, reassure.. Patagonian tiger trick
Step 2	Present activity we enter take off zone, traffic, for safety stay close program of the flight
Step 3 Gear up passenger (4 important points: 1 : the 2 legs, 2 : ventral, 3 : chest, 4 : helmet)) click-pull additional (shoes, smartphone...)	Briefing adapted to conditions, terrain, technique you may use, what to do and not to do « less is more »! word choice is important
Step 4 glider position, check quick-links, lines, trimmers gear up pilot ((5 points inc reserve check) click-pull	Let passenger focus
Step 5 Assistant briefing if applies hook pilot/ passenger on spreaders hook glider on spreaders, Ready to go	Give a « go » to measure energy, make feel & see « we are hooked together », Passenger arms position.
Step 6 <u>! once fully Ready to go!</u> last 4 steps just before take off : 1) last check 7 vital points 2) assess weather, wind direction & cycles (last words), Visualize stop line, stop procedure. 3) look at glider , lines away from body, moving obstacles (around, in front) 4) moment choice, traffic check, GO	1 passenger leg-straps, 2 passenger carabiners, 3 main carabiners, 4 pilot carabiners, 5 pilot leg-straps, 6 trims symmetrical, 7 commands free. Last words: give direction (far target), don't stop unless I tell you « Stop », don't sit until I tell you ask feedback
Step 7 regulate passenger energy, glider visual control , decide, accelerate, trajectory control	GO ! Communication with passenger
If take off fails, go to step 6	
Take off successfull: Trajectory control H&V, traffic, inboard check, clear terrain... Then install passenger into harness	« Knees to your chest »

Guidelines to develop your routine :

- a-insure passenger safety (traffic on take off, top landing, traffic on LZ)
- b-limit time when crew is partially or totally hooked to glider and not ready to take off
- c-do the things at the right moment, briefing short but complete, use the right words, less is more.

Briefing Example light wind, alpine take off

there are 3 important things to know for take-off: 1 you need to run, 2 you need to run, 3 you need to...run

this looks like a joke but we will have 3 stages in our take off

-1: when I tell you go, you... (walk fast, run smoothly, run fast... depending on gear, conditions, passenger) and you will feel like a brake, this is glider's inflation

-2: keep going ahead with strength, then you may feel you are being lifted, we are not flying yet, stay standing up and keep on going even if your feet do not touch the ground for a moment

-3: Finally it gets easy to go forward and the wing is lifting you: accelerate, run fast, look far, huge steps

-never sit, until I say you can sit, even if your feet don't touch the ground,

-never stop unless I tell you « stop ».

so can you repeat what we have to do ?

also

At what moment will you do the landing briefing?

-in flight as soon as you are sure to have enough flying time

-early enough and prepare your landing briefing to have it clear and concise

technique

-Forward launch technique is preferable until reverse launch technique is obviously safer

-Reverse launch: the pilot should have the controls in the correct hands before to inflate (crossed controls)

-U-shape approach is preferable

Operation guidelines

-Passenger never takes a risk consciously

-Passenger comes to have fun, just remember your first flight, your feet leaving the ground, lots of emotion. There is no need for crazy maneuvers to impress.

-Each time there is an accident, the passenger pays the price big time

-Each bad takeoff or bad landing, each passenger that vomits is a bad advertisement for your activity

-Are my passengers happy? Would they do it again?