

SAINT GEORGE PARAMOTOR

PREFLIGHT CHECKLIST

Site and Wind Conditions

- o Check long-range forecast (next few hours)
- o After arriving at takeoff site, set up Wind Sock; verify wind direction for 5 to 10 minutes
- o Check wind speed (0 to 10 mph)
- o Verify takeoff / landing direction
- o Check ground conditions (potholes, water, thorn bushes, debris etc.)
- o Check for obstructions; power lines, trees and bushes, fences, buildings, people and animals
- o Check two way radio(s) functioning, ensuring battery level good

Harness

- o Check webbing for stress / fraying
- o Check mounts to cage, buckles, and carabineers etc.
- o Check for any loose / unsecure attachments, swing arms

Motor

- o Check muffler joint bolts, carb, airbox, belt, motor mounts, spark plug and wire are tight
- o Check prop for knicks, dents, fraying or separation, and check prop bolts
- o Check all fasteners for tightness
- o Check SUFFICIENT fuel level for amount of planned flight with having 30 minutes reserve, fuel cap and fuel hoses.

Wing

- o Lay Wing out into wind in crescent moon shape; checking for tears, frays, knots and debris tangled in the lines
- o Check lines straight and clear
- o Check risers / Line condition, set trimmers to recommended takeoff points by manufacturer

Motor Warm Up

- o **(Before starting)** Verify throttle travel and return to idle
- o Put paramotor on your back for starting (do not start on the ground)
- o Visually check area and yell loud and clearly "**CLEAR PROP**"
- o Start engine (before throttling up, let the motor warm up to 140 degrees F)
- o Check Throttle (smooth operation, full throttle and motor returns to idle).
- o Check "KILL" engine switch function by depressing button to initiate stopping function

Hook Up

- o Check shoulder harness, chest strap, belly strap, leg straps, and helmet strap are properly secure and sufficiently tight
- o Attach wing to paramotor (reverse or forward inflation)
- o Check carabineers locked
- o Check risers hooked up correctly (no riser twists)
- o Check Trimmers set at manufacturers recommended takeoff position
- o Position harness and lines correctly (reverse or forward inflation)
- o Start motor

PPG TAKEOFF CHECKLIST

- o Verify wind direction with wind sock
- o Inflate wing (forward or reverse) pulling up the "A's" while moving into wind direction until wing is overhead
- o Visually inspect you have a fully inflated and steady wing while moving forward
- o Once steady, Throttle up smoothly to 25% advancing forward with the thrust
- o Adjust body position by leaning back and gradually apply full power

NOTE: AT ANY POINT THE WING DOES NOT FEEL STEADY; ABORT / KILL MOTOR

- o If wing is steady keep running until liftoff and maintain full throttle. **DO NOT ATTEMPT TO SIT DOWN**
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o At 100 Feet above the ground get into harness and lean into the opposite direction of motor torque to maintain a straight flight path

PPG INFLIGHT CHECKLIST

- o Maintain smooth throttle transitions
- o Climb to desired altitude and reduce throttle to cruise (altitude is your friend)
- o Keep in mind wind direction and place to land at all times in event of an emergency landing

PPG LANDING CHECKLIST

- o Visually find landing sight
- o Overfly your wind sock to visually verify wind direction
- o Adjust Trimmers **“fully in”** (pulled all the way down for slowest speed)
- o Establish flight path / approach
- o Reduce power to idle at **100ft**
- o Get out of harness seat by extending your legs (do not pull on breaks to get out of harness) **50ft**
- o Turn motor off / kill at **50ft**
- o Ensure brakes released at **50ft** (making minor corrections for drift)
- o Ensure legs are in the running position **50ft**
- o Pull brake evenly to mid position at **6ft**
- o Pull brake to full position at **1ft** and hold until landing
- o **STAND UP ON TOUCHDOWN** (strong legs) keep walking forward while holding brakes down
- o Pivot Left or right to face the wing in a reverse position
- o Deflate wing by pulling and holding both brakes down fully

Congratulations on your safe flight!